

ONTARIO PLANNING JOURNAL

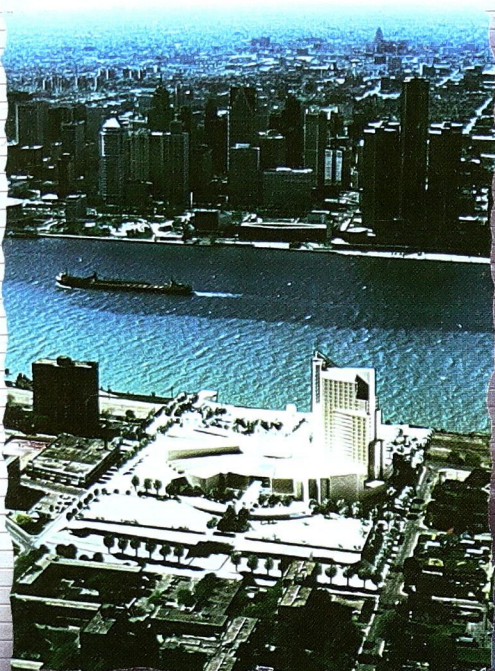
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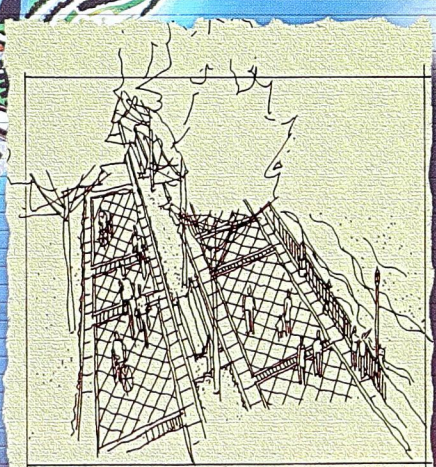
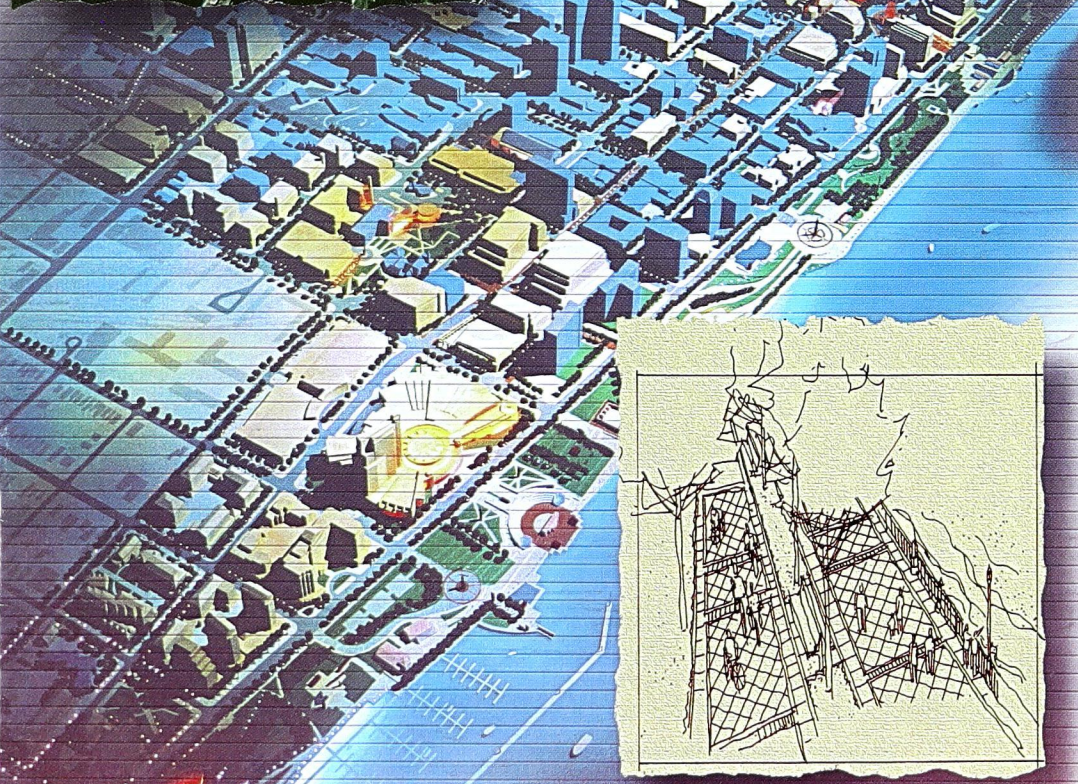
ONTARIO PROFESSIONAL PLANNERS INSTITUTE



PLANNING & THE GAMING INDUSTRY

The Windsor Experience

As a new element in the fabric of our communities, casinos are clearly the subject of mixed feelings as the gaming industry expands in Ontario.Page 3



Export or extinct?

Joe Berridge says that planners have to look beyond Canada's borders or risk becoming irrelevant, broke or both.P. 10

Overseas the way to go.

CORG organizer Michel Frojmovic believes that beginning planners can benefit from turning their sights abroad too.P. 10

Wanted: a Route Map to Sudbury

Mark Simeoni is just kidding, but wants us to put the Sudbury conference in our calendars now anyway.P. 16

How railways can be good neighbours.

Noise specialist Bill Gastmeier details the progress made in planning next to rail corridors. ...P. 18

Learning to Learn.

Judy Zon suggests that we need to make some adjustments in our thinking about the material we select and the way we go about learning.P. 22

ONTARIO PLANNING JOURNAL

Volume 11, Number 2, 1996

**ONTARIO PROFESSIONAL
PLANNERS INSTITUTE**
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Canadian Institute of Planners

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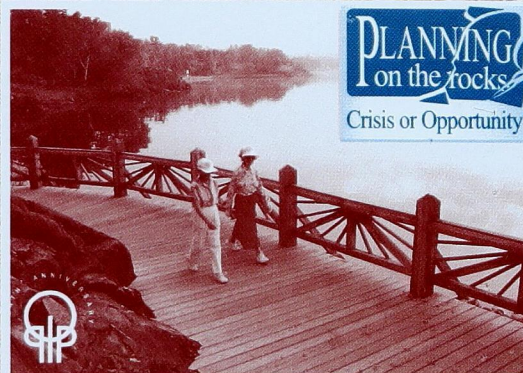
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PLANNING AND THE GAMING INDUSTRY: THE WINDSOR EXPERIENCE

by Calvin Brook



As a new element in the fabric of our communities, casinos are clearly the subject of mixed feelings as the gaming industry expands in Ontario.

On the one hand, revenues are staggering. Two months after opening, Windsor's interim facility was the world's most profitable casino on a per square foot basis, bringing in \$1.32 million a day in gross gaming revenues. If the province goes ahead with its plan to develop all seven market regions (as identified in the Ontario Casino Market and Economic Impact Study), direct annual provincial revenues could exceed \$1 billion.

For any deficit-fighting government these numbers are hard to resist. Many believe that sooner or later permanent government-regulated casinos will be present in most border cities and in many other communities with tourism potential.

On the other hand, when it comes to casinos, there is a lot of moral baggage attached. From a public policy perspective, the notion of a government dependent on gaming revenues is somewhat disturbing. One has to wonder, how did it come to this?

But the negative stereotypes tend to be based on the U.S. experience, which doesn't necessarily apply to Ontario. There are positive signs that the casinos can be used to serve community interests. The Windsor experience so far reveals the unique challenge that municipalities seeking to host the gaming industry will face. Can the gaming industry be a positive force in the economic development of Ontario's cities? And at what cost?

In Windsor, the Casino is seen as a

means to a much larger end. Despite its huge draw, the Casino on its own has little direct impact on the downtown economy. The interim Casino opened in Windsor in May, 1994 in what used to be the Art Gallery of Windsor. The building had also

needed. In 1993, Windsor embarked on its most ambitious downtown planning initiative to date. The City Centre Revitalization and Design Study was jointly funded by the Ontario Casino Corporation and the City of Windsor.

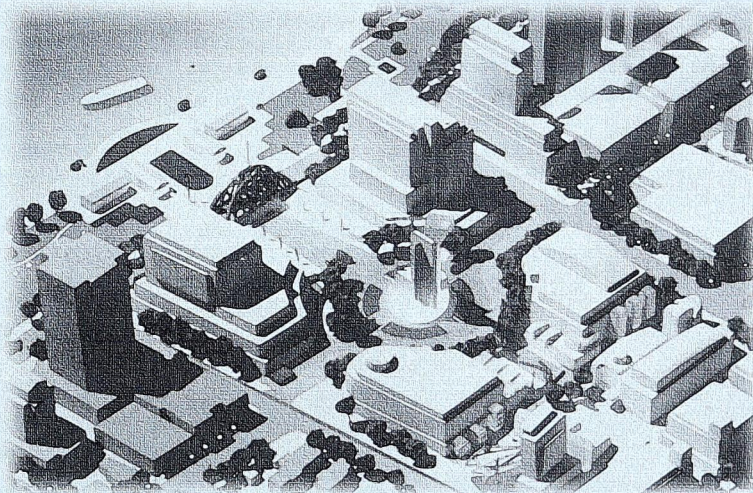
The objectives of the plan were to: maximize the benefits which the Casino could bring (that is, economic development through new tourism); provide new uses and activities to draw overnight visitors and residents

to the core; mitigate any negative impacts associated with gaming; and, strengthen the characteristics of diversity, safety and urbanity considered crucial to a healthy downtown. The context for introducing a major casino into Windsor has no precedent. U.S. communities that opened themselves to gaming typically went all the way, such as Atlantic City, allowing numerous casinos to dominate entire downtown districts. Another approach has been to attempt to contain the influence of casinos by placing them in marginal areas, such as Mississippi riverboats, or to isolate them as resort-based destinations such as Foxwoods.

In contrast, Windsor is seeking to introduce a single, large casino into the urban fabric of a fairly healthy and diver-

sified city centre.

The plan calls for the phased development of a tourism infrastructure in association with the Casino that will appeal to families, business and convention travellers as a means of increasing overnight visitations and spin-offs to local business. These new destinations will be integrated with the existing fabric of downtown. A key premise of the plan was that the best cities to visit are also the best cities to live in; the intent was to avoid creating



The new look of downtown Windsor

previously been a brewery. The interim Casino attracts up to 19,000 visitors a day, some 80% toting U.S. cash. But almost all of these visitors are "day-trippers": they come only to gamble, and return home the same day, taking with them any potential spin-offs to local hotels, restaurants, and retail.

Windsor understood that to leverage the Casino as a positive force for economic development a much larger strategy was

MANY ASPECTS OF WINDSOR'S PLAN STEM FROM AN ANALYSIS OF THE EXPERIENCE OF OTHER U.S. "CASINO-TOWNS": THESE INCLUDE:

- unrealistically high levels of land valuation causing development stagnation in areas around casinos or entire downtown districts;
- demolition to make way for parking, motivated by the desire for high revenues; which can be a lucrative source of income;
- reduced use of the downtown by local residents in anticipation

- of increased congestion, parking costs and crime;
- declining use of traditional tourism venues as a result of a perceived "image shift" from family to adult oriented activities;
- reduced retail sales by local merchants who are unprepared to market to the tourism sector;
- inability to harness potential economic spin-offs due to a lack of complementary recreational entertainment and other tourism activities.

an isolated tourist district filled with attractions that could really be located anywhere. Rather the focus is on strengthening an authentic urban setting where the distinction between tourist attraction and local activity is blurred (as is the case in Paris or Boston).

Activities of interest to both residents and visitors being planned for include

expanded convention facilities; a municipal marina; an interactive automotive museum; a Tivoli-type cultural amusement park; and a festival retail market based on the renovation of Windsor's historic farmer's market. Other initiatives aimed at creating a liveable, and well designed downtown. These include a waterfront park system, new residential districts, tree-lined

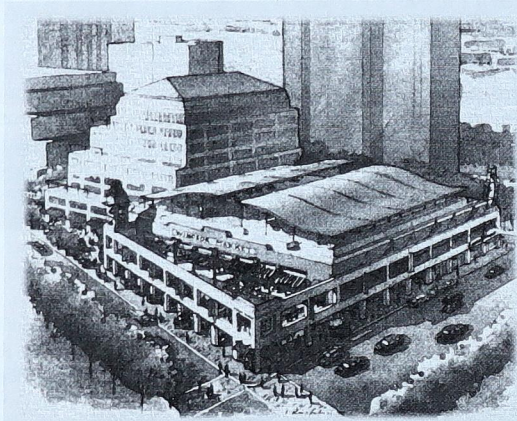
pedestrian promenades, a series of urban squares integrated with the activity of existing neighbourhood cafes and shops, and expansion of the community infrastructure of schools, libraries, music and theatre halls which will help pull resident use back to the core.

The plan also sets out density and urban design guidelines for the City centre as an aid in maintaining

wealthy U.S. city.

In Detroit, money is spent not in the infamous, blighted downtown but in a series of peripheral neo-colonial suburban centres where people feel safe and can walk at night. Windsor is in a perfect position to attract increasing numbers of Detroit visitors by providing an active downtown which is safe, pedestrian friendly and which has a sense of place based on local history.

Whether Windsor Casino will indeed catalyze a new tourism industry and help spawn a revitalized downtown is dependent on both the level of new investment attracted to Windsor and the ability of civic leaders to actively implement the plan. There is evidence that the strategy is working so far. But even as the \$475 million permanent Casino begins construction it is clear that with a plan in place, Windsor is set to redefine the role which the gaming industry can play in North American cities.



Renovated Windsor Market just West of Casino site.

the pedestrian character of Windsor's downtown.

This focus on what many still think of as "soft" issues of urban design may seem surprising. Yet it evolved in Windsor through an astute evaluation of its market. A glance at a map of Detroit with its population of five million reveals that, in many respects, Windsor is but another suburb of this

Calvin Brook is Executive Director of Brisbin Brook Beynon Urban Design and Planning in Toronto and was Project Director for the Ontario Casino Project: Windsor City Centre Revitalization and Design Study.

Windsor is the location of OPPI's 1997 conference. Watch for details.

Implementing the Plan: a Snapshot

by Jim Yanchula

Some Windsorites claim that the City is better at commissioning studies than implementing them! This opinion may have to be revised now that Windsor has at last been dealt a chance to realize its long-held desire to diversify an auto-based economy with a significant tourism sector.

The local leadership is taking the challenge seriously. In October, 1994, City Council formally adopted the Ontario Casino Project: Windsor City Centre Revitalization and Design Study and created a task force to implement it. There are 20 community representatives, all of whom are major stakeholders, led by the Mayor

and four councillors.

The position of City Centre Revitalization Manager was quickly filled. Working within the Mayor's Office, the manager coordinates all City Centre revitalization projects. Wherever possible, City staff are assigned to revitalization projects that fit their departmental responsibilities. Volunteers from the general public supplement staff resources, helping to build a level of community-based "ownership" in revitalization projects.

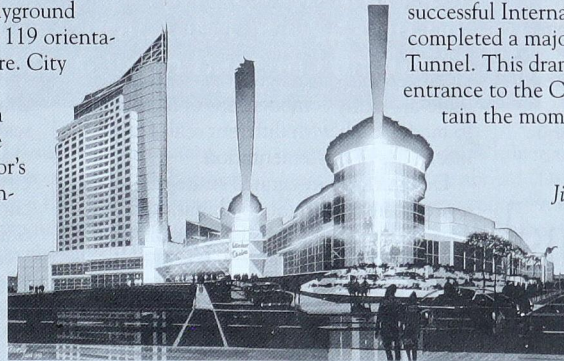
The Task Forces' first job was communicating the City's plan for introducing the casino in the city core. It commissioned a professionally-built scale model of the City Centre area and 6,000 colour poster-brochures outlining the key elements of the City Centre study. These tools engage development interest, media attention, and community support at public events.

How has the revitalization effort been received locally?

Reactions range from scepticism to enthusiasm. Already, 44 activities consistent with the study's aims and recommendations are in progress or completed. The public tends to expect immediate "results", in the form of large scale capital-intensive projects. Although several such projects have begun, the public largely remains largely unimpressed with the smaller scale visible initiatives undertaken, such as the new playground installed in City Hall Square and the 119 orientation banners put up in the City Centre. City Centre revitalization is nevertheless receiving considerable positive media attention. It consistently ranks in the top ten priorities identified in Windsor's Community Strategic Plan public consultations.

For most locals, Windsor's interim gaming facilities have raised expectations for the City Centre's future. For some they

instill robust confidence. The prevailing attitude is that casinos can help the community reach its goals better and more quickly than any other initiative in recent memory. Yet City Centre revitalization is not focused exclusively on the casino. The City has been actively working to save a long planned-for Court House from provincial budget cuts. It co-sponsored the highly successful International Buskers Festival and recently completed a major upgrading to the Windsor-Detroit Tunnel. This dramatically improves an important entrance to the City Centre. The challenge is to maintain the momentum that has been created.



Jim Yanchula, MCIP, RPP, is City Centre Revitalization Manager in Windsor and was Project Coordinator for the Ontario Casino Project: Windsor City Centre Revitalization and Design Study.

TRANSPORTATION

An Integrated Approach to Transport Planning: Lessons from the U.K.

PART 3 OF A SERIES.

by Mario M. Bozzo



In Parts 1 and 2 I focused on public transport deregulation and privatization in the U.K. Given the tradeoffs caused by private-sector involvement in public transit, I concluded that if privatization and deregulation were to be considered in Canada, an integrated approach to transportation planning should be developed.

In any type of transportation planning exercise, the most common objectives at the strategic level include safety, economic efficiency, environmental protection, improved accessibility, and efficiency in the use of resources. Problems such as congestion, pollution, a decaying urban fabric, and an automobile-dependent urban form also need to be solved.

The transportation planner/engineer uses four main types of strategies to achieve these goals:

- 1 Infrastructure provision, such as new roads or rail lines or Park-and-Ride schemes.
- 2 Management, including urban traffic control, bus priorities, and intelligent transport systems.
- 3 Pricing, including parking charges, road pricing, fuel taxes and bus fares.
- 4 Land use, which may involve

changing the density or mix of development or the location of development relative to public transport.

In Britain, these measures have traditionally been implemented piecemeal, and new roads, public transport provisions and traffic management schemes were assessed using different criteria. As a result, the benefits of combining strategies were never fully realized. Examples of such combinations might be a traffic-calming scheme that reinforced the benefits of building a bypass, or a reduction in public transit fares designed to intensify the effect of traffic restraint.

Recently, however, interest in the development of integrated transport strategies

has been growing in the U.K. Studies have demonstrated that if the provision, management and pricing of infrastructure are coordinated, the scale of urban transport problems can be reduced. As a result, the Department of Transport is endorsing an integrated approach for municipalities.

The Association of Metropolitan Authorities has identified four main types of integration: between authorities; between measures involving different modes; between measures involving infrastructure provision, management and pricing; and between transport measures and land use planning measures.

Research has also been undertaken to develop a common appraisal framework for evaluating the various types of measures that may be included in an integrated package.

Integration benefits transportation planning in three ways:

- 1 The measures complement one another in their effect on users, as in the traffic calming/bypass example.
- 2 The measures make other elements of the strategy financially feasible. For instance, raising parking fees or fuel prices or implementing road pricing may help finance



other transport infrastructure projects.

3 The measures help with public acceptance. Measures that are unpalatable on their own can be packaged with ones that demonstrate a clear benefit to those affected. Implementing road pricing, for example, may become more publicly acceptable if it is combined with increases in bus or rail frequency and reduced fares. The revenue generated from road pricing could then be used to subsidize public transit improvements.

Since the synergy between measures is the key to success, identifying measures that might achieve synergy is the principal skill needed in policy development.

The effectiveness of a measure in achieving stated objectives can only be assessed if the strategy is modelled. Mathematical transportation models can predict the likely effects of a strategy in, say, 15 years. However, in devising an integrated strategy, there are many combinations of measures to model, each with different scales and intensities of implementation.

Designing an integrated strategy means trying to find the right combination of strategies and the intensity and scale that best meet an objective such as economic efficiency. Conventional modelling techniques cannot deal with this kind of inquiry. Model runs would have to be conducted for virtually every combination, scale and intensity of measures, a lengthy and expensive process.

Researchers in the U.K. are therefore trying to develop a way to identify optimal strategy combinations rapidly, yet confidently. One method was tested using the transport model for Edinburgh and the goal of economic efficiency. The method proved

successful, and predicted an 18 percent improvement in the net present value of the Edinburgh transport strategy. When the method was used with the Edinburgh transport model to determine whether the model would achieve sustainability objectives, it predicted an improvement of more than 50 percent.

The Edinburgh findings cannot be generalized, however. Other combinations of strategies with different intensities and scales might be more suitable in other cities. The most appropriate strategy for a city will depend on its size, topography, current built form, levels of car ownership, transport infrastructure and patterns of use, level of congestion and projected growth in travel, transport policy instruments already in place, and the acceptability of other measures in political and legislative terms.

Other advantages of an integrated strategy include the opportunity to estimate the localized effects of specific actions on broader objectives such as CO₂ reduction or energy efficiency. As well, for decision-makers, optimization procedures provide a common context for informed public debate on a wide range of issues that are typically dealt with individually or in splendid isolation. Finally, the optimization methodology makes it possible to debate the relative merits of investment in capital projects, operations or programs on the same agenda, something that is currently difficult to accomplish. The practice of separating capital and operating budgets is not only well entrenched in practice, but tends to be reinforced politically through the actions of special interest groups.

The method is now being applied to nine other cities in Europe in a project funded by the European Union. Project OPTIMA (Optimization of Policies for Transport Integration in Metropolitan Areas) will develop an integrated transport strategy for each city and then apply the new method to draw policy conclusions about the differences between the most efficient and the most sustainable strategies:

Mario M. Bozzo works with the IBI Group in Glasgow, Scotland. For its European operations, IBI has formed a joint venture with Carl Bro Group, a multidisciplinary consulting firm operating in 50 countries. Their current projects in the U.K. include transportation management systems, national traffic control and traveller information systems.

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Proposals will be received by the undersigned up to and including Friday, April 26, 1996 for reviewing the Official Plans for the City of Elliot Lake and the Township of The North Shore.

Terms of reference for the Official Plan reviews can be obtained by contacting:

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When nearly 200 provisional and student members crowd into an auditorium in search of inspiration about how to get a job, this sends a powerful message to OPPI Council and every member of this Institute. The occasion was a meeting organized by CORG (Career Opportunities for Recent Graduates). The audience was young, informed and frustrated about the prospects of finding a job in planning or a planning-related field. The advice they received from two senior members of our profession (and two recently graduated planners) may have helped but could not alter the facts. The world has changed. Not only are there going to be far fewer traditional planning jobs as the government sector learns how to shed unwieldy processes and procedures, but the private sector is ill-equipped to provide a training ground for beginning planners to learn their craft.

There are two immediate problems which, if left unchecked, could undermine the stability of the Institute. The first concern is that the percentage of graduates who abandon planning will rise dramatically, not only reducing the intake flow of young planners into the membership stream but deterring top students from entering the field. The second is that those who do find employment are increasingly going to have to search further afield for any type of employment that uses their skills. What are the prospects for those with provisional membership status who cannot find work that meets the requirements of membership? Will the next round of graduates bother with provisional membership if they see no prospects of being able to complete the course?

The Institute needs to have some answers ready for these people.

Without giving up on the hard-won battles to broaden the base of our membership and establish the RPP, what answers do we have for

Experience of recent graduates is microcosm of economy (or, what do planning graduates and spawning salmon have in common?)

graduates and recent graduates when it comes time for those logbooks to be filled in and experience validated?

Elsewhere in this issue, Joe Berridge (p. 10) bluntly calls on planners to explore international work as domestic prospects take a nose dive. He comments that his own firm now relies on foreign work for a significant percentage of its earnings. While many firms (that advertise in the Journal) are already active abroad (Delcan, Dillon, Keir, Coopers & Lybrand, Lakeshore International, Proctor & Redfern, IER, Hemson, D.S. Lea, B/A Group and Walker Nott Dragicevic to mention some) these firms represent a select group.

On the same theme, but from a different perspective, McGill graduate Michael Frojmovic (p. 10) outlines potential routes for young graduates to follow, and even suggests ways to overcome the Catch-22 of needing experience before getting a job.

As a small contribution, the Journal is preparing to launch a new column summarizing the prospects for consulting and NGO planning assignments around the world.

In addition to our regular consulting practice column, we also hope to report regularly on the activities of Canadian firms and NGOs in international practise.

If you can help by providing information, contact Rudayna Abdo through the OPPI office.

As a profession, we cannot continue to trust to luck that sufficient numbers of enterprising graduates will survive the journey to full membership. What are your views? Is your firm or government agency going to be the first to establish a formal internship program?

Glenn Miller is editor of the Journal and director of applied research with the Canadian Urban Institute.

LETTERS

THE TEFLON PROFESSION

I read the recent editorial (Abolish Modern Planning) with interest. Neither the Globe & Mail article nor Jane Jacobs' insults were a wake up call. To my profound disappointment, nothing has changed since we were accused of being brain dead. Business as usual is the order of the day. It would appear that we are the teflon profession. Browsing through past issues of the Journal..it is obvious there is no shortage of brilliant people and ideas. If we continue to pretend that it is "business as usual" our profession will be eradicated and history will never forgive this collective impotence.

Vladimir Matus, Toronto

INTERNET THE EASIEST WAY AROUND

Some comments on Brenton Toderian's "Cybershopping" article. I design and

teach computer and Internet courses for seniors at Ryerson. I've seen first hand how people of all ages use the Net.

Some organize tour groups for seniors in three days using the Net instead of three weeks. Another woman investigated shopping malls in Arizona before taking the trip. YES! This is going to change the way we shop and will have implications on commercial areas. The Net is also a useful tool for local economic development. Powell River, B.C. is doing just that. It is five hours from Vancouver but only seconds with the Net. The global village is getting smaller every day.

Christian Fisker, MCIP

Mature Lifestyles Research Group, Oakville

FAREWELL COMMON WISDOM, HELLO AWARENESS

Kudos to Peter Cheatley ("Farewell to the Common Wisdom") for a scald-

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ing cup of coffee. In my view, the issue for the profession is an ongoing one - to constantly check to ensure the we've got the context right for the advice we are giving to our clients and even to our colleagues. As the socio-economic environment changes, planners must not be afraid to challenge the "conventional wisdom" in theory or in practice. We

must not find ourselves drawn into our turtle shells, muttering the mantra of Reb Tevye, "it's TRADITION!".

For the Institute, the issue is somewhat more subtle, but equally serious. Every time the Institute speaks, is asked to speak, or feels compelled to speak, we run a risk of becoming marginal to the debate by

the extent to which our approach or philosophy is inflexible or cognizant of changes.

Cheatley has issued a fairly sharp wake up call to all of us who practice this weird science we call planning. I hope that we are all up for the challenges it implies, individually and collectively.

Jeff Celentano, North Bay

BOOKS

Two volumes that bring the country closer

Brian Byrnes, *Saving the Countryside: Conserving Rural Character in the Countryside of Southern Ontario*

The Conservation Council of Ontario, 1995, 87 pages

John L. Riley and Pat Mohr, *The Natural Heritage of Southern Ontario's Settled Landscapes. A Review of Conservation and Restoration Ecology for Land-Use and Landscape Planning*

Ontario Ministry of Natural Resources, 1994, 78 pages

Reviewed by Cynthia Rattle.



Saving the Countryside is a highly accessible primer designed to "assist citizens in participating more knowledgeably in the conservation of rural character." The author takes a broad perspective, and considers the physical, natural, social, cultural and economic elements that together combine to create "rural character."

Rather than focusing on preserving single elements (such as heritage buildings), he advocates wise management or conservation, through procedures such as maintenance, restoration, enhancement and protection.

Three basic premises underlie this publication:

- 1 conservation solutions unique to the countryside are required;
- 2 communities can influence their own destiny; and,
- 3 knowledgeable citizens can participate more easily.

Saving the Countryside has four main sections. Byrnes first explores the elements that create rural character, including perceptions that are commonly associated regarding rural communities. He then turns to some of the major factors that are changing rural character, from pressures affecting natural landscapes, new resident mix and values, the changing face of agriculture, the shifting countryside economy, and development and design. For each of the major factors, he suggests conservation approaches. In the section, "What Can

Government Do?" he describes available tools for conserving a community's rural character. Byrnes places particular emphasis on planning reform (Bill 163 at the time of publication), and discusses the new roles of the provincial and local governments and the comprehensive policy statements.

In the final section, "First Steps/Getting Started," Byrnes provides guidance in "determining what you've got" (e.g. the community's cultural, natural, economic, historic and visual resources) and "determining what you want." He presents useful tools for conservation planning, including strategic planning, environmental advisory committees, economic incentives, land trusts, stewardship, and local expertise.

Although Byrnes' book is readable and the questions he suggests should stimulate community discussion, he fails to provide examples of relevant local initiatives and does not always reference research findings.

Saving the Countryside does not attempt to provide answers.

It should, however, be a useful tool for developing the public's understanding and awareness of the resources they value, the forces influencing their community's rural character and the directions they wish to pursue.

While *Saving the Countryside* takes a broad view of conservation of rural character, *The Natural Heritage of Southern Ontario's Settled Landscapes: A Review of Conservation and Restoration Ecology for Land-Use and Landscape Planning*, (as its title suggests) specifically addresses the concept of natural heritage in the context of land-use and landscape planning. The premise and challenge of this paper is best stated in the authors' own words:

"Municipal land-use planning and development approvals are the most significant

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ecological "experiments" going on in southern Ontario today because they exercise the most basic control over future land-use changes."

Settlement in southern Ontario has significantly altered the natural landscape, largely through the pursuit of short-term economic goals. A fragmented natural landscape remains, with some natural features reduced to or below the threshold levels necessary to sustain themselves. Fragmentation of forest, wetland, and water habitats reduced the population of certain species in some areas, and reduced genetic diversity and decreased ecosystem resilience in others.

The authors point out that, with some exceptions, natural heritage and biodiversity are rarely considered in local land-use planning. Natural areas are frequently confined to "hazard land" and "open space" designations in planning documents, and are viewed by many as "undeveloped" lands. The opportunity exists, however, for land-use planners to enhance natural landscape values by being more understanding of ecological processes and components of the native landscape using "Natural heritage systems" as a framework for the conservation and stew-

ardship of natural areas.

The Natural Heritage of Southern Ontario's Settled Landscapes reviews concepts in conservation biology such as biodiversity, natural heritage, sustainable use and ecological considerations. The authors discuss connecting natural features, natural corridors, and woodland edges and interiors, problems associated with fragmentation, the importance of habitat size, shape, linkage, structure, and composition and ecological concepts of population, balance, integrity, tolerance and biomass. The basic strategies presented for conserving natural landscapes include landscape retention, landscape restoration and landscape replacement which require the identification of core conservation lands and waters, natural corridors, and restored connecting links.

The authors propose a natural heritage strategy as an effective component of landscape management plans. Official plans are seen as important tools for settled landscapes. Within an official plan, a natural heritage strategy should identify a full range of environmentally significant features, functions and linkages. The result should be a natural heritage system: environmental policies to conserve and protect

the system, and methods to assess environmental impacts and monitor changes.

For the uninitiated, the initial discussion of the ecological concepts may be difficult (the relevant section in *Saving the Countryside* may help!). While the authors provide definitions for some of the concepts, other concepts would benefit from definitions as well. The inclusion of research findings and other relevant information throughout the paper does much to illustrate the concepts as well as some of the inherent uncertainties and complexities. An extensive list of references is provided. In the end, this paper succeeds in informing the reader about relevant ecological concepts and in presenting a useful framework for integrating natural heritage into land-use planning.

The reader is left with one final challenge: "to succeed, [natural heritage systems] must come to be viewed as positive and necessary attributes of a planning jurisdiction, and investments in the future quality of human life and the future availability of natural resources."

Cynthia Rattle is a planner and environmental consultant and is a member of OPPI's public policy committee.

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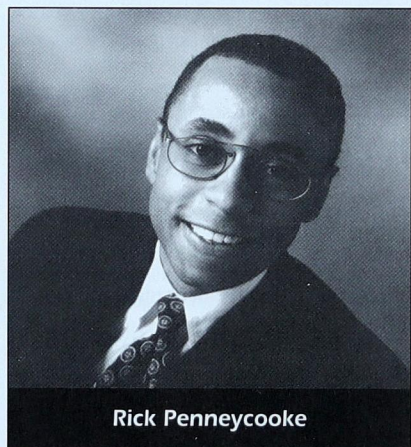
The Lakeshore Planning Group Inc. and its subsidiary, Lakeshore International, provides traditional land use planning and real estate development consulting services in non-traditional areas.

Formed in 1994 by its president Rick Penneycooke, The Lakeshore Planning

Group provides a full complement of consulting services, but specializes in advising and working with law firms whose clients are involved in real estate development, financing or acquisition. Lakeshore International focuses on servicing overseas interests wishing to acquire, develop or manage real estate and retail assets in Canada and abroad. Rick Penneycooke has taken traditional Canadian planning skills and experience and exported them to countries such as Germany, Switzerland and Australia.

Looking to the future, The Lakeshore Planning Group/Lakeshore International hopes to open an office in Switzerland to provide a base for work with overseas clients. With a shrinking business world it is Lakeshore's philosophy that growth for the typical planning firm will be found outside of Canada and that this challenge and opportunity should be embraced.

Next issue: Coopers & Lybrand and Walker, Knott, Dragicevic Associates Ltd. Contact Jim Helik, the Journal's contributing editor for the consulting column at (416) 923-6027.



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Export or Extinct?

by Joe Berridge

The planning profession in Canada has been a very unadventurous, stay-at-home group. Very few of its members export any of their services outside of the country and those that do generally lack any coherent marketing plan. Yet are not Canadian cities the envy of the world, one of the complex cultural and physical creations of which we can be most proud? Why aren't planners actively out in the world selling the expertise that they have gained at home. Why aren't they bringing back to Canada the fresh perspective that foreign work provides?

There are two answers - first, planners haven't had to get off their domestic duffs because things have been too easy at home; and, secondly they haven't known how and where to start. Well, both these conditions are about to change.

It's no news to anyone that employment and prospects in the planning profession are shrinking. What isn't yet clear is whether planners will just fade away into early retirement limbo or transform themselves into enterprises capable of competing aggressively in international markets. It is worth noting that our colleagues in the architectural profession did exactly that in response to the shrinking of their domestic market over the past decade. International work is now a major component of the revenue base for both large and medium sized firms.

In the words of Murray Beynon of Brisbin Brook Beynon Architects, a very successful exporting firm, "Never has a profession transformed itself of necessity so rapidly from the derivative sector to the traded goods sector." When an architect talks like that you can see the effects of globalization! Planners are still almost exclusively derivative, and to be derivative in the modern world is a sure course to extinction.

As a part of the 'Team Canada' export development program, the Department of Foreign Affairs and International Trade (DFAIT) has been creating National Sector Teams in each of the major export clusters. Canadian planners have been grouped with architects, engineers and

contractors in the Construction and Engineering Services Team. I sit as the representative of the Canadian Institute of Planners on that team, alongside representatives from the Royal Architectural Institute of Canada, the Association of Consulting Engineers and various contractors' and builders' associations.

We are definitely the junior player in this company, which has collectively an impressive record of export activity. Frankly it's an embarrassment how little we are doing. I hope it isn't because we have nothing anybody wants to buy. Certainly nobody outside of this country is interested in buying more process, which constitutes most of what planners here now do. One of the few bright lights in exporting Canadian urban expertise is the International Division of the Canadian Urban Institute, which has been helping several emerging countries in Eastern Europe and the third world set up municipal and planning administration systems. Their exchange programs have also provided an effective way for Canadian professionals to contribute.

As a first start in increasing general export awareness in the profession, CIP members will soon be receiving a questionnaire from DFAIT to determine exactly how much exporting of services is actually going on in the planning profession and what level of export interest exists. I urge you all to fill this in and we'll make sure the results get back to you.

Our firm generates between a quarter and a third of its income outside of Canada and has learned how interesting,

profitable and risky such ventures can be. The purpose of the national sector team is to take some of this mystery and risk out of the export of planning and related services, especially for relatively small and medium sized firms. DFAIT take the refreshing view that even assisting a single person, short-term contract abroad is better than having someone unemployed at home. They are offering a number of useful and intelligently assembled informational products and other services to potential exporters that I have had a chance to review that could be of considerable benefit to those about to take the leap offshore.

Demonstrations of these interactive information packages - for example, one that lists and categorizes all projects funded by the World Bank, Inter-American Development Bank and other international funding institutions; another that details export opportunities, key contacts and procedures in more than 60 countries - will be provided by Jennifer Barbarie, a Trade Commissioner with the Services Industries and Transportation Division of DFAIT at the upcoming CIP and OPPI conferences in Saskatoon and Sudbury respectively this summer.

If members need any further information, or if other provincial associations would like to arrange presentations, or if you have any suggestions about how export of Canadian planning services can be increased, please contact:

Jennifer Barbarie
DFAIT

Phone: (613) 996-1793

Fax: (613) 996-1225

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STUDENT VOICES

Overseas Opportunities For Young Planning Professionals

by Michel Frojmovic



his article is intended to stimulate discussion on ways of promoting the involvement of young planning professionals in

international development planning projects.

The decision to export goods and services is a strategy being pursued in an

increasing number of Canadian sectors. While the American market has been the traditional source of Canadian export interests, transitional markets in Central and Eastern Europe and big emerging markets in Asia, Latin America, and Africa are attracting increasing attention. A review of the urban development lending priorities of the major international financial institutions (IFIs) provides a strong indication of the extent of export opportunities available to the planning profession.

In recent years, urban development sector lending by the two largest IFIs, the World Bank and the Inter-American Development Bank, has been in the range of 5 to 6 percent of total lending. This has translated into annual disbursements of close to US \$2 billion on a range of urban development projects and programs. This activity is grounded in sectoral lending strategies that have emerged over the past five years, beginning with the World Bank's 1991 policy on the urban development sector. In general, these strategies focus on urban and regional policy reform, municipal and urban institutional capacity building, and integrated urban infrastructure investments. There is also a strong emphasis placed on strengthening the social infrastructure of urbanizing regions. In principle, at least, it is evident that the skills of the Canadian planning profession are well matched with these urban development priorities.

While overseas opportunities represent an exciting prospect for the planning profession in general, and for young professionals in particular, the precise nature of these opportunities remains unclear. The most immediate challenge confronting any student or recent graduate interested in working overseas is the same paradox facing thousands of other young people: the need for relevant work experience; in order to work overseas, a planner must first have overseas work experience.

Perhaps the most important step to be taken in this direction is while still in school. Getting involved in an academic program that incorporates an international development component presents an ideal opportunity for both gaining experience and making vital contacts. A second option is to volunteer with a non-profit international development agency. This can involve either travelling overseas, or working in Canada on international development projects. A third option is to seek employment with a non-profit international development agency. This can involve either travelling

overseas, or working in Canada on international development projects. A third option is to seek employment with a Canadian-based company engaged in overseas projects. While this will likely not involve any immediate hands-on overseas experience, it will allow for exposure to international development projects. Generally speaking, however, attempting to gain international development experience requires considerable expenditures of energy getting "involved".

OPPI can play a critical role in facilitating the process of getting young planning professionals "involved." However, fundamental groundwork needs to be laid in order for the profession to move in this direction. The following are several first steps that could be taken:

- clarify the strengths and weaknesses that the planning profession brings to the international development market with a particular emphasis on the strengths and weaknesses of young professionals;
- clearly identify the types of opportunities that exist for young professionals in international development planning projects;
- identify specific constraints to exporting planning service to overseas markets; and
- link the planning profession's international development orientation to Canadian government international trade initiatives and strategies.

There are also various services that the profession could eventually make available to members:

- provide strategic information on how to gain overseas planning experience;
- actively develop partnerships with key international development stakeholders,

including other development professions, Canadian NGOs, consulting firms, IDRC and CIDA; and

- actively promote young planning professionals as candidates for international development initiatives.

These actions will help promote the career development of young planning professionals at a time when career development options appear increasingly limited. They will also go a long way towards creating real opportunities for the professional as a whole.

Michel Frojmovic is an Ottawa-based consultant and Chair of OPP's Career Opportunities for Recent Graduates Working Group (CORG). He recently prepared a report on "Trends in International Financial Institution Lending Activity in the Urban Development Sector" for the Bayswater Consulting Group. He can be reached by phone at (613) 728-0335, or electronically at bq352@freenet.carleton.ca.

More information on the role of IFIs in the urban development sector can be found at the following websites: www.worldbank.org; www.iadb.org; www.asiandevbank.org.

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Ontario planners may face "Ethical Boomerang"

by Barbara Marshall



ave Ontario planners overlooked our growing professional responsibilities in the turmoil over changing provincial planning legislation?

As outlined in the Ontario Professional Planners Institute Act, 1994, in granting Registered Professional Planner status the first objective of OPPI is "...to promote, maintain and regulate high standards of professional planning practice and ethical behaviour."

Unlike the American Institute of Certified Planners (AICP), which provides ethical training to and testing of its members, OPPI has not yet established benchmarks for "high ethical behaviour" nor a training program.

"Trying to ignore ethical problems is like trying to get rid of a boomerang by throwing it away. Ethical problems will just keep intruding," says Carol Barrett, AICP, in her

workbook, *Everyday Ethics for Practicing Planners*. Barrett has written materials used in ethics programs since 1981 and taught ethics for planners throughout the United States.

Last June the Simcoe-Muskoka Chapter of OPPI explored the new OPPI legislation and ethical practices with speakers from the Ontario Municipal Board, Weir & Foulds, the OPPI Discipline Committee and the OPPI Code of Conduct Committee.

Diana Santo, Vice-Chair of the OMB, offered suggestions to planners for both their approach and communications style at the OMB. Professional planners, Santo advised, should first take the equivalent of a Hippocratic Oath, affirming that "I will inform myself and advise accordingly." Planners in both the public and private sectors are not advocates, she said. "You should not promote a project above any other public interest." The role of the planner at the OMB is to "help the Board make a good and sound decision."

Santo told planners to be careful when they speak. "Tell the truth, even if it's not easy," she said. "Delete jargon and speak in clear, layman's language." She also urged OPPI to support planners who are unjustly fired. The AICP, for example, has a support committee for those whose positions are in jeopardy.

Ian Lord of Weir & Foulds, addressed the legal implications of the recent OPPI legislation. He advised that, while the OPPI Act elevates the status and respon-

sibilities of professional planners, it also increases their liability for professional negligence.

Under common law, professionals have a "duty of care" respecting the consequences of their advice or actions. If a professional's work is legally challenged, the scope of the relationship would likely be considered, and the following questions asked: Is it just and reasonable in the circumstances to expect this outcome? Could damages be foreseen? Was there negligence?

When asked about liability insurance for planners, Lord noted that the very act of carrying insurance seems to encourage legal action.

Peter Atcheson of the OPPI Discipline Committee explained the process of a disciplinary hearing. Hearings are currently conducted on a complaint basis only. The committee may reprimand, fine or revoke membership in OPPI. Under the OPPI legislation, a decision by the OPPI Council on a disciplinary matter can be appealed to Divisional Court. Atcheson strongly encouraged planners to keep complete records, even rough notes, in the event that they are involved in a disciplinary hearing.

The final speaker, Ross Cotton, a member of the OPPI Code of Conduct Committee, indicated that OPPI was the only affiliate that has a separate code from that of the Canadian Institute of Planners' Statement of Values and Code of Professional Conduct, adopted in 1994. He questioned the need for two codes and suggested that the more up-to-date and comprehensive CIP Code should be sufficient.

OPPI is required to set and maintain high ethical standards for planners in Ontario. Until it does, you may want to explore your own ethical practices. If you would like a "user-friendly" workbook on planning ethics, take a look at *Everyday Ethics for Practicing Planners*. It outlines fifty scenarios facing the practicing planner and suggests how to determine the best ethical option. Although the publication deals with the AICP Code of Ethical Conduct, there are similarities between it and the CIP Code. To obtain a copy, phone the author, Carol Barrett, in Austin, Texas, (512) 328-4307. The cost, including delivery, is U.S.\$20.

Barbara Marshall is a principal of McNair-Marshall Ltd., based in Barrie. She is a former editor of the COC Record, the predecessor to the Journal.

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OPPI Notebook

A BI-MONTHLY ROUNDUP OF OPPI COUNCIL NEWS AND ACTION

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COUNCIL REPORT: 10TH ANNIVERSARY YEAR

by Susan Smith, Executive Director

OPPI Council met in Toronto on January 26, 1996. The following are highlights of the decisions and actions of Council.

WOMEN IN PLANNING SURVEY

Council reviewed the results of the Women in Planning Survey conducted by Barbara Rahder of York University. A meeting with Dr. Rahder is planned to discuss possible ways OPPI can address some of the survey's findings.

NEW EXAMINERS APPOINTED

New Council members Hugh Handy, Dennis Jacobs and Bob Lehman were appointed examiners for Exam 'A' and Exam 'B', and Ruth Coursey was appointed examiner for Exam 'B'. Full members interested in becoming an examiner should contact Kevin Harper at the OPPI office.

COUNCIL STRUCTURE REVIEW

A small working group of Council, chaired by President-Elect Valerie Cranmer, is putting together a proposal for revisions to the Council structure. The working group is considering the changing volunteer and staff roles, and the new strategic plan. A final report will go to Council in April. Watch for further details in upcoming issues of the Journal and mailings.

COMMUNICATIONS AWARDS PROGRAM UNDER REVIEW

A proposal to incorporate District awards programs into the annual Communications Awards program is being reviewed by the Public Presence Committee and the District Boards of Management. Recommendations for changes will be made to Council later in 1996, with implementation of approved recommendations occurring in 1997. It will be business as usual for the 1996 Communications Awards.

1996 BUDGET APPROVED

The 1996 Budget, showing revenues of \$540,319 and expenses of \$540,310, was approved by Council. Highlights of the budget include funding for the 10th anniversary celebrations, OPPI's Home Page on the Internet, a salary survey and promotional activities to raise public awareness of the planning profession.

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UNIVERSITY OF TORONTO PLANNERS TACKLE THE GTA

by Jennifer Ahearn

This past fall, second year planning students at U of T tackled issues similar to those facing the Golden Task Force for the Workshop in Planning Practice course. Split into five teams, they reported on issues such as the delivery of daycare services, retail trends, economic development, office location, and brownfield redevelopment. While the first year students stayed clear (a very wise decision!), the second years battled

fatigue and each other in researching and writing their reports. Although they didn't manage to resolve all the GTA's planning issues, some of their reports were used as background information by the Golden Task Force.

Fall '95 was a busy term for all the planning students at the U of T, and the upcoming term promises to be even busier. An OPPI Reception was planned for February, as well as a seminar series featuring some of our illustrious alumni. We hope to get some of our alumni who are practising planners, in traditional and non-traditional situations, to come back and share their

experiences. The first year students are busy planning their OPPI scholarship applications to bring the award to U of T (and away from Waterloo!), while the second years are writing their "Current Issues" papers and watching the calendar. Our time at U of T is coming to a close, and we will soon be joining the ranks of OPPI provisional members! Look out!

Jennifer Ahearn is a second year Master's student at the University of Toronto Program in Planning, and the U of T Student Representative to OPPI's Student Liaison Committee. She can be reached at (416) 233-6620.

BILL 20-20 VISION

by Ron Shishido

In contrast to the early February "deep-freeze" the public policy "whether" front in Ontario remains "hot" and "windy."

Whether the replacement of the "shall be consistent with" provision with the "shall have regard to" provincial policy statements will foster certainty or uncertainty in the planning system, streamline or impede the approvals process or facilitate good community development or unfettered urban sprawl is being hotly debated by various constituent interest groups. The 18 member Bill 20/Provincial Policy Statement Working Group (chaired by Marni Cappe) of the Public Policy Committee began meeting last November to prepare OPPI's response to the PC Government's proposed changes to Ontario's planning system. OPPI's position paper on Bill 20 as endorsed by Council was presented to the Standing Committee on Resources Development.

As part of the Provincial Government's for-

mal consultation process with the "professions" regarding the new Provincial Policy Statements, OPPI representatives met with senior staff of the Ministry of Municipal Affairs and Housing in mid-February to informally provide comments on the policies. At the same time, Public Policy Committee members participated in related consultative forums on the Policy Statements, including MMAH's Multi-Stakeholder Working Group on Housing Policy. OPPI's position paper on the new Provincial Policy Statements as endorsed by Council was submitted to MMAH in March. Copies of our position papers on Bill 20 and the Policy Statements are available through the OPPI office.

In January OPPI met with representatives from the Regional Planning Commissioners, the Association of Chief Planning Officials and the County Planners to discuss roles and relationships between OPPI and those policy interest groups within our planning community. It was agreed that the groups will endeavour to:

- support positions of common interest to

the planning community;

- regularly exchange information on public policy matters;
- work with OPPI in promoting its professional development program; and
- formally meet twice a year.

Also in January our OMB Liaison Subcommittee (chaired by Wendy Nott) met with the full Board as part of its Continuing Education Committee program. Matters discussed at that meeting included the RPP designation, Code of Conduct, OPPI Discipline Committee and ethics/advocacy issues. The RPP designation has heightened both public expectations of the planning community and their demand for more accountability on the part of the professional planner rendering advice.

If you are interested in getting involved in the Public Policy Committee initiatives, please call me at (416) 229-4646 or fax me a note to (416) 229-4692.

Ron Shishido is chair of the Public Policy Committee.

CELEBRATE OPPI'S 10 YEAR ANNIVERSARY!!

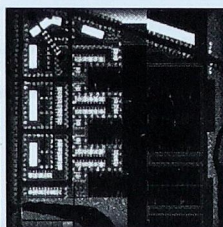
by Andrea Kelly

Can you believe that OPPI was created 10 years ago? The Institute has come a long way since then and the 10th Anniversary Committee is preparing a program to help everyone celebrate our accomplishments, friendships and commitment to the profession.

Look for event information in the months to come or better still, get involved in organizing an event in your area! If you are interested, fax me care of the OPPI office (416) 483-7830 or via e-mail oppi@interlog.com.

Andrea Kelly is chair of the 10th Anniversary Committee

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THE MEMBERSHIP COURSE - UNDERWAY AND SUCCESSFUL!

by Mark Seasons

OPPI is very pleased with results from the new Membership Course for fulfilling Exam 'B' requirements - the first of its kind in Canada. Judging from the evaluations of over 110 participants, it's been a real success!

Until recently, Provisional Members who did not fulfil the Exam 'B' requirements while a Student Member at a recognized planning school had three options for completing this step towards Full Membership: portfolio of professional work, take-home exam, or invigilated exam.

In 1994, OPPI Council decided to offer a new option - the Membership Course. The Course covers the same material as Exam 'B'. Its objective is to provide a structured learning environment where practitioners have contact with an instructor, complete individual assignments, and work in group exercises with Course colleagues.

The Course offers participants an opportunity to exchange experiences and perspectives on planning practice and the-

ory. Perhaps most important, participants have company as they work through the material - something many people have struggled with as they prepared for the take-home or invigilated exam. It's also a great chance to network!

The Course instructors use a number of teaching techniques, including:

- lectures based on key readings
- guest speakers from practice and academia
- videos and other communications media
- role-playing, policy simulations, and team projects

The Course is offered in two formats:

intensive (in two or three weekend sessions) or conventional (10 evenings). To ensure a high-quality learning experience, class size is limited to 25 participants per Course.

A remarkable 95% of participants passed the Courses offered in North York, Ottawa and Waterloo in 1995. Another round of Courses is underway in Eastern, Southwest and Central Districts, with further offerings in the Spring, 1996 in these Districts, as well as Northern District.

Current Course instructors are Gary Davidson, Tony Usher, Mark Seasons and Jeff Celentano. For further information about the Course, contact Kevin Harper at the OPPI office.



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NIAGARA SUB DISTRICT

LINCOLN, ST. CATHARINES, GRIMSBY AND IN THE STONEY CREEK AREA.

by Laurie McNab

Provincial Facilitator Dale Martin met with Regional Planning staff to discuss the transfer of some of the province's 91 planning review functions. Similar discussions have been held with the regions of Hamilton-Wentworth, Halton, Durham, Ottawa-Carleton, and Waterloo.

Niagara and Hamilton-Wentworth Regions are coordinating a joint study of Niagara Escarpment crossings after a fatal traffic accident in Beamsville. The study will examine the need for new and/or improved crossings.

The Waterfront Regeneration Trust is seeking to extend the waterfront trail along

the north shore of Lake Ontario from Burlington to Niagara. In February, David Crombie, Chair of the Waterfront Trust, came to speak to councils in Niagara to generate interest and support for the trail. The goal is to identify a route for the trail.

Regional Niagara has retained IMC Consultants to develop a plan for the Welland Canals Parkway. The study will be completed in July and will identify a driving route and a related trails system along the Welland Canal.

Laurie McNab is editorial coordinator for Niagara sub-district.

NORTHERN DISTRICT

WHERE THE HECK IS SUDBURY?

CONFERENCE '96

by Mark Simeoni, Member, Conference Committee

For those of us on this year's Conference Committee this is a popular question. We have also been asked a number of similar questions, leading us to believe that there is some general confusion out there about the Sudbury area. We thought we would set the record straight now and dispel some of the more popular misconceptions about our fair community.

MISCONCEPTION #1 - SUDBURY HAS SNOW IN AUGUST.

Contrary to popular opinion Sudbury is

only 390 km/240 miles north of Toronto. This is a four hour drive. (You should be aware that most Sudburians pride themselves in boasting of making this trip in shorter times. The unofficial record is three hours and five minutes.)

This relatively short distance means that summer time temperatures are comparable to most parts of Southern Ontario. The even better news is: not only is there no snow at this time of the year, but there are also no blackflies and mosquitoes.

MISCONCEPTION #2 - SUDBURY IS HARD TO GET TO.

This we find hard to believe as Sudbury is located at the convergence of Highway 17 (the Trans Canada Highway) and Highway 69, which is really just the northerly extension of Highway 400. Sudbury is serviced by both Canadian Partner and Air Canada, as well as a number of smaller carriers, and all major inter-city bus lines. For the more adventurous we can assure you that all major canoe routes eventually lead to Sudbury.

MISCONCEPTION #3 - SUDBURY IS FAR FROM SOUTHERN ONTARIO.

Distance is partly based on perception. Naturally the CN Tower is not a feature of the Sudbury skyline but you might consider our proximity to other things great and good when you are deciding to attend this year's conference. The Sudbury Region is: an hour north of Killarney Provincial Park; about 70 miles from Manitoulin Island; situated in the heart of Northern Ontario which can serve as an excellent launching point for many outdoor adventures; the largest urban centre north of Muskoka; and home to Science North.

MISCONCEPTION #4 - SUDBURY IS A SMALL COMMUNITY.

The City of Sudbury has a population of about 90,000 people. The City together with six other area municipalities combine to provide Sudbury with a total population of about 165,000 people, making it the largest population centre in Northern Ontario.

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Carolyn Hart, Julie Ingo, Steve Jacques, Sue Heffernan (chair) and Heather Robertson

MISCONCEPTION #5 - DIDN'T THEY TEST THE LUNAR LANDING VEHICLE THERE?

Yes indeed. The reason was that Sudbury was still ravaged by the previous activities of the local mining companies making it a good candidate for this type of testing. Since then, these companies together with local government, the federal government and the community at large have embarked on a campaign designed to 'regreen' the community. This ongoing campaign has been extremely successful, winning the Region of Sudbury a United Nations Environmental Achievement Award in 1993. Come and witness this triumph as part of one of our planned mobiles which will explore the successes of this campaign.

Members of the Conference Committee trust that this information will help to resolve any questions you have about coming to our community. We look forward to hosting you on August 11-14 of this year - your Northern colleagues are working double time to ensure that this years conference will be a success!

(Editor's Note: Don't forget that Sudbury was the site of one of the finest CIP conferences ever in the 80s, organized by Narasim Katary. This was where many of us heard about the concept of "sustainability" for the first time! Local reports suggest that visitors were so impressed with the natural beauty of the Sudbury area that many return regularly.)

Mark Simeoni is a member of the Conference Committee.

CORRECTION

In the September/October issue an article on welfare rates in Kingston neglected to credit the work of author Anna Kime. Anna is a graduate of SURP at Queens who now resides near London, Ontario.

PETERBOROUGH SUB DISTRICT

by Kevin Duguay

PETERBOROUGH AND AREA PLANNERS GROUP FOCUS ON PROGRAMMING

The Steering Committee (1996) of the Peterborough and Area Planners Group comprises the following individuals:

Kevin Duguay (Co-Chair), Peter Josephs (Co-Chair), Nancy Rutherford, Dan Kennaly, Caroline Kimble, Laurie Mennaman and Jackie Hubbs.

The Committee is responsible for the planning, organization and delivery of area professional development and training events.

Plans are now well underway for the annual Spring workshop. In response to upcoming changes to the Planning Act and related provincial policies/legislation the committee has organized an informative full day workshop to be held on April 17, 1996 in Peterborough.

Proposed sessions will include: Bill 20 changes, Provincial Policy Statements; and Perspectives from the OMB, AMO, legal community and the development community.

Registration forms are available by contacting Caroline Kimble at (705) 324-6171 or Kevin Duguay at (705) 748-8812.

Additional 1996 events will include: Fall workshop; Fee survey (planning fees); and Christmas social.

For more information please contact any member of the Steering Committee.

SIMCOE-MUSHOKA SUB DISTRICT

THE WHITE STUFF IS EVERYWHERE!

by Todd Stocks

Although she tried, not even Mother Nature could succeed in cancelling our annual Christmas Dinner held on December 7, 1995 at the Highwayman Inn in Orillia. The 20 individuals in attendance were treated to an informal question and answer session with guest speaker Simcoe North M.P. Paul DeVillers. Discussion

focused largely on the topic of national unity.

At the organizational meeting held before the dinner, the following events and dates were tentatively set for 1996: Viewing Planning from the Outside In: Managing Planning with Limited Resources and/or Implementation Guidelines:

Bill 20 - June

Ron Watkins's BBQ - July

Fall Session TBA/Annual Golf Classic - September
Annual Christmas Dinner - December

Anyone who would like to help organize any of the above events should contact Richard Vandezande at (705) 726-3371.

GTA SUB DISTRICT

by Stephen Willis

GTA PROGRAM EVENTS

The GTA Program Committee organized several events for the first quarter of 1996. A session on the R.P.P. designation was held on February 28, 1996. Diana Santos, Vice-Chair of the Ontario Municipal Board, lan



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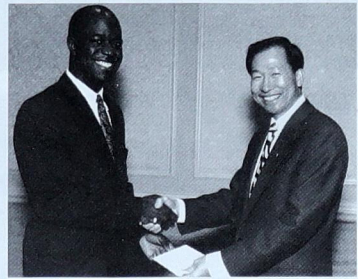
Lord of Weir & Foulds, and Peter Walker of Walker, Nott, Dragicevic discussed the implications of the designation, responsibilities of planners, and the disciplinary process.

Tony Usher provided an excellent introduction with a retrospective on the development of planning as a profession.

On March 27, 1995, an evening seminar entitled, "Home-Based Businesses: Challenges and Opportunities for Planners" was held at the North York Central Public Library.

The seminar discussed the trend towards home-based businesses, the challenges faced by municipalities who try to recognize, legalize or regulate them, and the challenges of building community support.

Michael Went received the Institute's Undergraduate Scholarship from Philip Wong at the 1995 AGM. We regret that this photograph was poorly reproduced in the Jan/Feb issue.



ENVIRONMENT

Changing Practices Improve Noise Impacts Near Railways

THE ASSESSMENT OF RAIL TRAFFIC NOISE AND VIBRATION IN LAND USE PLANNING

by Bill Gastmeier

Trains affect adjacent properties through airborne noise and groundborne vibration. It is the developer's responsibility to assess the impacts and provide appropriate mitigation measures. Various agencies, including the CNR, CPR, TTC, MOEE and CMHC, helped develop assessment guidelines to ensure that developers pay attention to the consequences of placing residential developments beside railway corridors or yards. In this article, we look at how the

guidelines were developed, how they are implemented, and the direction of future changes.

The impact of noise and vibration has long been a concern of people who live beside railways. However, Ontario bylaws and guidelines were vague and subjective until the 1970s, when the Ministry of the Environment developed a Model Municipal Noise Control Bylaw containing quantifiable limits and assessment procedures for adoption by Ontario municipalities.

In 1977, CMHC's research division published a manual entitled *Road and Rail Noise: Effects on Housing*, but it had a limited effect on housing projects as it was applied only to CMHC-funded developments.

Nevertheless, residential development beside railways continued to be approved by municipalities, often without sufficient regard to the effects of railway operations. In the 1980s, by CN and CP officials, with the aid of planning and engineering consultants, made a concerted effort to

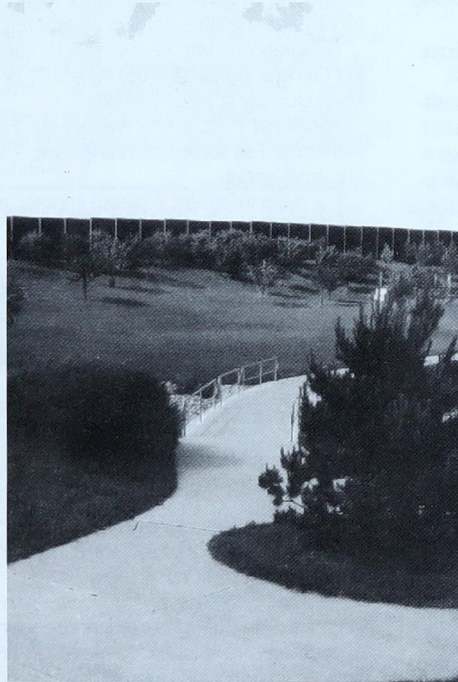
develop guidelines to reduce the incompatibility between land uses. The result of these efforts was a document entitled *Proposed Provincial Policy on the Environmental Protection of New Residential Developments Adjacent to Railways*, dated February 1983, that was sent to provincial ministries, municipalities, developers and other agencies.

The document explained how developers could incorporate measures into residential developments that would mitigate the impact of railway noise and vibration and enhance public safety. These included setbacks, berming and fencing between the railway right-of-way and the nearest occupied building. The setback and berm requirements were developed by reviewing derailment records, groundborne vibration data and existing noise guidelines.

The railways also recognized



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that certain circumstances unique to individual sites, such as topography and site layout, should be taken into consideration on a site-by-site basis. In such cases, design solutions should be developed to meet the requirements without compromising the integrity of the established guidelines.

Inconsistencies still exist because some projects were constructed without the railways' review or input from an acoustical consultant. Although most municipalities now send development applications to the railways under the Planning Act, review by the railways is not required for building permit applications. If a development is built according to the zoning bylaw, the onus to meet the railways' environmental and safety requirements rests with the developer and municipality, in consultation with the railway.

Noise-sensitive areas generally include lands lying within 300 metres of the linear rail corridor and vibration-sensitive areas within 75 metres. Therefore, an important step in the assessment of any site is the preparation of a noise and vibration impact study by a qualified acoustical engineer.

A typical study includes computer simulation of future noise levels based on present and future rail traffic. Since the propagation of groundborne vibration depends strongly on soil conditions, a site visit and vibration measurements are performed for sensitive structures located within 75 metres of the line. The predicted and measured levels are compared to criteria in the guidelines.

Recommendations for specific noise vibration control measures are provided if the MOEE/ISO criteria are exceeded.

As technology advances, rail noise levels have been reduced by converting to continuous welded rail, by using fully welded packaged turnouts, and by reducing at-grade road and rail crossings in urban areas. Locomotive manufacturers are also working to reduce engine noise over the long term (30 to 40 years) consistent with locomotive service life. Changes to the rail-roadbed cross-section, including the use of additional slag or ballast associated with the installation of continuous welded rail, have also helped lower the impact of vibration.

The measures recommended by the railways are minimum requirements and do not absolve the developer from meeting more stringent measures that other authorities may apply. In fact, the railways encourage municipal, regional and provincial governments to adopt policies

and guidelines for development beside rail corridors.

The railways have also been working with municipalities and regions and the Ministry of Municipal Affairs and Housing to ensure that adequate policies are included in official plan documents. Many Ontario municipalities have also incorporated requirements for development beside railway rights-of-way in their comprehensive zoning bylaws and site plan guidelines.

More recently, the railways have prepared draft guidelines for non-residential uses. The railways recognize that uses other than residential are sensitive to rail noise and vibration and that public safety must be considered, particularly in places of public assembly.

In Bill 163, the MOEE updated their guidelines for the assessment of sources of noise and vibration, including rail traffic. Provincial and municipal governments and planning consultants should work closely with the railways and acoustical

consultants to ensure an acceptable environment is created within neighbourhoods developed or redeveloped beside railway facilities.

Bill Gastmeier is a principal of Howe Gastmeier Chapnik Ltd., based in Mississauga. This is the third article in a series. Next: something's in the air - a review of issues related to air traffic.



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SOME PEOPLE ARE JUST WELL CONNECTED

Cable networks are increasingly becoming the links that connect our lives and our cities. **Alina Kelly** (formerly Bridgeman) has joined Rogers Cablesystems as Director, Municipal and Utility Relations. Alina will be dealing with municipalities across Canada with the intent of securing access to rights-of-way and support structures. The

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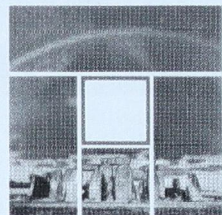
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result will be a more efficient and speedy expansion of the company's hybrid fiber coaxial cable network.

Before moving to Rogers, Alina worked with Delcan-Hatch on projects such as the Rapid Transit Expansion Program, for Metro Toronto and with several private development companies. In addition to being a member of the Institute, Alina recently received her MBA from the University of Toronto.

CALGARY'S GAIN

Another planner with strong connections to the world of telecommunications is **John Jung**, who worked hard for many years to educate his fellow professionals about the potential of teleports, telecommunications and smart cities. Before establishing himself as a consultant in the field, John worked with the Toronto Harbour Commission where he led the master planning process for the Port of Toronto. Before that, John worked for the City of Toronto in parks, planning and development. He was also the first recipient of OPPI's Hans Blumenfeld award for Journalism for his series in the Journal on telecommunications.

John is now relocating to Calgary to head the economic development activities of that city. He promises to stay in touch through e-mail and will continue to promote forward thinking about the potential and useful applications of telecommunications technology.

INFORMATION TECHNOLOGY - MORE CONNECTIONS

The Information Technology Association of Canada (ITAC) plays a key role in the development of IT in Canada, representing the interests of more than 1,000 companies. Several planners work with ITAC, and all three have a connection to Ryerson. **Bill Munson** is a senior policy analyst, who is a graduate of Ryerson's School of Planning. Bill previously worked with

the Toronto Harbour Commission and Metro Works Department. Paige Souter is a member services representative, and she too is a Ryerson graduate. Robert Crow, in addition to his role as vice president of policy, teaches planning at Ryerson.



Bill Munson

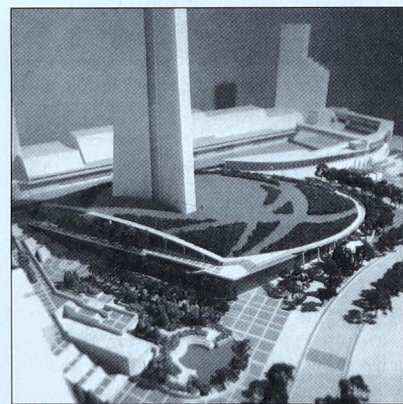
NEW ROLE FOR CANADA LANDS

Canada Lands is a federal Crown Corporation that has existed since 1956, but as a result of absorbing the portfolio of CN Real Estate at the beginning of the year, is gaining a higher profile. **Roman Winnicki**, a longtime member of the Institute, has joined the company as a vice president of eastern Canada. Roman previously worked as a private consultant, in a senior role with CN Real Estate, and was deputy commissioner of Metro Planning in the 1980s. Before that, he headed a private development company.

As a self-financing crown corporation, Canada Lands' mandate is to maximize the value of federal property holdings, but is also required to comply with all environmental, heritage and First Nation claims.

MMM CREATES NEW POSITIONS

Marshall Macklin Monaghan recently announced a number of promotions and



One of Canada Lands' higher profile projects, at the foot of the CN Tower

appointments. Among them, **Andrea Kelly**, a senior planner with the firm, was named as an associate. Andrea is a graduate of Waterloo's School of Urban and Regional Planning, and has also studied

environmental conflict resolution at the Banff Centre for Management. Her practice includes a variety of municipal and private development projects, including work for Price-Costco. Andrea is involved

with several Institute projects and played a major role in last year's joint conference with the APA.

Please fax, e-mail or telephone the OPPI office with news on our people.

PROFESSIONAL PRACTICE

Forty Steps to a New Don

by James E. Stiver



The Greater Toronto Area's infamous Don River has been degraded steadily over the last 200 years. The Don watershed, which is comprised of five subwatersheds, is 80 percent urbanized and home to about 800,000 people. Early in 1994, the Metropolitan Toronto and Region Conservation Authority (MTRCA) published "40 Steps to a New Don" to shed light on the present status of the watershed and present options for planners and citizens alike to slow its continued degradation, as well as to promote a realistic rehabilitation. The document outlines what the MTRCA

believes are the necessary steps to restoring the Don River, from its headwaters to Lake Ontario, by returning it to a more natural state, or, where this is not realistic, to improve existing conditions.

The report identifies three 'settlement waves' that shaped the current situation, giving the reader an appreciation of what has caused the river's degradation to this point, and an understanding of the urban impacts of the last 30 years.

The 40 steps are broken down into four categories that address the quality and quantity of water entering the river; the river habitats, connections and linkages; providing community access, education

and interpretation; and implementation.

The report divides the Don Watershed into seven distinctively different sub-watershed plans, in the hope of encouraging planners to think about the big picture while promoting regeneration on a more manageable scale. Specific strategies for regeneration referred to as Regeneration

Challenges are identified for each sub-watershed. The challenges are grouped according to the MTRCA's principles of regeneration: Protect what is Healthy, Regenerate what is Degraded; and Take Responsibility for the Don.

The MTRCA argues that the responsibility of helping the regeneration of the Don River should be shared. Roles and tasks for rehabilitation were not assigned but were rather posed as challenges to regions, municipalities, the ministries of Agriculture and Food, Transportation and Municipal Affairs and Housing as well as residents and businesses to make the commitment(s)

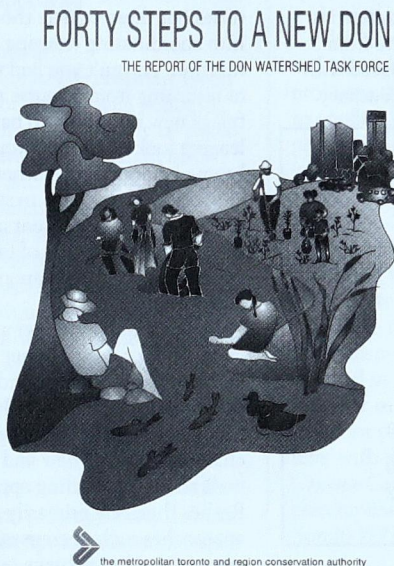
necessary to implement the MTRCA's recommendations.

In each subwatershed, the MTRCA chose an area in which to formulate a demonstration concept plan. This plan became the focus of public meetings in the neighbourhoods adjacent to the planning area. The concepts identified improvement options and areas of concern including the following: the identification of management practices; access improvements; education and interpretation opportunities; special areas (including ESA's, ANSI's, wetlands or cultural heritage sites); water quantity and quality; aquatic habitat; and terrestrial habitat. Each of these categories

were reviewed with the subwatershed characteristics in mind, outlining the existing conditions and areas and methodologies for improvements.

40 Steps for the Don River's rehabilitation/improvement has been well researched, documented and outlined. Unfortunately, until the political will for its undertaking has been firmly established, and gaps between levels of government successfully bridged, the concept plans may remain just that. The report is an excellent resource for (environmental) planners working in any river's watershed, as well as individuals interested simply in what they can do within their local environments to improve the overall environment of the Don watershed. This is a document that should find its way into every planner's library.

James E. Stiver, B.E.S. is a planner with Weston Larkin Inc., located in Vaughan, Ontario.



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Learning to Learn

HOW TO GET THE MOST OUT OF PROFESSIONAL DEVELOPMENT

by Judy Zon



Mounting pressures on time and financial resources have resulted in a tendency to regard professional development as a luxury that we can't afford in times of restraint. Employers faced with cutbacks have reduced their funding support to professional development activities. Allocation of staff time has seen similar constraints, with less staff and the same, if not, increased workload. On the home front the same conditions apply.

While we are faced with diminishing resources and energy to participate in professional development, the demands of our professional practice have moved in the opposite direction. We are bombarded with messages about new technological

advances, the information society and how this will impact on planning. As we have known for some time, technical proficiency alone will not suffice. In addition to keeping current on information and technology, planners must sharpen the skills that make planning more of an art than a science, allowing us to function in the role of team leader, facilitator and mediator.

The result of these competing forces has placed both individuals and organizations in the position of approaching investment in professional development very cautiously. From within the workplace we may have to justify how professional activities contribute to the organization and from a personal perspective we may be faced with the prospect of spending our own money

on something that we are not accustomed to paying for.

In the past, we may have taken opportunities for professional development for granted. Consequently, we have had a somewhat haphazard approach to professional learning, both on a personal and organizational level. In contrast to what we preach about good planning (i.e. goal-oriented, long term). I suspect that our efforts in professional development have been just the opposite: static and short term. From the organizational perspective, individuals have been free to pursue learning opportunities but there is little thought or effort into coordinating learning within the organization. Haven't you had the experience of returning from a course revitalized and full of new ideas only to have your colleagues look at you as if you have just beamed down from another planet? On the personal side, we have to start thinking of professional development as a continuous process in the context of lifelong learning and as an essential component of career management.

Difficult times may act as a lever to change. We can't continue on the same path and as we look towards change it should be more than simply doing or getting more for less. What lies ahead are challenges to find new and economical ways to access learning opportunities. Rather than rely primarily on conventional approaches such as courses, we must seek out new ways to achieve our learning goals, perhaps distance learning, Internet user groups, coaching or job shadowing and partnerships with other organizations. In spite of our collective whining about tough times, we do have a great resource available to us, our membership. Together we have decades of experience that spans a wide spectrum of planning expertise. With a little effort we can mobilize these resources to transform OPPI into a learning organization.

Judy Zon is a Senior Planner with the Municipal Planning Policy Branch of the Ministry of Municipal Affairs and Housing, and is a member of OPPI's Professional Development Committee.



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Towards a simplified planning process

by Nick Tunnacliffe

Ontario's planning process is too complex, takes too long, uses too many resources and does not deliver the added value expected by our citizens. With the amount of money for all government services falling, it is self evident that we must deliver planning services "better, faster, cheaper," as current jargon would have it.

In regions, development on greenfield sites where subdivision approval is required goes through the following process:

- 1 regional official plan;
- 2 local official plan;
- 3 subdivision approval;
- 4 zoning; and
- 5 site plan approval.

Official plans are to be consistent (soon "to have regard for") provincial policy statements. Building permits may be issued to meet the requirements of subdivision approval, zoning and site plan approval. Both these instruments add to the complexity of planning, but realistically both are necessary. If the process is to be shortened and simplified, the focus should be on the planning instruments.

Characteristics of a better, faster, cheaper planning system would include:

- a shorter process with fewer hoops to go through resulting in shorter time-frames;
- a simpler process with the responsibilities for decision making clearly defined;
- simpler documentation that addresses only the relevant issues;
- maximum delegation of administrative decision-making to staff so that elected officials deal only with matters of policy.

Ideally, reform of the planning system should coincide with a reassessment of the role of government in our society, the possibilities that technology offers in terms of decentralized decision-making and the globalization of the world's economy, which, while it erodes national and provincial decision-making abilities, provides new opportunities for urban regions to capitalize on new economic opportunities.

Two areas suggest themselves for radical change, namely the combination of regional and local official plans into one municipal plan and the abolition of zoning

and site plan approval as we know them into a development permit system.

ONE-TIER OFFICIAL PLANNING AT THE REGIONAL LEVEL

Many cities manage very nicely with one official plan. They not only deal with regional issues relating to urban growth management, urban structure, population and employment distribution, infrastructure provision, resource protection and open space systems, but also neighbourhood planning, community improvement, and urban design, which are traditionally associated with local planning.

The current two-tier arrangement of official plans in regions leads to several problems that slow the process down, lead to conflict between municipalities and bring planning into disrepute. In particular, there is duplication of content (the same designation or policy occurs in both official plans). Moreover, if one needs to be amended there is duplication of process, since the other plan must also be amended.

There is also delay in bringing official plans into conformity. In Ottawa-Carleton, the current regional official plan was adopted in 1988 and approved by the Minister in 1989, yet some municipalities have not yet brought their plan into conformity with the regional plan. Meanwhile Ottawa-Carleton has begun another official plan review which is targeted for completion in 1997. In Muskoka no local municipal

official plan has been brought into conformity with the regional official plan, which was approved in 1991.

Finally, there is inconsistency in nomen-



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Practical Solutions To Urban Transportation Needs

clature, leading to confusion, and even to disputes between municipalities about meaning, perhaps even resulting in OMB hearings.

Official plans are an important and necessary tool at the regional level because they address policy issues facing the urban region in an integrated way; provide direction to enable sound investments in

infrastructure and financial management; and provide direction for subdivision approvals.

The Planning Act states that regions "shall" prepare, adopt and submit an official plan for approval. Local municipalities "may" prepare and adopt and submit an official plan for approval. The legislation thus contemplates the possibility of a single

official plan in a two-tier region.

However, lower tiers have legitimate planning interests assigned to them in the Planning Act, namely community improvement, zoning, and committees of adjustment which deal with variances to zoning bylaws and site plan approval. The Planning Act says that in order to exercise some of these functions, an official plan must be in effect in the local municipality. The legislation should make it clear that a one-tier official plan at the regional level is adequate for this purpose.

Potential savings from having a single official plan at the regional level in a two-tier system are considerable. Fewer official plans and amendments will be needed. And development will not require local official plan amendments and approvals. In Ottawa-Carleton (region and area municipalities) it is estimated a 25 percent saving in professional staff time now working on official plans could result.

One of the fears expressed about having a single official plan in a two-tier municipal system is that the plan will not be responsive to the needs of the local community. Let me be clear: I am not talking about one-tier government, but one-tier official planning. The experience in the regions of Haldimand-Norfolk and Sudbury is instructive. There, official plans for the separate communities are prepared by the region with the full participation of the people who live in those communities and their councils.

DEVELOPMENT PERMITS

Zoning as practised by many municipalities in Ontario is a rigid tool resulting in the need for amendment or minor variances that create delay and add to costs. The benefits supposedly created by segregation of land uses are being questioned as demands arise for more mixed-use and fine-grained development patterns.

The matters which can be addressed through site plan approval are limited to questions of detail, the principle of the type, scale, bulk and use to which the development may be put having been established in the zoning bylaw.

The Sewell Commission proposed a development permit system as an alternative to zoning and site plan approval. Such a system would allow council to set policy on development and staff to negotiate the terms of each permit with the developers in accordance with the policy documents.

The policy or enabling document would

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express in words the underlying objectives of what a zoning bylaw is trying to achieve, such as densities, land use and design guidelines for private spaces and public spaces. Experience in other Canadian municipalities which use this system (Vancouver and Edmonton) is that significant streamlining and saving of time can result. information).

Moving to a development permit system could introduce more creativity and flexibility into planning and the design of buildings, groups of buildings and public spaces.

The Planning Act provides for a development permit system in Ontario. However, no regulations have been released. It is vital that the province move forward in this area. It is not clear in the Act, for example, whether the develop-

ment permit system would be adopted in parallel with zoning bylaws or would replace zoning bylaws. In my view, it should be a system which replaces zoning.

ACHIEVING A SIMPLIFIED PLANNING PROCESS

Ontario desperately needs a simplified planning process. What has been described would result in the following in regional municipalities with a two-tier planning system:

- one-tier official plan at the regional level;
- subdivision approval: where necessary, such as for greenfield sites);
- development permit approval at the local level (where regions have a system

of one-tier planning, as in Sudbury, this responsibility would be carried out by the regional municipality.

In a two-tier municipal system the advantages are considerable. Fewer resources would be focused on the prime responsibilities enunciated by the legislation for each level of municipal government, and there would be no duplication. This would not only save time and money, but strengthen the *raison d'être* of each level.

Nick Tunnacliffe is the Commissioner of Planning and Buildings at the Region of Ottawa-Carleton. This article was prepared under the auspices of the Regional Planning Commissioners of Ontario. In the next issue: "Letter from Manchester," some observations on British planning.

BOOKS

Unwin, Raymond. *Town Planning in Practice: An Introduction to the Art of Designing Cities and Suburbs.*

LONDON, 1909, 416 PAGES. 1994 REPRINT AVAILABLE FROM PRINCETON ARCHITECTURAL PRESS.

Reviewed by Tom Lemon



ears ago, Larry Martin from the School of Urban and Regional Planning at the University of Waterloo and I

were talking to Andres Duany. At one point, Larry asked Duany, "Whose work do you most admire?" The answer was quick and direct: "Raymond Unwin's."

I'd heard of Unwin and Parker and their work at Letchworth and Hampstead Garden Suburb in England, but I'll admit, I had not studied their work systematically. That comment, however, gave me a good reason to take a closer look. My curiosity has paid off, and I think any planner interested in urban design and urban form would enjoy a similar exploration, if he or she is not already familiar with Unwin's work. This goes for planners with an urban design bent whether or not they have new urbanism leanings.

An accessible introduction to Unwin's vision, design principles, planning approach and favourite examples is his highly readable 1909 book *Town Planning in Practice*. I was able to get a copy of the 1909 edition on interlibrary loan from the Halifax Public Library,

thanks to our local librarian here in Milton. The 300 black-and-white photos and other illustrations are crisp and detailed. The reprint by Princeton Architectural Press is pretty good too, although there nothing quite like an original copy.

In his book, Unwin carefully sets out his principles, drawing on examples from almost a hundred cities in Great Britain, Europe and Canada. Canada is represented by the plan for Prince Rupert, British Columbia, prepared by Messrs. Hall and Bret of Boston, Massachusetts.

Some critics are bound to say, with some justification, that the book and its principles are not applicable here and now. It is surprising, however, how some of the observations from Edwardian England have an up-to-the-minute ring about them. I'd challenge any planner to read page 4 on the art of urban design and its importance, without being touched by it. The new urbanists will find the book to be a fountainhead. All planners who strive for good urban design will find inspiration in its pages.

On page 141, Unwin states: "The very

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limited sketch given in Chapter II of the types of town plans to be found in different countries and at different periods, showing as it does the immense variety of these types, must make us feel how rash it would be at present to dogmatise on the best form of plan." Rather than advocate a particular "urban form," Unwin gives us a set of urban design principles that have an enduring quality.

Has enough been said to spark your interest? Do yourself a pleasurable favour. Pick up a copy of the book, find a comfortable chair and have a few hours read. Now all I have to do is find an English translation of Camillo Sitte's 1909 book...

Tom Lemon, M.Sc., MCIP, RPP, is a senior planner with the Town of Milton.



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GEOGRAPHIC INFORMATION SYSTEMS

GIS instrumental in OMB decision

by Craig Manley, MCIP, RPP

OXFORD COUNTY PLANNING EVIDENCE GOES HI-TECH



The County of Oxford is entering its tenth year using GIS technology. This article describes how GIS was used recently to support planning arguments before the Ontario Municipal Board and the role that GIS played the decision.

THE SETTING: TOWNSHIP AND COUNTY IN CONFLICT WITH MNR

The hearing concerned an appeal on a rezoning that had been supported by the Ministry of Natural Resources but turned down by the Township, even though the proposed re-zoning conformed to the County official plan. The applicant was seeking an aggregate extraction license to permit the extraction of sand and gravel from a 40 acre site. Seventy seven per cent of the site was covered with a mature sugar maple-beech woodlot that would have been removed and rehabilitated on an upland woodlot. The hearing took place over a two week period in June 1994, with County planning staff giving evidence in support of the Township's position.

THE KEY ISSUE: WHICH RESOURCE HAS PRIORITY?

The fundamental issue raised by the Township in its evidence was "which of the two resources, the woodlot, or the aggregate deposit should have land use priority?" In its evidence, the Township argued that a municipality was entitled to turn down a rezoning request, notwithstanding conformity with the official plan or the existence of Provincial Policy regarding aggregate resources, if it could be shown that the decision took into account local resource priorities.

USING GIS TECHNOLOGY:

The Township's position on the rezoning application was based on the examination of:

- The quality and quantity of the woodlot versus that of the aggregate resource;

- The feasibility of the proposed rehabilitation plan; and
- The availability of alternative extraction sites unconstrained by surface natural features.

Evidence provided by experts in the environmental sciences indicated that the woodlot was healthy and ecologically important; and that the proposed rehabilitation was experimental, costly, and uncertain relative to the chance of success. Experts gave conflicting evidence as to the quality of the aggregate resource.

Planning evidence focused on the comparative quantity of the two resources and alternative extraction sites. The County's GIS was used to provide statistical data relating to the amount of vegetative cover in the Township; the amount of aggregate resource available; the amount of licensed aggregates; and the incidence of aggregate resources associated with surface natural features. This information was then translated into a display map with overlays. Specifically, the GIS was used to demonstrate that:

- There was an abundance of unlicensed prime aggregate resources in the Township (only 15% was licensed);
- An undesirably small proportion of land area has surface natural features (only 10%);
- Most of the other prime but unlicensed aggregate resource presented no conflict between environmental features and aggregate reserves; and
- 22 million tonnes of unconstrained primary material were available for extraction within five kilometres of the subject property.

With the weight of this evidence behind them, planning staff were able to argue effectively that the proposed removal and rehabilitation posed an unnecessary risk. The GIS was also used to demonstrate to the Board the full extent of sand and gravel extraction in the area.

THE BOARD DECISION (SEE BOARD FILE Z 930050)

In May 1995, the Board upheld the Township's refusal to rezone the property, citing concerns about the removal of an already small supply of forest cover; the proposed rehabilitation process and the availability of aggregate in alternative locations.

Craig Manley is the Director of Policy and Development for Oxford County and gave planning evidence at the above referenced hearing. Michael Telawski is the principal of Infiniti Development

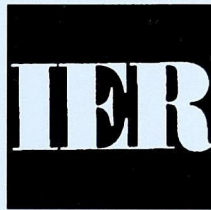
Management and the Journal's GIS contributing editor. Ideas for future articles can be directed to Michael at (905) 337-1202 or by E-mail: infiniti@enterprise.ca.

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COMMUNITY SERVICES

Fear and Loathing in the St. George Subway Station

Larry Sherman

The meek may inherit the earth, but in Toronto they found it inaccessible: no ramps, no elevators — in short, no public transit. When my daughter and I heard that her regular Wheeltrans service had been cut, we set out on “The Better Way” to reach her place of work.

8:10 a.m., the St. George subway station. We were warned by a somewhat apoplectic TTC cashier in a bulletproof booth that

a) my daughter’s walker was too wide for the entry gate and she would have to use a specially controlled door (which then malfunctioned, probably from lack of use) and

b) there were no elevators or down escalators and she would have to walk the two sets of stairs to the platform with me lugging the walker. Ten minutes later, huffing and puffing, we arrived on the subterranean platform.

8:20 a.m. The train arrived and the doors opened. The front pivoting wheels of the walker caught in the crack between the train and the platform.

No amount of goodwill and helpful prying by fellow travellers could dislodge the pesky wheel. After multiple chime warnings, the doors closed anyway, on a traveller’s head as she bent to help us. The doors re-opened.

Someone pushed the alarm button,

which brought a burly TTC employee to our rescue. He succeeded with his abundant brawn where our attempts to use our brains had failed. When he had unceremoniously yanked the wheel free, he announced, “This is why we have Wheeltrans!” to the horror of the assembled crowd, and waddled triumphantly off down the platform.

By now our circle of new-found friends and comrades in commuting and taxpaying were on the train and we were speeding towards our various attempts to keep the economy from plummeting to even lower levels of uncivilized behaviour and political nonsensicality.

8:35 a.m. Just when I was convinced that my daughter would have to spend her remaining days trapped in isolation and loneliness, we arrived at the Donlands Station. Miracle of miracles, the escalators were going our way, and we were greeted (I could swear this man was actually welcoming us) by a bus driver who cheerfully lifted her walker on board, accepted her transfer with respect, listened carefully to her request for travel advice, and assured her that he would announce her stop. All of which just proves that the meek may still inherit something good, despite first having to pay our collective debts, provided they just get the right driver.

Larry Sherman is a partner with IBI Group in Toronto.

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