

ONTARIO PLANNING

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Developing Housing Through Partnerships: An Evolving Approach

The idea of developing affordable housing through public-private partnerships has been around for a long time. Non-profit and co-operative housing projects were usually developed by partnerships involving public, private and community-based organizations. However, today, with the Federal government and most provincial governments playing no or a minor role in the funding of affordable housing, the concept of partnerships to develop affordable housing takes on a new meaning.

The Canadian Centre for Public Private Partnerships in Housing which was initiated by Canada Mortgage and Housing Corporation (CMHC) in 1991 has been promoting partnerships in housing across Canada. The Centre provides advice to organizations and individuals wishing to participate in partnerships through its regional offices. Pre-development funding of up to \$75,000 can also be obtained as well as assistance with arranging mortgages and mortgage insurance.

Guide to Housing Partnerships

Lapointe Consulting, PricewaterhouseCoopers and Luba Serge were retained by the Canadian Centre for Public Private Partnerships in Housing to develop a Guide to Housing Partnerships. The guide, which will be available in March, 1999 from CMHC, outlines a six step partnership process including:

- understanding housing needs in your community
- determining your objectives
- understanding your partnership needs (including financing)
- looking for suitable partners
- structuring your partnership, and
- implementation.

In conducting research for this guide, it was fascinating for me to learn about the innovation that is taking place across Canada as concerned citizens, local agencies, community groups and private organizations develop new ways of providing affordable housing. Some of the projects highlighted in the guide include:

- a low income ownership project for families on social assistance in Prince Albert, Saskatchewan

By Linda Lapointe

whereby houses are acquired and renovated, using among other things training subsidies through a provincial New Careers Program;

- the renovation of a home for youth that will include training in renovation skills funded through Human Resources Development Canada and the Labour International Union of North America; and
- a seniors' condominium and rental project built by the Legion in Kamloops on land provided by the City on a long term lease basis with only an initial upfront payment for the site.

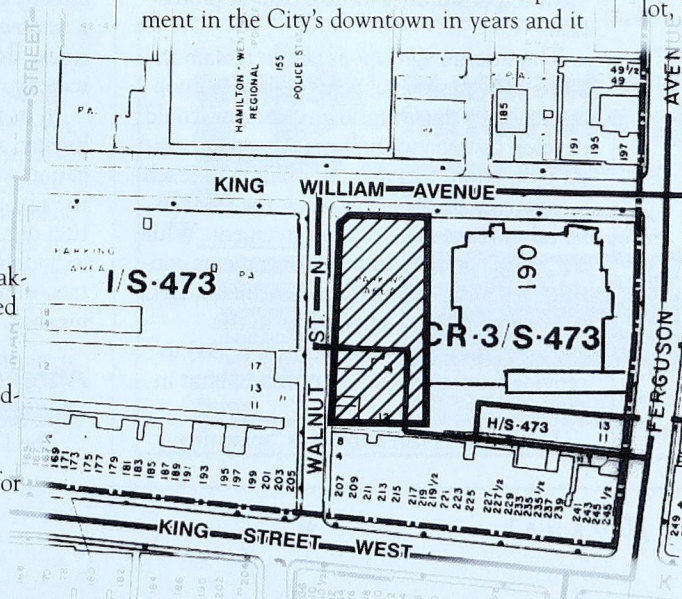
Hamilton's CityPlaces Project

An example of a housing partnership project already underway in Ontario is the Hamilton Housing Company Limited's CityPlaces project. The goal of this mixed commercial and residential development in the downtown of the City of Hamilton is to provide affordable rental housing while also assisting in the revitalization of the downtown core. According to a forthcoming article to appear in the Partnership Courier published by the Partnership Centre, the four-storey building will have 37 one- and two-bedroom apartments on the top three floors with commercial space on the ground floor. This is the first residential development in the City's downtown in years and it

will accommodate a diverse mix of residential apartments at relatively affordable rents. For example, a 720 square foot apartment will rent for \$685 including heat and air conditioning.

The City of Hamilton has been a major player in getting this project off the ground. The City's initial \$2.2 million investment was used by its housing corporation to obtain and assemble two separate parcels of land. One parcel was a parking lot for the Theatre Aquarius and the other was an industrial site (which had to be demolished and cleaned up). After purchasing and remediation of the sites, the Hamilton Housing Company was also able to proceed with construction, pending receipt of the takeout mortgage thanks to interim financing from the City. CMHC's Partnership Centre assisted the Company in obtaining a CMHC insured mortgage for the project. With the equity contribution, the Housing Company was able to demonstrate operating viability to qualify for CMHC assistance.

Another interesting twist to this project is that the Theatre Aquarius, a focal point for live theatre in the downtown area and owner of the parking lot, owed the City back taxes of close to \$800,000 and the prospect of foreclosure was in the cards. This was of concern to the CIBC, holder of a Theatre Aquarius mortgage and the City that viewed the retention of the Theatre as important to the vitality of the downtown. In return for the ownership of the parking lot, the City and the Regional Municipality of Hamilton Wentworth agreed to provide the theatre with tax-exempt status and to make a one-time capital grant of \$800,000 to Theatre Aquarius (a sum sufficient to pay their tax arrears). CIBC also agreed to match the capital grant with a write down of the theatre's mortgage principal - for goodwill and to ensure the theatre's economic viability and CIBC's own mortgage. A similar situation prevailed with the second piece of property where back taxes equalled the market value of the land. Apart from providing needed rental housing in the downtown area, the project has also accomplished several



other objectives including increasing assessment and tax revenue going to the municipality, bringing more people to the downtown and spurring other projects in the area. Mark Mascarenhas, General Manager of the Hamilton Housing Company Limited, says that municipal social housing developers must capture multifaceted local goals if they are going to get scarce municipal dollars. He recommends a holistic approach to housing development that has vision and cost effectiveness as essential ingredients.

How Recent Housing Partnerships Differ From Other Housing Programs

The Hamilton CityPlaces project illustrates some of the key aspects of developments developed under the newer partnership approach:

- projects tend to be relatively small
- projects often meet multi-goals in addition to housing and often involve more than one agency
- municipalities have a major role to play
- financing is often innovative
- lack of government program constraints spurs a more flexible and "entrepreneurial" approach to arrangements between participants

- CMHC continues to assist in the provision of housing but primarily with mortgage financing and advice than ongoing subsidies
- rents or prices are affordable but few projects are able to provide assistance to those in the lowest income streams.

Partnerships as a way of developing housing is evolving into the new approach for affordable housing in Canada. We are likely to see more housing partnerships that involve a number of different agencies such as the Federal Human Resources Development Canada and the Provincial Ministry of Health who together can stretch limited public dollars. With more agencies involved, affordable housing projects will be designed to meet a broader range of goals such as skills development, a supportive environment for those with psychiatric or substance abuse problems or physical limitations, a cleaner environment and so on. It is unlikely that we will ever see a return to the previous programmatic responses to the need for affordable housing which committed governments to large sums of money on an ongoing basis and were able to address only a small part of the need. However, the current approach to housing partnerships is evolving and I predict that over time we will see some type of senior level involvement in

funding - beyond mortgage insurance.

For further information:

To find out about CMHC's assistance through the Canadian Centre for Public Private Partnerships in Housing contact Len Bulmer, Partnership Representative, Ontario Business Centre 416-218-3341 or James Burr, Manager, Canadian Centre for Public Private Partnerships, 1-613-748-2374.

For a copy of the Housing Partnership Guide planned to be released in March, 1999, contact CMHC's Canadian Housing Information Centre (CHIC) at 1-800-668-2642 and the internet at www.cmhc-schl.gc.ca.

For more information about the Hamilton project, contact Mark Mascarenhas, the General Manager, Hamilton Housing Company Limited (905-546-4540).

Linda Lapointe, MCIP, RPP, is Principal of Lapointe Consulting, a private firm that specializes in housing, demographic and planning matters. She is the Journal's contributing editor on housing. If you have an idea for an article, please contact her by phone (416-323-0807) or fax (416-323-0992). She can be reached by e-mail at 311marham@sympatico.ca.

4 / FEATURES

Environment

Fish Habitat Protection: Disruption or Assistance?

By Al Ruggero and James Stiver

This article is the first of a 3-part series on the changes facing Ontario's conservation authorities and the development community. It examines the transfer of responsibilities from the Department of Fisheries and Oceans to conservation authorities.

At a time when environmental degradation and the introduction of alien species are destroying fish habitat across the province, and as commercial fishermen and anglers across the country become increasingly dependent on fewer adequate and sustainable fish habitats of native species, the rules of habitat preservation and management are changing.

Traditionally, the Department of Fisheries and Oceans (DFO) has been the federal agency responsible for estimating and identifying the potential impacts of changes to fish habitats across the country. In an effort

to grant the provinces more control over their natural environments, in 1989 DFO entered into an interim agreement with the Ontario Ministry of Natural Resources (OMNR) to delegate review and enforcement responsibilities for fish habitat protection.

The interim agreement was to remain in place until the federal government, in cooperation with the Ontario government, could develop compliance policies related to habitat protection. In 1997, after failing to reach a consensus on formal policies, the OMNR withdrew from the interim agreement. While the federal and provincial governments continue to discuss a long-term agreement, DFO has offered interim agreements to the Ontario conservation authorities (CAs) to provide for the protection of fish habitat in Ontario.

DFO defines fish habitat as "spawning

grounds and nursery, rearing, food supply and migration areas on which fish depend directly or indirectly in order to carry out their life processes." Development or any other change is considered harmful if it adversely affects, directly or indirectly, the quality or quantity of a commercial, native or recreational fishery or stocks that warrant protection because of their scarcity or value.

In its work with the management of fish habitat, the DFO traditionally dealt with mitigation actions, including those taken during the planning, design, construction and operation of new developments, and compensation, including replacing or improving natural habitats or maintaining habitats by artificial means.

Agreements between DFO and conservation authorities

The DFO and some Ontario CAs have

been negotiating agreements for the regulation of fish habitat within their jurisdictions. These agreements are intended to ensure the protection of fish habitats while the DFO and OMNR discuss long-term protection strategies. Negotiations between DFO and the CAs have focused on degrees of involvement and responsibility between both parties. Currently, it is proposed that the DFO and CAs come to one of three possible agreements, each of varying levels of involvement and responsibility:

Agreement 1: CAs carry out screening only to determine whether or not fish habitat will be harmed or affected. DFO deals with mitigation and compensation.

Agreement 2: CAs deal with mitigation as well as determining whether or not proposed works will result in harmful alteration or destruction of fish habitat. CAs recommend mitigation measures

and approve works where adequate mitigation measures are proposed. DFO deals with compensation.

Agreement 3: CAs handle compensation planning, which involves responsibility for screening and mitigation, provide recommendations to developers and DFO on compensations, and undertake the process for DFO approvals. At present, two CAs (the Toronto Region Conservation Authority and the Grand River Conservation Authority) have entered into this type of agreement.

What does this mean for conservation authorities?

Having signed one of these agreements, the CA agrees to implement all protection measures available and to provide the DFO with weekly status reports and the OMNR with reports on the status of the agreement and any actions taken. The DFO agrees to provide the CAs with staff training, expertise, research and support to help the CAs in their new roles.

The DFO training promotes consistency in protecting fish habitat and gives CAs the technical ability to fulfil the allocated

responsibilities of their agreement with DFO. Consistency is important in how the CAs define "harmful alteration" and in the approach towards "acceptable mitigation or compensation." In entering into an agreement with the DFO, the CA agrees to prepare management plans in its jurisdiction and identify areas of sensitivity or potential

sure may be deemed to be temporary until the DFO and OMNR negotiate a more permanent management agreement.

What does this mean for the development community?

The agreements with Ontario CAs for the regulation of conservation, renewal and development in or near sensitive fish habitats, should help streamline the development approvals process. Developers and planners will find that decision makers are more accountable and that less red tape is needed. CAs are a suitable agency to review fish habitat issues in their watershed because they are knowledgeable about the areas in which the fish habitats are located.

Although the DFO and the OMNR are continuing to work to reach a management agreement, an opportunity exists for the

Ontario CAs to streamline the development approvals process for developable lands across the province containing or near sensitive fish habitats. The outcome of these interim agreements may serve as a template for the long-term federal-provincial agreement.

Al Ruggero, MCIP, RPP, is an urban planner with InfoPlan Research, a planning consulting located in Toronto. James Stiver, MCIP, RPP, is a municipal planner with the City of Vaughan in York Region.

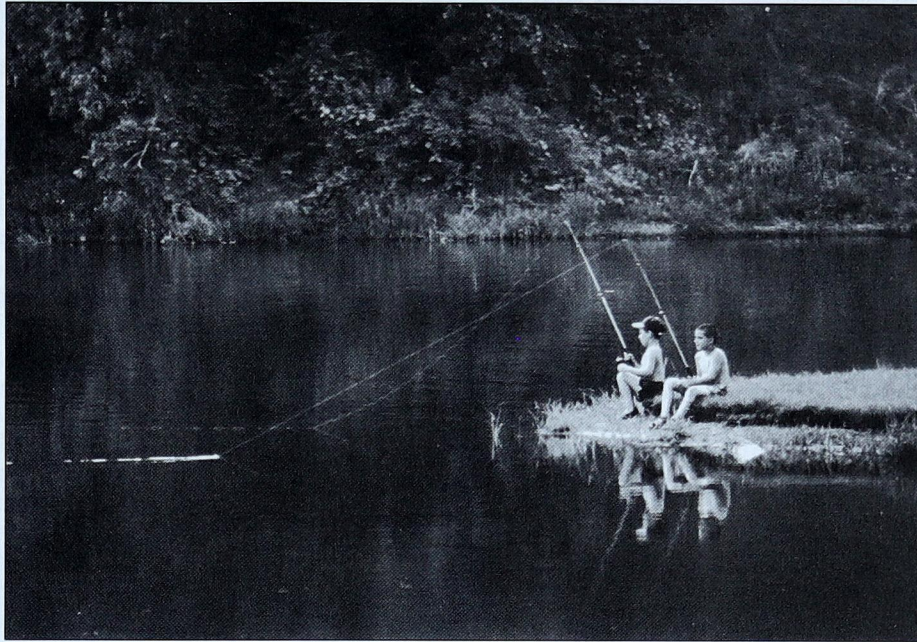
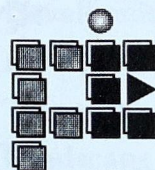


Photo: The Metropolitan Toronto and Region Conservation Authority

improvement projects.

These responsibilities require training and new roles for staff planners, technicians, administrators and biological professionals. They may also strain existing resources that are already stretched to the limit. Permit fees may be increased to reflect the additional demands on resources. Some CAs will likely be in a better position to take on these new responsibilities than others. Whether the affected CAs are able to handle these new responsibilities or not, it remains that these mea-



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The Unique Challenge of Planning for Olympics Events

By Ron Sandrin-Litt

The development of an Olympics program exerts eccentric forces on the urban planning process unlike any other cultural event. A crude equivalent would be the staging of a major rock concert in the city twice a day, every day, for three weeks...multiplied by a factor of 30, considering the more than two dozen venues that will stage events throughout the City. The Olympics is not just a sports extravaganza. It has a full-blown cultural component showcasing talent both before and during the Olympics. The venues themselves, without reference to the competitions they house, are also "happening places" in their own right. The venues cater to an around-the-clock throng varying from medal-trading groupies, to sports aficionados to the paparazzi, who eat, sleep, and work at their own media village, a city within a city. The security contingent alone could fill a good-sized ocean liner.

The need to examine the loading on the urban system is significant. Presently the drive for Toronto's bid is being spearheaded by David Crombie, under the umbrella organization of TO-Bid. The nuts and bolts logistics are being worked out by Commissioner Joe Halstead of Economic Development, Culture, and Tourism.

Toronto already has a rough draft of its bid book in place, the document which is central to the approvals ladder that Toronto faces. The bid book essentially forms the core of contractual obligations with the International Olympic Committee. The

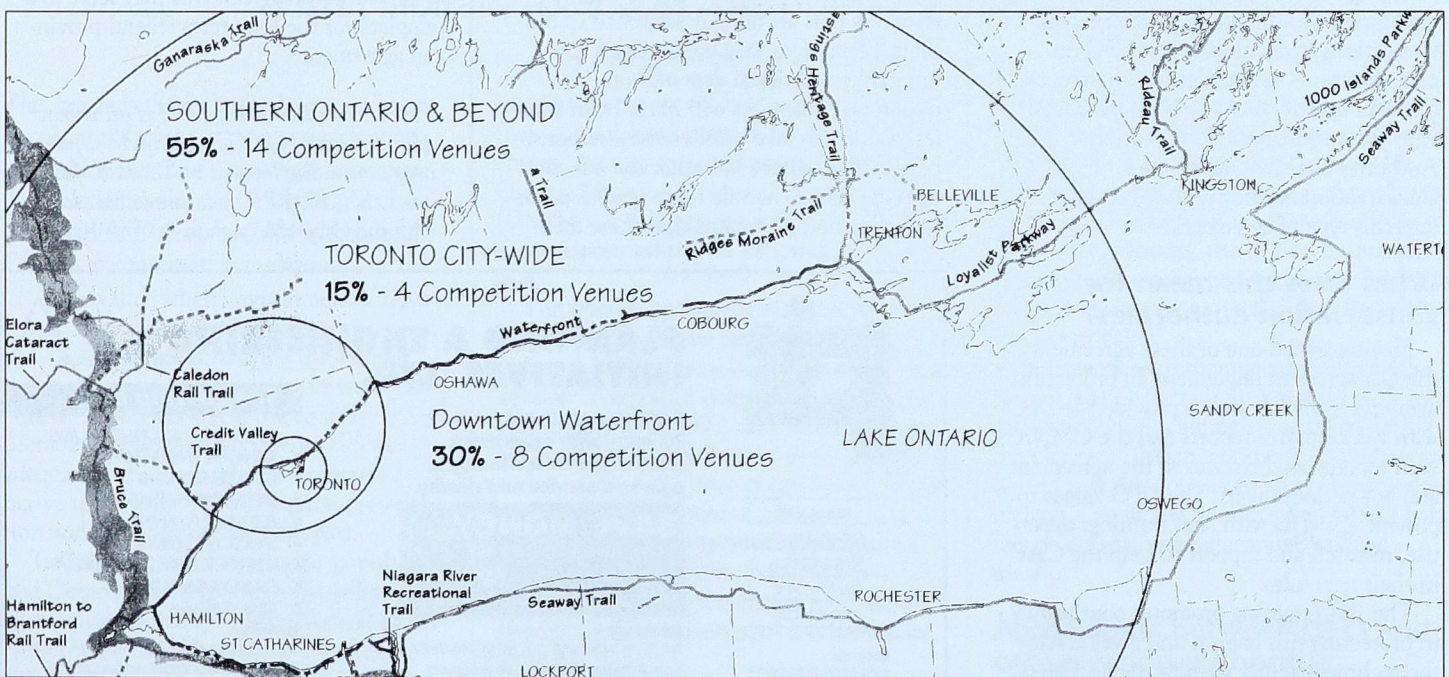


David Crombie heads Toronto's bid

Canadian Olympic Association has already endorsed Toronto's bid, sufficient for Toronto to proceed to refine its bid book,

towards a final presentation in the late fall. The important ingredients in the bid book include the location of the sports venues, detailed answers on financing, and clarification on transportation, housing, and security issues. Simultaneously, the all-powerful international sports federations will be lobbying the IOC for their preferred city, and the national sports committees in Canada will press for preferred venue locations. There is much negotiating to do to frame a final bid document. TO-Bid will be taking equal care to attend to local concerns and issues as well, and Toronto Council has already taken steps to elicit response from neighbourhood and regional organizations as well as individual citizens. And the same thing is happening in other cities around the world that will be competing with Toronto in its bid: Beijing, Shanghai, Istanbul, and Buenos Aires, to name a few. It will take most of this year to work out details requiring so many levels of review and support.

The debate on the cost of the Olympics has no closure, no matter how well or how poorly the Olympics are planned, no matter before or after the event. The Los Angeles Olympics are regarded as one of the most successful in recent history, and they too were closely scrutinized for a balanced set of books, as will be the upcoming Sydney Olympics. The costs of staging the Olympics are high and the revenues earned can be astronomical. It truly is business on an Olympic scale. The financial failure of some past Olympics, and the difficulties some of



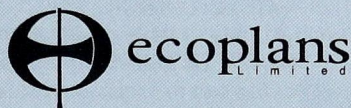
the regional events have had, like some of the Commonwealth Games, suggests how powerful and consuming are the forces that underpin large staged programs. Sometime during the development of the Games, the reliance on bean-counting has to shift to an appreciation of classical catastrophe theory. Money is being spent, and invested, in geometric progression, and, in the end, the velocity exceeds the ability of everyday accounting techniques to keep track. For the Calgary Olympics, the Organizing Committee relied heavily on their corp of managers to signal when cost anomalies were evident, because these managers were closer to the ground in understanding what gaps remained in the program. It is only those systems that are in place at the surge, during the Olympics themselves, that prove useful to monitor success. It's too late to be working it out during the three weeks of the event, as happened in Montreal. Atlanta provided a hard-edged model for a financial stable Olympics, but there was considerable criticism of the lack of programs available to ease the social impact, ranging from security

issues to transportation concerns, simply because they were not budgeted in as part of the business program. TO-Bid intends to stage a self-supporting event as well, but has already begun to build in some of the cushions needed to make it fun and safe, as well as a successful business enterprise.

Olympics planning typically unfolds in three distinct phases. The first phase focuses on the major form-givers, transportation and venue disposition. The two are intertwined logistically. The more than two dozen events will affect traffic flows, accessibility, parking, security, food services, ticket sales, and so on. The Albertville Olympics provided an interesting window into the logistics of staging the event among an array of small towns dozens of kilometres apart on a two-lane regional road system in the dead of winter. Granted the winter Olympics are one-third the size of the summer events, but the Albertville organizers knew they would live or die on their complex busing system. In the end, they did resort to some heavy-handed road control, including banning vehicles from designated locations.

Lillehammer, was better disposed in having a tighter geographic layout of its major venues. Seoul had some of the same problems but at the other end of the spectrum. With a well-developed, modern road system, it could cope but the network was already straining to capacity from normal peak loads. They too had to implement serious traffic measures and heavy policing to relieve potential congestion.

Next in line, housing becomes an issue, usually about the fifth year out from the event. In a major metropolis such as Toronto, the hotel industry can manage a healthy melange of urban events within a bustling summer tourist trade. But the Olympics are a tsunami of people. Even with Toronto's 30,000 hotel rooms, hotels see convention bookings start to wither three or four years out, quickly replaced by group bookings for the Olympics, because there is never sufficient capacity for both. In Atlanta and Los Angeles, the major hotels were booked solid two years out, with less than two percent being convention traffic. In Barcelona, the Organizing Committee



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cleverly utilized cruise ships docked in their harbour to increase capacity. Toronto could do the same. The first to benefit are the smaller hotels further removed from the urban core. As the accompanying map suggests, the venues are scattered throughout the region, so the astute Olympic tourist picks out a hotel close to the events he or she wants to see. The bookings keep working their way down to motels, bed-and-breakfast, houses-for-rent, and finally Uncle Fred's spare bedroom in the basement. In Calgary, enterprising individuals actually organized the booking of empty homes provided by

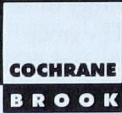
vacationing local residents. Much the same appears to be poised to happen in Sydney. Concern starts growing that people will be displaced and become homeless in the face of Olympic housing demand. For such reasons, and with foresight a-plenty, Toronto Council has already recommended that, should the bid be accepted, a freeze on property assessments and rents be instituted until 2010. Typical of the Olympics surge, some developers search for opportunities to provide temporary housing for the Olympic's "push" which will then revert to the general housing market for post-Olympic absorption. It must fit a tight profile to be successful. The project has to be the right scale at exactly the right location at the right time at the right budget....a target which shrinks to vanishing point well before the Olympics are staged. In cities lacking rent controls or possessing a high proportion of short-term rentals, as was the case in Barcelona, the Olympics can have a high impact in terms of short-term affordability and availability of accommodation.

pressed professionals are working feverishly to finish construction and to rehearse logistical programmes. With the real show just over the horizon, even the most callous Olympic observers check out how to obtain a few Olympic tickets. For the organizers, the danger is pre-Olympic burn-out; for the public the hype is just beginning to take hold. Affordability and accessibility are important criterion to the I.O.C. A popular event like the Olympics in a globally-connected, prime-time city like Toronto can put odd pressures on the ticket marketing process.

In the end, should the Olympics be won for Toronto, the long-term effects will be indelible, in everything from new buildings to the changes it will make in the Official Plan. Few organizing committees, if any, have accepted the responsibility without having the support of the public....and none have won the opportunity without a dedicated adherence to public participation in the planning process.

Ron Sandrin-Litt, MCIP, RPP, is affiliated with the consultants of the Hawthorne Alliance and with Page and Steele Architects. He contributes articles to the Journal on the impact of culture and urban design. He can be reached at (416) 200-8281

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Urban Living: This May Be the Perfect Neighbourhood

By Peter Cheatley

I think I have found the perfect neighbourhood. I live in the east end of the old City of Toronto, on a street that is close enough to the Beach to be convenient, but far enough away to avoid the parking hassles. It's not very long, about 15 houses on each side, and when they were built in the late 1920s, they were probably identical to look at, and not very interesting.

Since then, trees have grown up on most lawns, people have renovated, painted, added and removed aluminum siding and windows, and generally personalized the houses. It's a pretty street to look at, well kept, but not ostentatious.

From a planner's point of view, the lots are small, creating substantial density, even though the houses are detached. It's within walking distance of two subway stations, so not everyone drives to work, and there are a few houses with tenants who don't own cars. Demographically, it houses a wide range of incomes, ages and education levels. Setbacks are tight, about ten feet at the front, so the distance between verandahs is less than 80 feet. Easy hailing distance.

Today was the first day Toronto got any real snow, and it set a record. I went out about 11 a.m. to shovel. Most of my neighbours were out, working away and enjoying it. Kids were sliding down the piles, getting in their parents way. Neighbours were helping each other shovel, and every car that tried to get through (and inevitably got stuck) was cheerfully pushed out.

(A note to the suburbanites here. Yes, you do get ploughed out sooner, and you have far more room to pile the snow. There is something to be said for large setbacks and sidewalks that aren't flush with the curb when you have to deal with more than a foot of snow.)

In short, I was reminded yet again why my family and I chose to renovate and not move. This is a wonderful place to live. And lest you think its just that the snowstorm brought this out in people, its not just that way at all.



Snow Plus Proximity Equals Perfection

On December 30, several neighbours got together to figure out what we could all do New Year's Eve. It's become a bit of a tradition that we all get together for the evening, and kids are usually included. It's also become traditional not to make plans until the last minute.

So this year, 20 of us including kids, all dressed formally (yep, black tie and evening gowns) all trekked off to Thornecliffe Bowlerama for two hours of bowling, ginger ale "champagne" toasts and a lot of laughs. We saw in midnight with real champagne at our house, and everyone was home in bed by 1:30 or 2. I guess that's a sign of baby boomers aging.

How did I find such a wonderful group of neighbours? I think we all found each other. Our street is old enough to have experienced several demographic cycles. We aren't all the same age or at the same stage of family formation. We don't all make the same amount of money. We all bought here because of the amenities, and because we could afford it. And I think we all recognized that this was a neighbourhood, not a street in a subdivision.

The neighbourliness peaks in the summer. You can't go outside without striking up a conversation with someone on the street. Someone who is different from you in many ways, but shares a common interest in looking after the kids, and nursing a small garden. Verandahs are favorite places for sit-

ting. Backyards are far less favoured, initially because they are small, and decks are difficult to lay out. But eventually, the verandah becomes the favoured place for coffee in the morning or drinks after dinner, because no one wants to miss what's happening on the street. It's the stage where life plays out, and the verandahs are front row seats.

I've lived in the burbs, in fact I grew up in the prototypical suburb of don mills (as it was originally marketed), and I've given tours of it with its designer, Mack Hancock. So I know what I'm missing.

As much as I liked growing up in the burbs, I know I've been won-

over by the city. It seems to me that neighbourhoods like mine foster a community spirit that sometimes gets lost in the land of the two car garage. Life is more public, less private, and more engaging.

I wouldn't dream of moving away from this, even if I got my sidewalks ploughed and windrows moved.

Peter Cheatley, MCIP, RPP is a Toronto-based planning consultant.




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Editorial

A Place to Call Your Own

The recently released "Mayor's Task Force on Homelessness" authored by Dr Anne Golden and three others reveals unpleasant facts and illustrates serious flaws in Canada's system of governance. The gap between the haves and the have-nots is widening, and the most vulnerable segments of society (such as single mothers) are suffering the worst. The report sets out in plain language (both the interim and final reports were edited by the Journal's Philippa Campsie) embarrassing gaps in the competence of policy makers but can also be read as an indictment of a system that relies on three (and in some locations, four) levels of government to get the job done. "The level of intergovernmental squabbling is discouraging," is Golden's frank assessment.

Although the report is focused on Toronto's problems, homelessness is clearly a provincial and even a national concern. Ontario's network of non-profit shelters numbers nearly 100 agencies, and the locations

are by no means confined to Toronto. For some, this will not be news. Less well appreciated is that places like Thunder Bay, London, Hamilton and Ottawa are also struggling to deal with homelessness. Ottawa, in fact, has the second largest concentration of frontline agencies serving the homeless.

Although solutions to homelessness are multi-faceted, the lack of affordable housing is nevertheless a key part of the problem. This issue's cover story about a rental housing project by the Hamilton Housing Company documents what it takes to get results. Read the article and Anne Golden's report then write to the Journal with your comments. Solutions are needed quickly.

Glenn Miller is editor of the Ontario Planning Journal and director of applied research with the Canadian Urban Institute in Toronto. He can be reached at ontplan@inforamp.net

Opinion

Should CIP Monitor Planning Education More Closely?

By Reiner Jaakson

The 1998 CIP Membership Directory indicates that in the OPPI there are 1,345 members, 874 provisional members, 376 student members, and 56 retired members. Ontario has seven CIP accredited planning schools: Guelph, Queen's, Ryerson, Toronto, Waterloo, Windsor, and York. How is this supply of planners related to the demand for planning jobs?

Planning schools pride themselves on training not just students to work as planners but also giving them skills which may be used in non-planning jobs. This acknowledges the tight job market in planning. But what are the implications to the CIP of planning graduates in non-planning jobs who insist they want to be MCIPs? Is the profession being defined by the margins? Is planning almost anything that you say it is?

CIP accreditation is the ticket for student enrollment in planning schools: no CIP accreditation, no students (given a choice, few students would want to attend a non-accredited school). The lynchpin for accreditation is the requisite number of faculty who are MCIPs. Should all of these MCIP faculty be teaching full time in planning or should part-time planning schools—that is, schools where there are no faculty teaching planning full-time—also be accredited?

I urge the CIP to change the constitution so that professional accreditation is given only to schools which have a minimum of four MCIP faculty who teach planning full

time. Do this for the students! They need a core of faculty who teach planning full time—not four, five or even six or seven MCIPs who may well be full time faculty but who all teach planning part-time, coming and going through a revolving door.

Universities are being corporatised and academic freedom and civil liberties are under siege. A university should be a place where a diversity of opinions and free criticism and debate are welcomed as an enrichment of what makes a university. These are controversial issues but nevertheless should CIP accreditation consider the academic freedom in a planning school? For example, if a school were to oppose, say, increased environmental content in planning education, it is potentially damaging to society and its accreditation should be withdrawn. Academics have strong, competing convictions on how planning serves the well-being of society and hence "planning schools are ideologically highly charged places", as I have argued in an earlier article in this Journal (1997 March/April, page 23).

The accreditation criterion of planning schools should be tightened up. The CIP should review more strictly the quality of planning education. Repeated negative reviews warrant withdrawal of accreditation.

Regular feed-back on the quality of planning education should be established through OPPI controlled annual surveys of students at the seven Ontario planning schools. Much

like Maclean's magazine has an annual review of Canadian universities, one issue per year of the Ontario Planning Journal should be devoted to planning education.

The profession would know where the new entrants are coming from and prospective students would have a handy consumer's guide to help them choose between schools.

Reiner Jaakson, MCIP, RPP, teaches in the Department of Geography, University of Toronto. He has been a member of CIP for 31 years and can be reached by e-mail at jaakson@geog.utoronto.ca

Letters

Downtown Brampton?

The November/December Journal notes the first in a series of articles on revitalizing Ontario downtowns. Will this series address the efforts undertaken in the City of Brampton? Its downtown has experienced a number of public policy initiatives focused on revitalization, including the relocation of City Hall to the historic four corners and the recent approval of two comprehensive secondary plan amendments that redesignate the downtown for comprehensive mixed-use redevelopment.

David Waters, MCIP, RPP, PLE, Senior Policy Planner, City of Brampton Planning & Building Department

Editor's note: Look for coverage of this soon.

Southwest

Christmas Dinner Sell Out

By Darin Dinsmore

The Ontario Professional Planners Institute (Southwest District) held their Annual Christmas Dinner Meeting and Social at City Hall on December 3 in the Kitchener Hall Rotunda. Mayor Carl Zehr addressed 130 planners and local representatives with a talk entitled, "Positioning Kitchener for 2000 and Beyond". Entertainment was provided by the King Street Trio Jazz ensemble.



Pictured from left to right are Bill Green, Larry Masseo, Janice Given and David Corks

Photo: Darin Dinsmore

New Perspective on Climate Change

By Scott Tousaw

"Illuminating" describes the recent A.D. Latornell Conservation Symposium held at the Nottawasaga Inn at Alliston. The three-day symposium was organized by Conservation Ontario and the University of Guelph, and also sponsored by OPPI.

Under the theme of Land-

Water-Climate, sessions illuminated climate change, resource management, watershed planning and environmental reporting, among others. It was refreshing to attend sessions not designed for planners, but from which flowed many implications and challenges for planning. Some examples include:

- The Kyoto agreement delays the estimated doubling of greenhouse gases by only one decade. Are we planning to help reduce greenhouse gases and will we be ready for the possible effects?
- The transportation of goods and people contributes one-half of greenhouse gas emissions. (Conventional estimates suggest this number is one third, Editor.) As a specific example, what contribution do big box stores and power centres make to our continued

Erratum

The article on Bloomington Heights by Jamie Bennett, MCIP, RPP in the previous issue should have also credited Owen R. Scott, OALA, FCCLA, landscape architect and President of The Landplan Collaborative Ltd. in Guelph and Doug Skeffington, BAA, a planner and Project Manager with Baif Developments Limited, a major developer of quality communities throughout the GTA.

LETTERS TO THE EDITOR

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Brantford By-Laws Online

Brantford, like Kitchener, Orillia, and Richmond Hill, has put its by-laws on a website (www.municipalworld.com/brantford). The website contains the text of 110 of the municipality's most frequently used by-laws. The site can be searched by keyword.


Municipal World of St. Thomas, Ontario, which publishes Municipal World magazine, helped Brantford with the initiative. Municipal World has worked with more than 20 Canadian municipalities in developing and publishing municipal codes.

Darin Dinsmore, MCIP, RPP is
Program Sub-Committee Chair

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reliance on private automobiles?

- Climate change models predict that a greater proportion of annual precipitation will occur in fewer, more severe rainfall events. Are present storm water management criteria adequate? What efforts can be made toward reducing the amount of land "hardened" in a development?
- Change begins at the level of the individual and household. Are planners active enough in environmental report-

ing and helping to inform the public?

The highlight was the luncheon address by David Phillips, noted climatologist, author and broadcaster. Woven through numerous humorous anecdotes, David's rather sobering message was that nine out of ten scientists agree that climate change is occurring, and after 17 consecutive months of record high temperatures, "one gets the feeling that something is amiss."

Attendance approached 400 and was

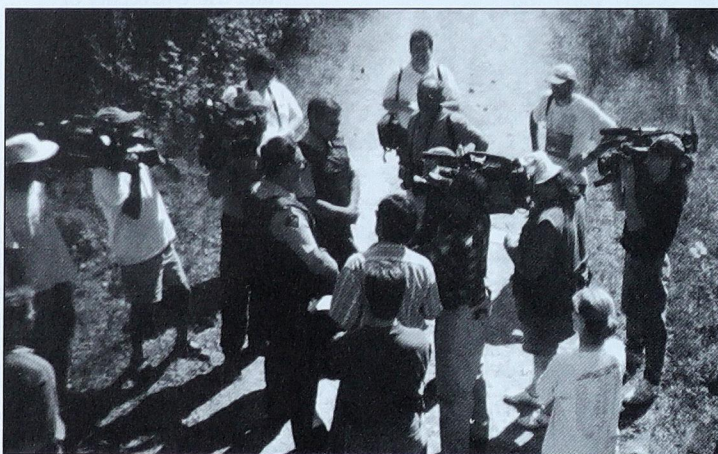
dominated by conservation authority staff. The few municipal and private planners in attendance enjoyed the company of professionals in related fields. While it's always comfortable to attend events organized by and for planners, we need to be encouraged to find professional development in related disciplines.

Scott Tousaw, MCIP, RPP is a senior planner with the Huron County Planning & Development Department.

Northern Commentary

Lands For Life: It's the Economy Stupid!

By Joe Sniezek



Southerners need to understand northern aspirations

on the side of caution. The environmental hobbyists who want to protect large tracts of wilderness as forestry museums do not invest anything but pocket change in the North. We will gladly set aside more wilderness areas when you in the South follow your own prescriptions. The amount of paper fiber and lumber that we in the

North use for our own purposes is sustainable forever. It is the market demands for newsprint and lumber that you place... not us.

With regard to the issue of Wilderness tourism and resource harvesting; one resource based job is roughly equal to 326 tourist day visits. It is impossible to support the 826 000 people that live in the North with eco tourism type employment .

If the people of Ontario want Northern Ontario as one large park you must be prepared to invest in the North and gradually replace our resource based economy with something else.

The use of forests can be managed effectively because forests are renewable and sustainable. Many areas that people consider wilderness have been burned over or cut over in the past.

The forestry industry is more productive and its practices are improving the long term sustainability of the industry in the north. We

in the North want the long run economic growth and sustainability that people in the South have enjoyed for the last 20 years. Please don't use the ignorance of our way of life to determine policies that are poorly thought out and rushed through. Our economic future hangs in the balance.

Joe Sniezek, MCIP, RPP, is a former president of OPPI and member of council.

He is a manager with the City of Sault Ste. Marie.

This piece originally appeared as a letter to the editor in Report on Business.

Commentary will appear from time to time in the Districts section to provide readers with regional perspectives on planning issues.

Central

Joint Seminar Challenges Traditional Thinking

By Julie Schultz

Challenging Traditional Thinking brought together more than 100 planners in two seminars this fall to do just that — A challenge to develop communities. Hosted by the GTA and Southwestern OPPI districts and the Ministry of Municipal Affairs and Housing, each session centred on municipal economic readiness and alternative development standards (ADS).

The Past

When it comes to constructing subdivisions planners have been coping with thinking that has existed since the 1950s. Development, both commercial and residential, has been designed for cars. Land consumption remains rampant and the notion of walking anywhere seems to be outdated. Bigger was perceived to be better.

The Present

What to do? Panelists frankly explained their ideas, observations and approaches to overcome various obstacles. Panelists acquainted participants with the often challenging effort required to persuade councillors, building officials, engineers and even some planners that "community-building" processes were worthwhile.

The theme, to challenge traditional thinking, was expressed in different forms. While the methods varied, the concept of building a community over time was echoed by all panelists. Here are some examples recapping the each day's thinking:

- In Toronto, older inner-city industrial areas are successfully being revived, transformed into lively, congested (remember congestion is good!) "people areas" known as the Kings (King-Spadina and King-Parliament). Once an obsolete, derelict industrial area, King-Spadina is now an entertainment district with some of the city's liveliest restaurants and clubs. Behind the movement was a break from traditional thinking on

zoning. Referred to as Reinvestment Areas, both Kings have taken a giant planning step forward by encouraging diversified uses, and relying on built-form controls rather than traditional zoning.

- A provincial initiative under the Planning Act, the proposed development permit system (DPS) would also see a fundamental shift from traditional land use approval processes. The DPS would enable interested municipalities to further streamlined planning system that could incorporate multiple planning approvals into a single development permit.
- In London the city turned to the London Economic Development Corporation (LEDCO) for solutions. The result was the development of an independent corporation funded by the city. Corporations with an interest in seeing London prosper are on the board. The key to success has been the change in attitudes with a real commitment to the downtown revitalization.
- The Town of Markham has embraced

alternative development standards. The council has endorsed this form of development — one that builds pedestrian-friendly communities. The result is the largest Canadian collection of ADS/new urbanism developments. Many of these are featured in the recent provincial government publication "Breaking Ground: An illustration of alternative development standards in Ontario's new communities." (See Journal cover story Volume 12, Number 4.) Like many other ADS developments, there is a core set of guiding principles that Markham's developments follow: pedestrian-friendly development patterns; reduced setbacks; lane-based development; and common public grounds or squares. Elements are combined to varying degrees in new development patterns throughout Ontario.

- Lastly, in Waterloo's west-side, the Clair West ADS proposal represented a radical departure from traditional single family homes for local homebuilders. After communicating and marketing the benefits, builders agreed that this was a positive change for the new community.

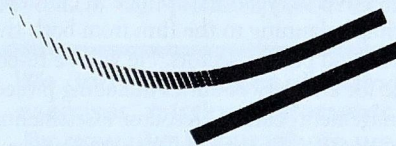


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The Future

The future is filled with opportunities for planners to challenge traditional thinking as session panelists dared to. Opportunities exist for planners to facilitate this change in thinking. The challenge: to transform the land use planning and economic development practices of today's towns and cities to build economically viable and socially vibrant communities throughout Ontario.

Challenging Traditional Thinking provided an opportunity for planners to exchange ideas, to adapt concepts and changes to individual communities and perhaps greatest of all, to show the seemingly unconvertible that it can work!

Julie Schultz is a planner with the Ministry of Municipal Affairs and Housing.

Obituary

John Bower— former Metro Planning Commissioner

John Bower died in January at the age of 73. As Metro Toronto's Commissioner of Planning for 15 years before his retirement, John Bower was responsible for the creation of Metro's first official plan. This document set new standards in protecting Toronto's ravines, consolidating the growth of a regional park system and development of Metro's transportation. John's role in planning Metro began in 1960 as head of the Metro Planning Board's land use division. Trained as a county surveyor in the U.K.

Eastern District report returns next issue.

People

New appointments abound

Rob Dowler recently accepted a promotion and will be moving from his current position as Manager, Building and Development Policy in the Ontario Ministry of Municipal Affairs and Housing to a new position as Director, Marketplace Standards & Services Branch at the Ontario Ministry of Consumer and Commercial Relations. **Bryan Tuckey** is the new Director of Planning Policy Branch, moving from the City of Toronto.

One of our Central District Reps on Council, **Donald May**, has established himself back on his own in Burlington specializing in strategic management for non traditional clients such as hospitals, estates and large entertainment properties. Don is also interested in mediation and can be reached at donmay@idirect.com. Don was previously with PriceWaterhouseCoopers in North York.

David Cuming has joined Archaeological Services Inc., Toronto, as Manager of a newly established Built Heritage, Cultural Landscape and Planning Section. Cuming brings over 20 years experience in cultural heritage planning to the firm from both the public and private sectors. He will be responsible for a variety of duties including project management, cultural resource assessments, conservation district studies, heritage planning studies and historic bridge conservation. David is also a member of the Royal Town Planning Institute.

The changes at the City of Toronto are extensive. Additional new appointments not included in previous issues include: the four managers for Committee of Adjustment functions (they are part of the Community Planning group). These planners are:

Gail Johnson Manager, South District (for-

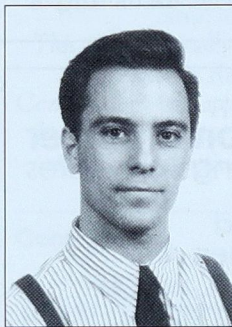
mer City of Toronto), **Tony Evangelista**, Manager North District (former City of North York), **Denise Rundle**, Manager, East District (former Scarborough and East York) and **Anita MacLeod**, Manager West District (former Etobicoke and York). **Robert Glover** is Director of Urban Design; **Paul Hamilton** and **Neil Cresswell** are managers in East District.

Tracey Pillon-Abbs is working as a conservation planner with the Essex Region Conservation Authority in Essex. She is responsible for the review of all planning applications and the designation of the Detroit River Watershed as a Canadian Heritage River.

Rick Tomaszewicz, formerly commissioner of planning for the Borough of East York and co-chair of the 1995 joint conference with APA, is now the chief administrative officer for the City of Saskatoon.

Know who to call: **Marni Cappe's** husband, Mel Cappe, was recently appointed to the top civil service post in Canada: Clerk of the Privy Council.

Tim Murphy, who has been a regular member of the Journal team for a number of



Tim Murphy

years, has moved from IER to the Hamilton office of Proctor and Redfern Ltd. His practice includes environmental assessment, ISI 14000, management consulting and municipal strategic planning. His e-mail is tmurphy@pandr.com

The Journal wishes to recruit a new contributing editor for the popular People column. Please contact Glenn Miller by e-mail ontplan@inforamp.net



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Transportation

A Modest Proposal

By David Kriger

The single biggest challenge facing the planning community today is how to ensure its relevancy. I see two sides to this: on the one hand, the global economy — linked by instantaneous electronic communications — increasingly takes planning decisions out of the purview of local authorities. This is evidenced by the cuts in funding that have characterized the decade and the move towards privatization and user-pay.

On the other hand is the great political debate of our times: the devolution of power from the Federal government to the provinces, which — because planning is mainly a provincial responsibility — the profession has largely ignored.

Where globalization promotes “common standards” (not to be confused with “world-class standards”), devolution pushes in the opposite direction (witness the ongoing debates over provincial health care standards).

If you don't think this affects you, think again: the “who-is-a-planner?” issue, and the varied ways in which the provinces treat licensing for planners, directly reflect this dichotomy.

Since part of our job is to plan for the future, there are some things we can and should do. For starters, we should formalize the liaison between OPPI (and CIP in general) and the bodies that govern the respective provincial Planning Acts, under whose auspices we do what we do. We should establish a council of the Deputy Ministers who administer these Acts. This council would advise the CIP National Council. Thus, decision-making would remain squarely with the CIP National Council. But the new advisory council would provide a powerful sounding board to guide Council on what is practical and realistic in regulatory and even political terms. This is especially important as those terms continue to change.

To explain this another way: Function-wise, I liken CIP to two organizations with which I am associated: one is the Transportation Association of Canada (TAC), which promotes the Canadian transportation industry's interests in a variety of ways. The other is Professional

Engineers Ontario, membership in which is mandatory for anyone wishing to practise engineering in the province. CIP and all its provincial affiliates parallel the TAC function, but only some affiliates have moved towards acting as licensing bodies.

I've borrowed the idea of a council of DMs from TAC (which is why this is a Transportation column). Since the early 1990s, TAC has had a Council of Deputy Ministers. It represents the 13 Federal, Provincial and Territorial ministries of transportation. TAC has an independent Board of Directors, but the Council helps coordinate TAC's activities, and prioritize and pursue common interests (among other roles). An example relevant to the planning community: The Council both endorsed a resolution that underscored the need for Census Place of Work data (thus providing Statistics Canada with critical, high-profile support in its plan-

We don't need more visioning exercises, mission statements. By now, we know where we want to be as a profession.

ning for the 1996 Census), and organized financial backing from all but two of the Provinces and Territories to help code the data.

In addition to a sounding board role, I think a CIP “Council of Deputy Ministers” would have many benefits:

- its mere presence provides a powerful attraction for planners (and community activists, educators, politicians, etc.) to join CIP;
- it would help the Provincial affiliates move towards common licensing requirements;
- it does not take away from existing CIP Council responsibilities and mandates (or those of the affiliates) — in fact, it strengthens them;
- it provides CIP a direct and pro-active means to introduce new ideas to regulatory bodies, which could be incorporated in their regulations;
- it allows governments to promote R&D and other activities through CIP that are of common interest and which they might

support financially;

- it provides a direct connection to other ministries that have an interest in planning issues; notably, ministries of the environment but also the ministries responsible for transportation, economic development, tourism, etc.;
- it amplifies CIP's role as “the” voice for planning issues of national and international interest;
- it raises the public and political profile of the profession;
- it raises awareness of issues that are important to planners but which are not always high on the public agenda (ranging from the homeless to the need for data).

There are obvious differences between the aims and organization of TAC and CIP that must be respected, if this model is to be used. For example, how can the Federal government be included (or should it)? The Council of DMs requires formal CIP staff support — and, therefore, resources. The appropriate safeguards must be put in place to ensure that CIP does not become a tug-of-war between the two councils (one elected, the other not).

We don't need more visioning exercises, mission statements. By now, we know where we want to be as a profession. The profession is doing a good job, I think, in controlling that which we can control. But the real challenge comes from outside influences — devolution, globalization — which, if we cannot control, we can at least address on our terms. And that's why the Number One issue is relevancy. We cannot wait for the “devolution” debate to end to see how it affects us — that won't happen for a long time. As the profession that helps shape Canada's development, we can and should have many useful things to contribute to the debate (and, no, I'm not advocating political activism as a CIP policy). And globalization is not simply about ensuring Canadian access to foreign markets — we also need to understand better how our cities are shaped by global trade; how local planning decisions will be shaped in the future by the source of financing (public or private, foreign or local).

How can we make this happen? Start by telling the Journal what you think, and let's see what develops. Write to ontplan@inforamp.net

David Kriger, P.Eng., MCIP, RPP, a Principal with Delcan in Ottawa, is the Journal's Transportation editor.

Challenging municipalities on economic development

By Lynne Peterson and Curt Halen

“Not one of the municipalities represented at my table is ready for economic development,” said the Russell Township councillor reporting on a self-assessment questionnaire at a charette in Embrun recently. “I am going to take this questionnaire and the material back to my council and ask that we spend a day on it to see where we can make changes to how we deal with business.”

The councillor was one of over 103 municipal representatives who attended charettes held at Chatham, Embrun and Barrie in November, to test and refine the Municipal Readiness for Economic Development in the Planning and Development System program. The program is being delivered by Municipal Services Offices (MSO) staff to Ontario's small and medium-sized municipalities.

The conclusions of municipal representatives completing the self-assessment was exactly what the program developers, Lynne Peterson and Curt Halen of the Planning Policy Branch (PPB), had suspected from their initial research 18 months previously. The common reaction — that the material was so relevant and important that it HAD to be reviewed by council — was what they'd hoped for.

“We wanted to develop an approach



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that would engage municipal representatives to identify for themselves where their planning and development processes might be creating impediments to investment in their communities. We wanted to spur them to become champions with their councils to transform the obstacles to opportunities,” said Lynne, PPB manager.

The program has four components:

- research information about what investors want, market niches and investment trends produced by consultants Glenn Miller and Fraser Smith of the Canadian Urban Institute
- the “self-diagnostic” questionnaire tools
- case studies on municipal economic development success stories
- “how to” do industrial land inventories and municipal profiles for international internets, tailored to small and medium-sized municipalities.

The charettes were organized and

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funded by municipal hosts and included a variety of speakers on innovative local approaches to economic development. Facilitators for the self-assessment component were staff from the Ministries of Agriculture, Food and Rural Affairs; Citizenship, Culture and Recreation; Economic Development, Trade and Tourism; and Municipal Affairs and Housing staff Yves Drouin, Warren Sleeth, Tom Gutfreund and Tim Ryall from the MSOs.

As well as its innovative tools to engage municipalities, the program is also notable for its silo-busting approach that builds on and partners with the economic development activities of other ministries.

Lynne and Curt expect to be doing training sessions with their MSO colleagues and staff of other ministries' regional offices by spring. A second phase would establish partnerships among associations for planning, economic development and municipal management staff to continually update and “grow” the program and spinoff activities in support of municipal economic development and effective local land-use planning.

Lynne Peterson and Curt Halen work in the Planning Policy Branch of Municipal Affairs and Housing. For more information about this project contact Curt Halen by e-mail at curt.halen@mah.gov.on.ca

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Student Affairs

Global Issues Brought Down to Earth

By Kristine Nixon

The Association of Collegiate Schools of Planning (ACSP) held its 40th annual conference in Pasadena, California last November, with over 700 attendees. The conference dedicated several sessions and workshops to issues concerning globalization and our connections with a worldwide planning community. The 1998 event appropriately had an international flare, with a number of papers and presentations from planning academics beyond the geographical (and intellectual) frontiers of North America.

Papers ranged from economic development and transportation/infrastructure planning to gender and diversity and planning. In keeping with the globalization theme, the conference dealt with worldwide issues of interest both to academics and practitioners. First, more people than ever before are migrating. Second, the exchange and movement of global capital is transforming traditional cultural landscapes. The combination of these two factors necessitates a critical rethinking of traditional programs and policies. What services should be provided to new immigrants? How can cultural identities be maintained? What forms of employment should be promoted and attracted? How can our cities remain competitive in a global marketplace? How can foreign investment be directed in a healthy manner without negative impacts on the host city? The ACSP conference not only posed these difficult questions but also began to address them by providing a forum that allows for feedback and discussion from an international audience of respected peers and colleagues.

Next year's conference will be held in Chicago, Illinois.

Ryerson, All Around the World

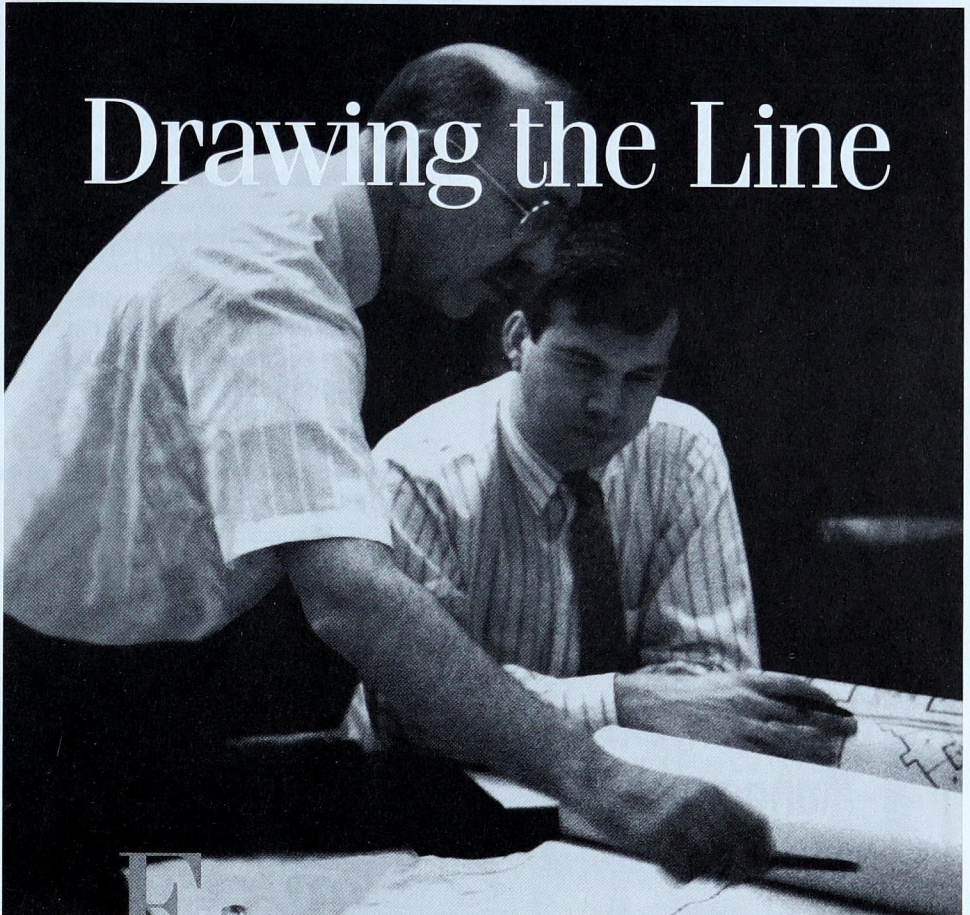
By Nick Garisto

More often than not, when graduates of Ryerson Polytechnic University's School of Urban and Regional Planning are asked what their most memorable moments were during the program, they say, "the

field trips." These academic excursions have taken Ryerson Planning students to Montreal, Vancouver, Quebec City, Philadelphia, New York City, Mexico City,

Frankfurt and many other cities around North America and the world.

The 1998 field trip occurred the first week of October. Third-year students headed to North-Central Ontario with Professors Mitchell Kosney and Beth Moore Milroy; a portion of the fourth-year class, accompanied by Professors Joseph Springer and Ariane Heisey, went west to Chicago; and the remainder of the fourth-year class travelled south to Havana,



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Cuba, with Professor Lawrence Altrows.

The group visiting North-Central Ontario not only learned that the Province of Ontario did continue north of Barrie, but also that there exists a series of planning issues in these communities that are not familiar to residents of southern Ontario. The group visited Manitoulin Islands, Sault Ste. Marie, Elliot Lake and Huntsville, where they learned about the restoration and redevelopment of single-resource communities, economic and environmental sustainability, and resort planning.

The students who went to Chicago had an opportunity to learn about city beautification, housing diversity, the waterfront, and retail development. Students in Havana saw some of the effects of globalization on a Socialist state, and visited housing projects built in the 1960s and others currently under construction. They also participated in a discussion on the economics of Cuba and listened to a presentation by the Transit authority of Havana.

In late November, the students came together to compare their experiences and talk about what they learned. Everyone came home realizing that planners must

deal with many issues that do not exist in Toronto, and in order to understand these issues, students should travel abroad. As fourth-year student Philbert Kim put it, "The essence of planning is making decisions based on truth, gained by first-hand experience."

The field trip continues to be one of the most important aspects of a Ryerson student's career. By participating in these trips, the students are exposed to life in different parts of the world and are also given a sense that there are opportunities for planners outside of the GTA.

Nick Garisto is a 4th year Ryerson student, and is the Ryerson Representative on OPPI's Student Liaison Committee. He can be reached at ngaristo@outer-net.com.

CORG Disbands

The Career Opportunities Resource Group (CORG) was established in 1995 to address planners' concerns about careers and professional development.

Since that time, CORG volunteers successfully developed the Employment Placement Service; delivered five workshops and sessions on career-related issues; surveyed recent graduates on their education and planning careers; established a working group on export development initiatives within OPPI's Public Policy Committee (which led to the WorldLink International Internship Program); and raised awareness of career-related issues in the Ontario Planning Journal articles.

Over the past year, volunteer interest in CORG decreased (often due to volunteers finding working in the planning field); career-related phone calls to the OPPI office decreased; and job ads distributed through OPPI or advertised in newspapers have increased. As a result of these changes we surveyed members who had previously indicated an interest in participating in CORG to see if there was still a role for CORG.

The results of the questionnaire showed that planners are still interested in professional development in the area of job-

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search and other skills, networking opportunities, and mentoring/job placements/internships.

What we lacked was volunteers! Although 19 of the 26 respondents said they would like to volunteer for CORG, only six responded to an invitation to a meeting to determine the future of CORG.

There are other structures in place to

address the career-related interests of OPPI members: the Professional Development Committee, the District Program Committees, the Mentoring Program, and the Internship Program. Therefore, Council has decided to disband CORG. If you have any questions about CORG, please contact Susan Sobot at the OPPI office.

*Kristine Nixon attended the conference and was assistant to the Conference Committee Chair. She will be graduating from Ryerson Planning later this year and is currently working for the Ontario Realty Corporation. For further information please contact: David Amborski, Chair, Conference Committee
Phone: 979-5000 extension 6768.*

Ontario Municipal Board

OMB Determines the "Adequacy of School Sites"

By Paul Chronis

The Ontario Municipal Board ("OMB") held a hearing to consider the former City of North York's (now City of Toronto) adopted Official Plan Amendment No. 393. OPA 393 involved, among other matters, the establishment of the limits of the southeast quadrant of North York's downtown, the location of a service road needed to complete the ring road system that encircles the other three quadrants of the downtown, the integration of the downtown with the abutting stable low residential community and the assignment of densities to various development parcels linked to transportation improvements.

But the OMB's conclusion respecting the Metro Toronto Separate School Board's ("MSSB") request for the reservation of an elementary school site block by way of a condition to the approval of a draft plan of subdivision proposed by one of the parties, Westnor, is of particular importance.

The evidence at the hearing was that the MSSB was renting and using a public school site owned by the North York Board of Education but notice was served by that Board that the lease was to be terminated. The leased site could have accommodated the 75 students expected to be generated by the Westnor development. The evidence also indicated that the public school board still owned some 10 other properties in the area of the "downtown"; many were leased to private schools or other organizations.

The OMB, having considered Section 51(24)(j) of the Planning Act respecting the adequacy of the school sites, did not impose

the condition sought by the MSSB principally because to do so would require that the developer joint venture with the MSSB to develop the school site. The MSSB would enter the unfamiliar role of developer. Further, given financial constraints, there was no guarantee that the MSSB would develop the school site on its own.

The OMB therefore reasoned that "it would be unwise to reserve a site that a school board clearly cannot afford and that would require that the board take on a role (as a joint developer) that it was not created to fulfill especially when there is a site, publicly owned, that can fill the need". The OMB concluded that "one public school body should not force out another publicly funded school board and cause it to expend additional monies when a great deal of choice and a selection of sites is available in the immediate vicinity to fulfill the educational needs".

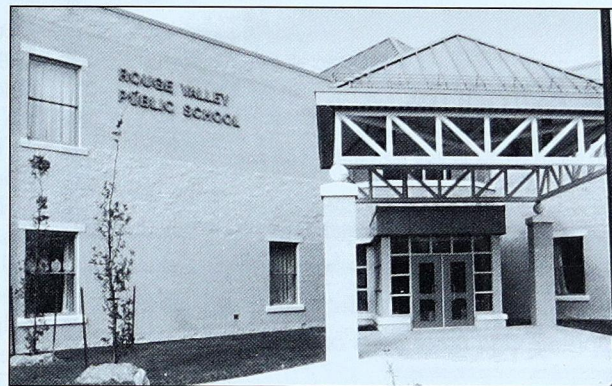
Flowing from the analysis, the OMB ruled

the court's judgement rendered on February 23, 1998, the three judge panel unanimously dismissed the appeal finding that there was no error in law since s. 51(24)(j) of the Planning Act refers to the adequacy of school sites in an aggregated fashion. From a planning point of view, the Board was entitled not to ignore excess school capacity in the public school board's hands and to consider that both publicly funded school boards, in pursuit of their individual mandates, to co-operate sensibly in the public interest.

The MSSB's application for leave to appeal to the Ontario Court of Appeal was dismissed.

Source: (i) Decision of the Ontario Municipal Board (35 OMBR 416) OMB Case No. PL957598
(ii) Ontario Court (General Division) - Divisional Court (36 OMBR 381)

Court File No. 739/90, 760/97



Province wide impact of OMB decision on adequacy of school sites?

not to set aside the block since it was not adequate for school purposes, reasoning that the cost to acquire would represent an undue and unnecessary burden on tax revenues.

The MSSB sought and was granted leave to appeal the matter to the Ontario Court (General Division), Divisional Court. In the

The issue of the adequacy of school sites has once again been challenged and a further landmark decision is expected from the OMB in the very near future. The City of Mississauga imposed a condition on draft plan approval that the school boards had to be satisfied respecting the adequacy of school sites. The school boards said they would only be satisfied if the development would be phased over eight years. Consequently, the developer appealed that condition to the OMB. The OMB recently completed a hearing in this matter and has reserved its decision. The next issue of the OPPI Journal will report on this ruling (Britannia N. Holdings

et. al. v. City of Mississauga - OMB Case No. PL980213).

Paul Chronis, MCIP, RPP, is a senior planner with Weir & Foulds. He is interested in hearing from planners working with law firms who would like to contribute OMB summaries. He can be reached by e-mail at pchronis@weirfoulds.com

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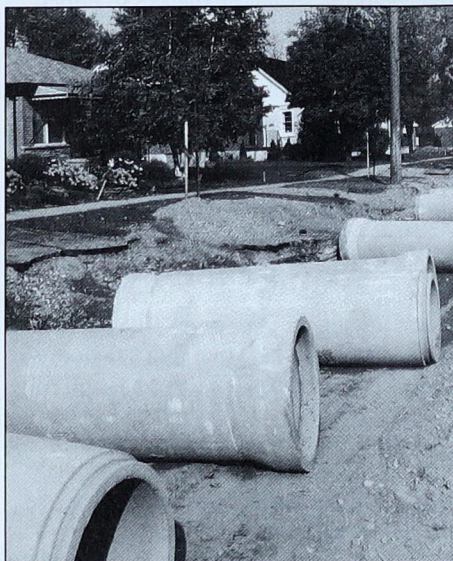
By Jim Helik

As planners we are often told that we possess a wide range of skills that are easily transferable to "non-traditional" roles. Yet concrete examples of planners actually applying their skills to other functions, and making a living doing so, are often hard to find.

Ray Essiambre, MCIP, RPP, founded InfracycleSoftware in early 1997. He has applied his extensive planning experience and current computer skills to the area of software development. The need, as he perceived it from his consulting clients, was for a tool that would easily and relatively inexpensively determine the financial impact of existing or proposed development plans from a municipality's point of view.

Although there were plenty of individuals and companies that provided such services, including his own consulting practice, software would allow municipalities to carry out their own fiscal impact analysis in-house. Ready access to such a system would also allow for extensive modelling, that is, changing designs to reflect different cost scenarios.

The Infrastructure Costing and Land Use Planning software developed by Infracycle provides complete life-cycle costs for infra-



Infrastructure costs need to be understood

structure, including total public- and private-sector expenditures required for construction and installation, replacement, operating and maintenance. These costs can be determined for everything from roads and transit to garbage collection, police and fire protection, or parks and recreation facilities. The software and database also show revenues from building permits, application fees, development charges, taxes and user fees. The costs and revenues can then be compared to determine if revenues will support infrastructure.

To a municipality the benefits include the ability to carry out and more widely apply fiscal impact analysis, while cutting back on outside consulting fees. This in-house ability is complemented by the company's provision and updating of a database that would otherwise be too difficult for any single municipality to maintain.

Results so far have been encouraging as municipalities in Canada and the United States have signed on. The firm has added full and contract employees, most recently Allison Christie who recently completed her M.A. in Planning at the University of British Columbia.

Jim Helik, MCIP, RPP is the Journal's contributing editor on consulting practice. He can be reached at (416) 923-6027.

Law and Order

Injurious Affection is Not Romantic

By Stanley B. Stein

What could be more exciting than an expropriation case! They can last for years, sometimes decades. They may swing one way, and then the other, until finally, the exhausted expropriating authority pays up the adjudicated value of the lands taken, plus interest, and likely all the legal, appraisal and other costs on both sides.

There are several categories under which an expropriated party may also claim damages, but none has been more difficult to understand than injurious affection. Many forms of affection can turn out to be injurious. However, so far there is only one form that is codified to yield compensation and otherwise be of interest to unimpeachable members of the planning profession. Needless to say, it relates to land.

In plain English, injurious affection most often means the loss in value to the

remaining lands of an owner arising from an expropriation. An example would be where the remaining parcel is of such a size, shape or location that its market value per hectare has been diminished. A claim for injurious affection may also arise by an owner whose lands are not taken at all, but whose lands are diminished in value by the construction (but not the use) of the works (for example, a highway) by the expropriating authority. In Ontario, the Expropriations Act sets out the definition of *injurious affection* in

section 1. Related to injurious affection is a separate category of damages "attributable to disturbance" under subsection 13(2)(b).

The 1997 decision of the Supreme Court of Canada in *Dell Holdings Limited v. Toronto Area Transit Operating Authority* [also known as "TATO A"] (cited as [1997] 1 S.C.R. 32) expanded the scope of "damages attributable to disturbance" and helped to clarify the meaning of injurious affection.

The facts of the case were simple but took 20 years to reach a final decision. Dell owned 40 acres of land in Mississauga and was starting the process of approvals for residential development in September, 1977. The expropriating authority (a Crown agency) was trying to make up its mind between two sites on Dell's lands for a new GO Transit station and interregional transit. The City was caught in the middle and sat on the approvals. By the time TATO A made up its mind on the precise location and acreage it needed, over two years had gone by. Expropriation

of the desired lands took place in February, 1980. As part of the expropriation compensation, Dell sought damages for injurious affection arising out of the delay in development approvals visited upon it by TATO's indecision.

In its decision dated January, 1991, the Ontario Municipal Board found that calculation of the costs of the delay as proposed by Dell were difficult to determine and embarked on its own analysis of Dell's damages. The Board

assessed lost profits, imputed costs to the owner of carrying land inventory for an additional 33 months, determined loss



Search for GO station site resulted in long court case

Photo: Michael Manett

related to a change to housing types for which there was no market demand, and added external servicing costs. The Board

on its claim for injurious affection.

The Court held that the owner would have to endure the detriment of any delay

then awarded Dell \$500,000 as disturbance damages or business loss as a result of the delay under section 13(2)(b) of the Act.

The second round of hearings was the May, 1991 appeal to the Divisional Court. The Court reversed the Board on the award of disturbance damages on the basis that there was no disturbance within the meaning of section 18 of the Act. Further, Dell could not succeed



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in the public interest of promoting long range planning.

In April, 1995, in the third decision, the Ontario Court of Appeal upheld the Divisional Court.

Finally, the case arrived in the Supreme Court of Canada where it was heard in October, 1996. The decision was released in early 1997 and, by a 6 to 1 majority, restored the original decision of the OMB. The Court decided that the legislation intended full and fair compensa-

tion for all aspects of disturbance damages. The Court held that disturbance damages could relate not only to the lands taken, but also the remaining lands. In this case, Dell's inability to use any of its land until the GO station site was chosen, was within the definition of disturbance damages. The Court went even further and held that Dell's entire business was disturbed during the waiting period. Whereas land owners who are caught up in the planning process must

accept delays in the public interest, where there has been an expropriation, damages for delay may be awarded. The Court thereby expanded the interpretation of the statutory concept of disturbance damages.

An interesting aspect of the Supreme Court's decision is its consideration of claims for injurious affection. This analysis was part of the Court's rationale for fully compensating those delayed by the planning process who also suffer a taking of their lands. For injurious affection claims, the tests are different where lands are taken and where they are not taken. Where lands are taken there is a broader right of recovery for damages that may relate to the construction or use, or both, of the works by the expropriating authority. Where no land is taken, the damages are limited to those flowing from the actual construction process of the works, but not the use.

The Supreme Court noted that damages arising from an expropriation are not temporal and can occur before the expropriation. This aspect of the decision is particularly important for municipalities and their advisors. Delays to proposed developments by long term planning, ultimately leading to expropriation, may result in significant claims for disturbance damages that go far beyond the value of the lands taken. The exposure to such claims may be signalled by the owner's evidenced intention to proceed with development approvals by filing the appropriate applications.

The underlying theme of the Supreme Court's decision is fairness. Whether it be via the avenue of damages for disturbance or injurious affection, there are now clearer routes to full compensation for losses caused by expropriation.

Stan Stein is a partner at Osler, Hoskin & Harcourt and a regular contributor to the Journal.

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Applications must include a letter of application stating career objectives, approach to learning and teaching, and research goals. Applicants must include with the letter of application, a current curriculum vitae, a portfolio of selected recent design work, and names (with contact information) of four referees. The first stage in the review of applicants will be based on the letter of application, portfolio, and CV. References will be contacted for those being considered in the second stage of review. Complete applications are due by March 15, 1999. Applications should be sent to:

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President's Message

**The Clarion has sounded!
The time for action is now!**

By Ron Shishido

Sunday mornings, particularly in late July, are meant to be tranquil. Thoughts about garden-
ing, family picnics or the pending golf game
abound. With your first coffee of the day in hand,
you ease into in your favourite chair on the back
deck to skim the front page of the Sunday newspa-
per. This is what Sunday mornings are meant to be:
relaxation therapy to cleanse the mind and refresh
the spirit to meet the challenges of the coming
week.

However, one Sunday morning last July, things
were different. The lead article on the front page of
the Toronto Star read, "Homes boom spreads
beyond the urban fringe. No one controlling
growth as big cities eat up countryside." The
thrust of the article by David Lewis Stein was that
the Greater Toronto Area is experiencing a major
real estate boom and that no one body of govern-
ment has formal responsibility for "controlling and
directing all that growth."

The writer suggested that the lack of an overall
co-ordinator for growth in the GTA is contributing to
the unnecessary consumption of rural lands, the
intrusion of development into natural heritage fea-
tures or areas, and urban sprawl beyond the reach-
es of the commuter transportation network. The arti-
cle achieved its objective of stimulating public
debate about future growth in the GTA. It also
implicitly directed planners to ponder whether we
are part of the problem or part of the solution.

A few days later, a "Letter of the Day" in the Star
blamed the politicians and the developers for the
"out of control urban sprawl" in the GTA. Its author
pointed a finger directly at the Ontario Professional
Planners Institute, stating that there is "an absence

of any major advocate for sound planning" and that
OPPI "represents members who work mostly for the
developers or municipalities which are to blame in
the first place." While public castigation is always dis-
comforting and rarely constructive, the author's points
need to be recognized and addressed.

Collective reflection is a healthy and necessary
aspect of a maturing professional organization such
as ours. The Star articles remind us that OPPI must
work harder to take a leadership role in the debate of
the key public policy issues of the day and the devel-
opment of effective planning policy solutions and
that OPPI must work harder to be publicly recognized
as an advocate of sound planning.

OPPI Council is taking concrete actions to address
the situation. At its meeting on October 2, 1998,
Council established three task forces under the
"umbrella" of the Strategic Plan:

**Policy and Innovation Task Force:
OPPI is a Visionary Organization**

This task force, chaired by Don May, Central
District Representative, will look at how OPPI can take
a leadership role in public policy and promote inno-
vation in the practice of planning in Ontario.

**Recognition Strategy Task Force:
OPPI is an Influential Organization**

This task force, which I will chair, will work to
ensure that OPPI is the recognized voice of

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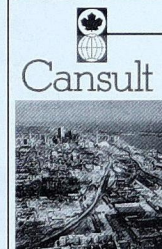
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planners in the province.

**Membership Task Force:
OPPI is an Effective Organization**

This task force, chaired by Kennedy Self, Director of Membership Services and Outreach, will work to ensure that OPPI provides services that are valued by its members.

Collectively, these three task forces will provide the platform for putting the building blocks in-place for achieving the planners' "3Rs" (recognition, respect, remuneration). The Task Force chairs have prepared Terms of Reference for their respective initiatives. As chair of the Recognition Strategy Task Force, I will briefly summarize the Terms of

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Reference for my initiative:

- To achieve positive public recognition of planning and the planning profession, formulate strategies and actions for: broadening the community's understanding of planning and building positive public recognition of the RPP; more effective government relations, and effective media relations to enhance our public image.
- To co-ordinate efforts with the ongoing Strategic Plan and the other task forces to harmonize the process and outputs.
- To communicate and consult with OPPI's members through the Ontario Planning Journal, OPPI's website, and other means proposed by the Task Force and the District Representatives.
- To recommend for Council approval and implementation a Recognition Strategy and Action Plan which includes goals, tasks and actions, priorities and strategic fits, partners, responsibilities, resource requirements, deliverables and timeframes.
- To present the recommended Recognition Strategy and Action Plan to the membership at the 1999 AGM.

The Recognition Strategy Task Force is made up of the OPPI President (chair); the directors of Public Presence, Public Policy and Communications and Publications; and up to six

members-at-large, chosen to reflect the diversity of the OPPI membership in terms of gender, location, experience level, and employment sector.

For further information on the three task forces, as well as the Strategic Plan, please contact Susan Sobot at the OPPI office, (416) 483-1873.

I encourage you to participate in one of the task forces. By working together, we can turn vision into reality.

The clarion has sounded! We need you!

Ron Shishido, MCIP, RPP, is president of the OPPI and a partner with Dillon Consulting Ltd.

OPPI Notes

Consultants Directory

The second edition of OPPI's Consultants Directory will be published late in 1999, and a notice will be sent to all members inviting them to participate in this service.

For those of you who can't wait, we can add your firm to our Consultants Directory on OPPI's website. The cost of this service is \$25.00 plus GST, and will cover you until the publication of the hard copy of the directory later this year. For more information, contact Robert Fraser at the OPPI office.

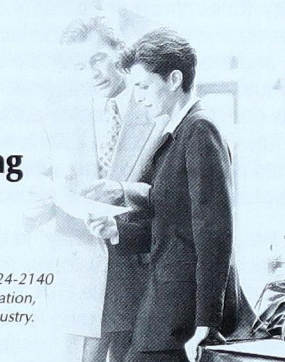
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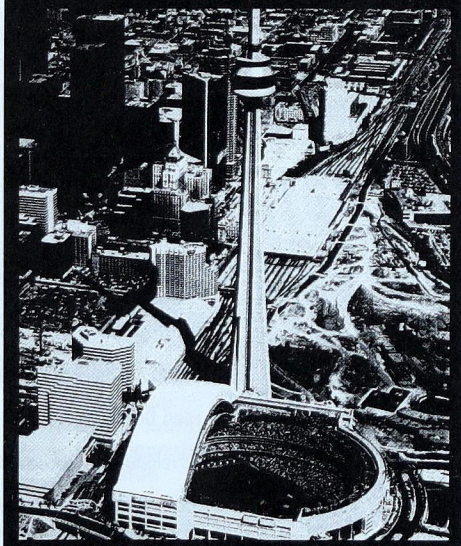


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Foresters Follow-up

In the May/June issue of the Ontario Planning Journal we reported that OPPI had been informed by the Ontario Professional Foresters Association (OPFA) that it intended to pursue compulsory licensing of professional foresters. OPPI told OPFA that we had no fundamental objection to licensing foresters, and asked for clarification that OPPI members, practising planning under the OPPI Act, 1994, would be exempted from the legislation. We have received confirmation from OPFA that our members will be exempt from the legislation. Please contact Susan Sobot at the OPPI office if you have any questions.

Scholarship Notice: Attention Student Members

You may qualify for an OPPI scholarship, but you must send in your application! Check the

scholarship notice that was mailed to you in January, or visit the Student Pages section of OPPI's website for more information. **DEADLINE FOR THE SUBMISSION OF APPLICATIONS IS TUESDAY, JUNE 1, 1999.**

Over the past five years, the Gerald Carrothers and OPPI Undergraduate Scholarships have been awarded to 10 deserving student members. They are:

- 1998: Peter Walberg, Queen's University;
Belinda Morale, Ryerson Polytechnic University
- 1997: David Smith, University of Guelph;
Michael Smith, Ryerson Polytechnic University
- 1996: Nancy Hofmann, University of Waterloo;
David McKay, University of Waterloo
- 1995: Sheila Boudreau-Gransaul, University of Waterloo;
Michael Went, University of Waterloo
- 1994: Marg Troyak, University of Guelph;
Sheilah Henry, University of Waterloo

Committee Appointments

OPPI Council recently appointed Bruce Singbush, City of Windsor Planning Department, to the Public Presence Committee, and Peter Smith, Weston Consulting, as Chair of the Private Sector Advisory Group.

Thank you, Ross Raymond

OPPI Council reluctantly accepted the resignation of Ross Raymond as moderator for the Planner at the OMB seminar. Council adopted a resolution to formally recognize Ross for his commitment to this program over the past several years. Thank you, Ross!

Bernie Hermsen, Chair of the Professional Development Committee, has taken over the role of moderator. He recently worked with David Butler, The Butler Group, on modifications to the program.

Congratulations to these New Full Members

Bianca M.V. Bielski	CD	City of Vaughan	Edward W. Belsey	CD	Marshall Macklin Monaghan Ltd.
Gloria T. Brandao	CD	Kentridge Johnston Ltd.	David E. Bennett	SD	MacNaughton Hermsen
Ronald A. Clarke	ED	Delcan Corporation	Martin A. Brinkman	SD	Britton Clarkson Planning Limited
Peter S. Colosimo	CD	City of St. Catharines	Gabriel A.R. Charles	CD	Township of Brantford
Ronald L. Davidson	SD	County of Bruce	Doris Cheng	CD	Town of Halton Hills
Amr A. Elleithy	ED		Allison V. Christie	ED	Schollen and Company
Janis M. Fedorowick	CD		Steven J. Comella	CD	R.G. Essiambre and Associates
Michael J. Higgins	SD	Township of Wainfleet	Vincent Cornacchia	CD	Gardiner, Roberts
Sharon M. Hill	CD	City of Brampton	Derek G. Covington	CD	DCA Consulting
W. James Hutton	ED	County of Renfrew	Marc Dionne	CD	Valerie Cranmer and Associates
Laura C. Johnson	SD	University of Waterloo	Anne Ernesaks	ED	Maxgroup Associates
John A. Kingma	CD	City of Toronto	Mario L. Falcone	CD	Agora Food Merchants
Ruth A. Knight	SD	County of Huron	Tina Geraci	CD	Intracorp Developments Ltd.
Brian D. Lambourn	CD	City of Toronto	John G. Hardcastle	CD	Town of Markham
Isabel B. Little	CD	Municipality of Clarington	Dennis Kar	CD	
June E. Little	CD	County of Simcoe	Tome Kondinski	CD	Norampac Inc.
Louise H. Livingstone	ED	Springhill Associates	Peter R. Linkletter	ED	Linkletter Consulting
Tina A. MaloneWright	CD	Town of Orangeville	Robert G. Lipka	CD	Pound Stewart and Stein Planning Consultants
Anne E. McIlroy	CD	Cochrane Brook Planning & Urban Design	Antony P. Lorius	CD	Hemson Consulting Ltd.
Jacqueline McNeilly	CD	Reg. Mun. of Hamilton- Wentworth	John D. Lyon	CD	Ontario Municipal Board
Anna M. Pace	CD	City of Toronto	Jayson L. McGuffin	SD	Monteith Zelinka Priamo Ltd.
Lisa A. Prime	CD	County of Simcoe	Charlene L. McKay	CD	Proctor & Redfern Ltd.
Owen E. Quinn	CD	City of Stoney Creek	Sherry McNeil	CD	The Morassutti Group
Deborah A. Ramsay	CD	Niagara Escarpment Commission	Peter Nikolakakos	CD	IER Planning, Management & Research Services
Marta Roias Kiru	CD	City of North York	Natalina Ottaviano	CD	Community Development Centre for East Algoma
Susan M. Ruddick	CD	University of Toronto	Bradley R. Parsons	ND	Toronto and Region Conservation Authority
Tammie Ryall	SD	Conlin Associates Ltd.	Karen E. Puhlmann	CD	The Jones Consulting Group
Roger T. Saunders	CD	Landmark Associates Ltd.	Daniel J. Romanko	CD	Ministry of Municipal Affairs and Housing
Hugh C. Simpson	SD	Reg. Mun. of Waterloo	David W. Samis	SD	
Michael J. Skelly	CD	Hemson Consulting Ltd.	Deanna M.V. Schlosser	CD	Town of Bracebridge
Darryl J. Tighe	CD	Landmark Associates Ltd.	Jill K. Stroud	CD	Municipal NonProfit (Hamilton) Housing Corp.
Colin Travis	CD	Blue Mountain Resorts Limited	Janet M. Surmanski	CD	Intraurban Projects
Linda Warth	CD	H & R Developments	Steve F. Thompson	CD	York Region District School Board
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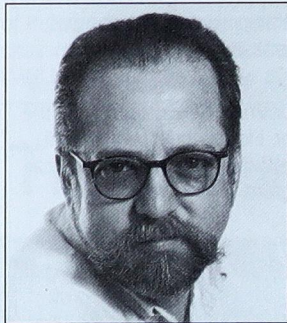
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Reflecting Thinking

Book Column Provides Supports for Busy Planners

One of the stated purposes of the Journal's book review section is to give working planners insight into books they might not read themselves. Perhaps both of the books featured in this



Robert Shipley

issue might fall into that category. The massive work that Janis Fedorowick has waded through on our behalf consists of long and complex articles pro-

duced by university professors. George McKibbin has looked at a work, equally long, which deals with organizing in the not for profit sector.

But another of the purposes of this column is to help busy planning professionals decide what they might want to read. Ms. Fedorowick has given us some insight into ways of thinking and analyzing that, while perhaps unfamiliar and difficult for some, might be very useful. Here is a book that you might not read cover to cover but which seems to be organized in a way that will make it possible to consult when you need to challenge your old ideas about issues. Mr. McKibbin, on the other hand, points out that the ideas contained in the book he has reviewed, might be of increasing importance to professional planners in an atmosphere of increasing devolution of powers and responsibilities. We thank both reviewers for their thoughtful reflections.

City Lives and City Forms: Critical Research and Canadian Urbanism

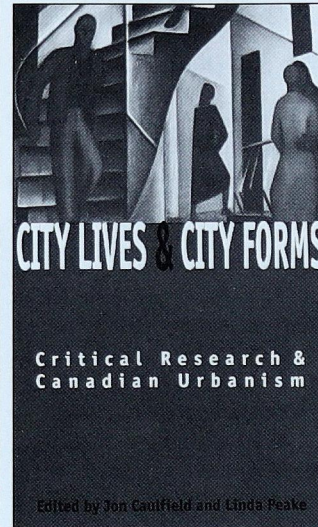
Editors: Jon Caulfield and Linda Peake
Date: 1996
Publisher: University of Toronto Press
Pages: 347

Reviewed by Janis Fedorowick

The sub-title of City Lives and City Forms - Critical Research and Canadian Urbanism - is perhaps the key to understanding the scope and content of the book edited by Jon Caulfield and Linda Peake. This weighty publication contains 15 essays by Canadian academics from a variety of disciplines: anthropology, political science, environmental studies, geogra-

phy, social studies and urban planning. Its focus, however, is entirely on Canadian urban issues.

To understand the nature of the research presented, one has to carefully read the introduction with particular attention to the definition of "critical research." According to Jon Caulfield, the objectives of critical research are to



"expose ways in which social institutions suppress human possibility" and to "undermine the idea that urban life in any given situation is a 'normal' state of affairs that has evolved from a

"natural" process." It involves a "focussed critique of a specific facet of cities or city life" and "it may bitterly assault a whole urban fabric."

This definition invokes a heady, grandiose feeling and even seems to glamorize this type of research. Indeed, my initial impression was that critical research meant that the research was critical to (or essential to) any understanding of Canadian urbanism. However, what I discovered was that critical research is a type of exploration that is criticizing an urban phenomena, often by referring to historical references and sequences of events that lead to a present situation.

The essence of critical research is a clear departure from traditional empirical investigations that evolved out of the field of science and the Aristotelian philosophy of logic and universality. Instead of hypothesizing that $A + B = C$, critical research will critically analyze the "A", the "B" or even the "A+B", but will not give the "C." As Caulfield reminds us, the critical researcher is not disposed to

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offering us the conclusions or a model of what should occur, but instead concentrates on challenging the status quo.

The divergence between traditional and neo-traditional thinking is clearly examined in a provocative essay by Engin F. Isin in "Metropolis Unbound: Legislators and Interpreters of Urban Form." Isin tells us that the idea of the modern intellectual is, "to make predictions and control possible outcomes," while the post-modern intellectual attempts "to produce interpretations for the marketplace of ideas." This difference is used as the basis for analyzing the perceptions of the Canadian metropolis from different stakeholder groups.

A range of different types of critical research is presented in the remaining essays, from analyses of literature in "Urban and Aboriginal": An Impossible Contradiction? by Evelyn Peters, to exploring scenarios that describe urban conditions in "Feel Good Here? Relationships Between Bodies and Urban Environments," by Rob Shields. Other contrasts go from critiquing a particular institution or urban phenomena in "Victoria Regina: Social Movements and Political Space," by Warren Magnusson, to analyzing historical data in order to examine a current condition in "Women and Work in a Canadian Community," by Beth Moore Milroy.

The papers are organized into three categories: People, Places and Cultures; The Economy of Cities; and Urban Social Movements. Within these categories the research ranges from a place-oriented focus, such as "Excavating Toronto's Underground Streets: In Search of Equitable Rights, Rules and Revenue," by Jeffrey Hopkins, to national and global issues, as in Michael Goldrick's "The Impact of Global Finance in Urban Structural Change: The International Banking Centre Controversy."

City Lives & City Forms is a good overview of the types of critical research being conducted by the different disciplines in urban studies across Canada. Further, it is a valuable reference for planners interested in the specific issues discussed. The book successfully offers a cri-

tique of urban issues such as gentrification, urban sprawl, minority relations, social movements, economics and politics. It does so representing the post-modern approach.

However, if one is looking for answers rather than critique, that is, if one holds a modern, or traditional viewpoint, then critical research falls short of the mark. Instead, it provides analysis, which could perhaps be the starting point from which to draw inferences about current and future urban conditions. Is this merely my opinion, or have I used a critical research approach for this book review? By all accounts, I think the latter.

Janis Fedorowick, MCIP, RPP, is a freelance consultant specializing in urban and landscape design. She can be reached at janis.f@sympatico.ca

Beyond Prince and Merchant

Editor: John Burbidge
Date: 1997
Publisher: Pact Publications
Pages: 314
Price: US \$29.95

Reviewed by George McKibbin

"Beyond Prince and Merchant" is edited by John Burbidge of the Institute of Cultural Affairs International. The book addresses non-profit, non-government organizations. The author and the Institute extol the virtues of these social organizations and their ability to help individuals and communities survive these perilous times.

The book is divided into four sections. The

first section provides the theoretical background the editor feels we need to understand. The second section includes seven articles describing geographically diverse examples of non-profit, non-government organizational experience. For example, Saad Eddin Ibrahim discusses the effect of populism, Islam and civil society on Arab communities. The third section includes nine articles addressing the effects of non-profit activities on various sectors of society. For example, Paul Watson describes the role these organizations have in community youth development. The fourth section looks to the future.

Eighteen articles are included in these four sections. The number of articles makes for uneven reading and comprehension of the book's themes. I found the second and third sections to be most interesting because the articles provided perspectives readers won't easily find elsewhere. The first and last sections were preachy.

The book raises difficult questions but shies away from addressing the implications. For example, in the 1990s volunteer participation within non-government, "not for profit" organizations has declined.

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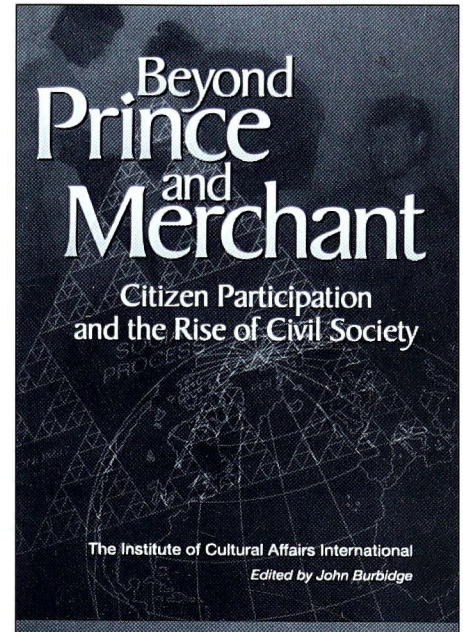
Various sources suggest the demands of full time employment and lack of training on issues of personal liability are causes for this involvement decline. This trend conflicts with the editor's assertion that these organizations have a healthy role to play in the future. The concern is acknowledged, but it wasn't addressed in a way which balanced the editor's optimism with this trend.

The role of religious institutions was

addressed substantively in Arab society in the second section and theoretically in the third section. Religious institutions and norms play positive or negative roles depending on the circumstances. Both articles were interesting (particularly the article on Arab society) but neither identified and assessed these potentials. Furthermore, recent research in the United States and Ontario has quantified the financial contribution churches make to the social life

of their parishes. I would have preferred that the editor address more substantive social roles religious institutions play within their communities.

I would not recommend this book for planners whose interests focus on Planning Act matters. For planners whose interests and employment involve them in sustainable development and the planning and management of non-government, "not for profit" organizations the book will be of



interest provided they have read other authorities such as Peter Drucker and Beulah et al (Habits of the Heart) on this subject.

With the ongoing devolution of Provincial responsibilities and budget cutting, there is a large role which could be addressed by non-government, "not for profit" organizations within Ontario communities. There is also a role for professional planners in the development of these organizations to address the vacuum being created by the withdrawal of Provincial ministries and the redefinition of municipal responsibilities. This book provides some insights for planners involved with these organizations.

George McKibbin, MCIP, RPP, is a planning consultant who has worked in the fields of public participation and planning for aboriginal communities, among other things. George lives in Hamilton.

Robert Shipley, MCIP, RPP, is the Journal's contributing editor for In Print. He can be reached at rshipley@cousteau.uwaterloo.ca



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