

# ONTARIO PLANNING

## JOURNAL

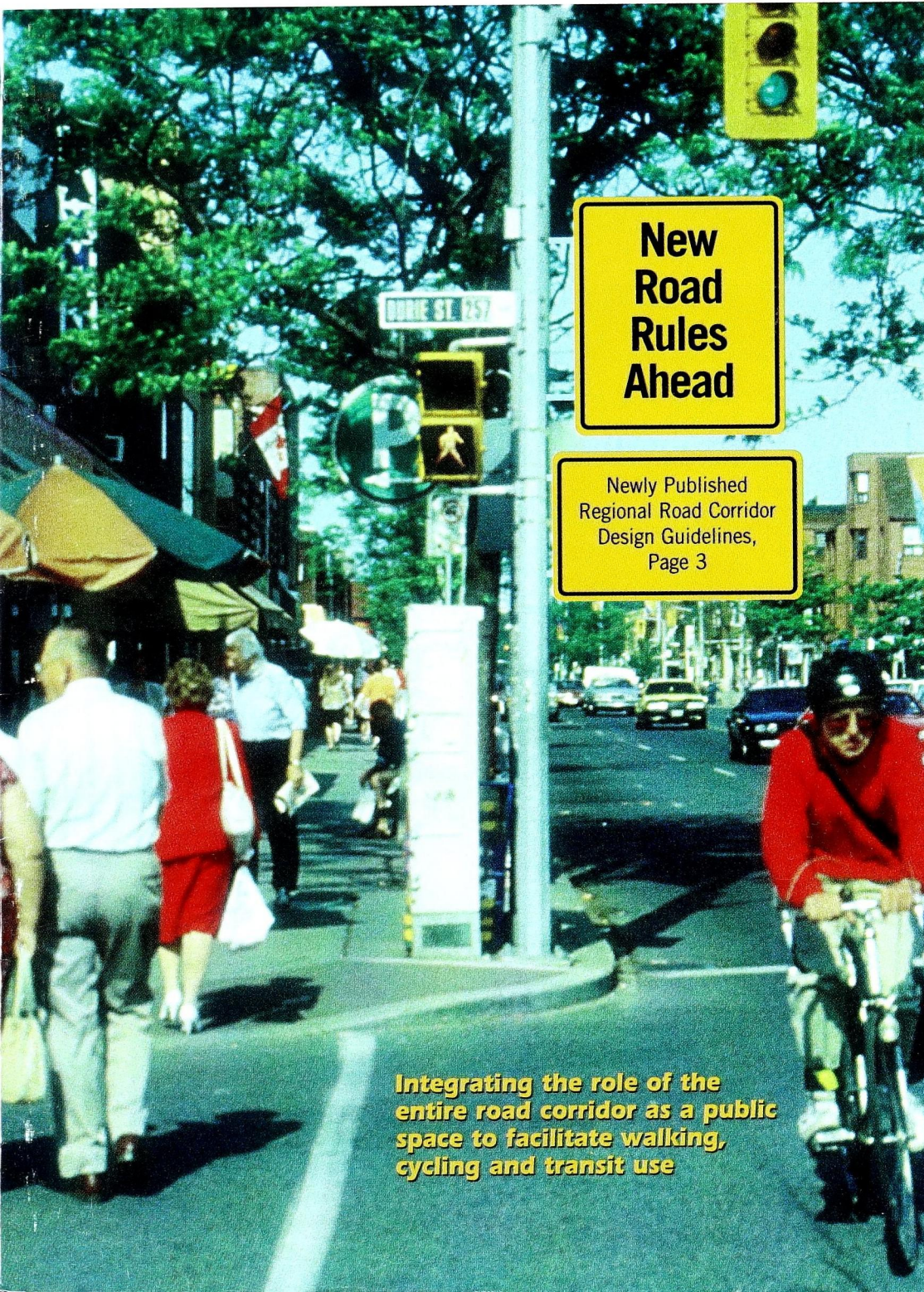
ONTARIO PROFESSIONAL PLANNERS INSTITUTE

SEPTEMBER/OCTOBER

2000

VOLUME 15

NUMBER 5



**Integrating the role of the entire road corridor as a public space to facilitate walking, cycling and transit use**

### Features/5

- Mutual Benefits For Mentoring ..... p.5
- OMB Adjusts Its Shape ..... p.7
- Urban Task Force Not Going Quietly ..... p.10

### OPPI Notebook/11

- Member Service Awards ..... p.11
- Development Permit Trials ..... p.11
- OPPI To Review OMB ..... p.12

### Districts & People/13

- Obituaries for Murray Pound, Thomas Kent & Don Logan ..... p.13

### Commentary/17

- Editorial: Do Brownfield Announcements Herald Provincial Urban Strategy? .... p.17
- Opinion: City Charter Aims To Re-Calibrate Role Of Cities ..... p.18
- Letters: Who Does OPPI Include? ..... p.19

### Departments/20

- Urban Design ..... p.20
- Economic Development ..... p.22
- Transportation ..... p.24
- Housing ..... p.27
- Environment ..... p.28

### In Print/31

- Merger Mania ..... p.31
- BookPix ..... p.32

## ONTARIO PLANNING JOURNAL

Volume 15, Number 5, 2000

### ONTARIO PROFESSIONAL PLANNERS INSTITUTE

The Ontario Affiliate of the Canadian Institute of Planners

### INSTITUT DES PLANIFICATEURS PROFESSIONNELS DE L'ONTARIO

L'Association affiliée ontarienne de l'Institut canadien des urbanistes

**Editor**  
Glenn Miller

**Deputy Editor**  
Philippa Campsie

### OPPI Publications Committee

Grace Strachan, *Chair*  
Glenn Miller, *Editor*  
Wayne Caldwell; Karen Cooper;  
David Hardy; Barb McMullen;  
Gerry Melenka

### Contributing Editors

Linda Lapointe, *Housing*;  
David Kriger, *Transportation*;  
Joe Verdirame, *Provincial News*;  
Jim Helik, *Planning Principals*;  
Paul Chronis, *The OMB*;  
Robert Shipley, *In Print*;  
John Farrow, *Management*;  
Nicola Mitchinson, *Economic Development*;  
Thomas Hardacre & Lorelei Jones, *People*;  
Brenton Toderian, *Retail*

### District Coordinators

Northern (vacant); John Fleming,  
Southwest (519) 661-4980; Barb  
McMullen, Eastern (613) 730-  
2663; Ron Watkin, Simcoe-  
Muskoka (705) 726-3371; Kevin  
Duguay, Peterborough (705) 748-  
8880; Karl Van Kessel, GTA  
(905) 882-1100; Niagara (vacant)

### Art Director

Brian Smith

### Subscription Rates

Canada \$35 per year (6 issues); Single  
copies \$6.95; Members \$11.00 per year  
(6 issues); Postage paid at Gateway Post  
Office, Mississauga

### Advertising rates

Contact OPPI:  
234 Eglinton Ave. E., # 201  
Toronto, Ontario M4P 1K5  
(416) 483-1873  
Fax: (416) 483-7830  
Toll Free Outside Toronto:  
1-800-668-1448  
To reach the Journal by e-mail:  
ontarioplanning@home.com  
To reach OPPI by e-mail:  
info@ontarioplanners.on.ca  
Visit the OPPI website:  
<http://www.ontarioplanners.on.ca>

The Journal is published  
six times a year by the  
Ontario Professional  
Planners Institute.  
ISSN 0840-786X



## THE BILLBOARD

### OCTOBER 15-18

#### OPPI ANNUAL CONFERENCE VINTAGE PLANNING: ACHIEVING EXCELLENCE

Niagara Falls

What are the vintage planning ideas that have stood the test of time and which will take us forward? What trends are fading and which new ones are becoming prominent? How will planning be different in the 21st century?

Mark your calendars now.

Visit [www.interlog.com/~oppi](http://www.interlog.com/~oppi)

### OCTOBER 26

#### OPPI/GTA FORUM SESSION ON AFFORDABLE HOUSING OPTIONS

The OPPI and the Greater Toronto Area (GTA) Forum are jointly sponsoring a session on "Options for Affordable Housing: The Market and the State" on October 26, 2000. The meeting will take place in Room 308 at Metro Hall, 55 John Street, Toronto, from 4 to 7 p.m.

There is no cost.

For more information consult the Forum web site: [www.yorku.ca.org.gtforum](http://www.yorku.ca.org.gtforum)

### NOVEMBER 27

#### 10TH ANNUAL UNIVERSITY OF WATERLOO PLANNING ALUMNI OF TORONTO DINNER

The Royal York Hotel  
Contact Bruce Hall, Planner

The Planning Partnership

Phone: (416) 975-1556 ext. 30

Fax: (416) 975-1580

email: [hallplan@istar.ca](mailto:hallplan@istar.ca)

### MAY 25TH-27TH, 2001

#### PLACE ODYSSEY 2001: COMMUNITY HERITAGE ONTARIO'S 7TH ANNUAL PROVINCIAL CONFERENCE

Call for Presentations

Owen Sound, Ontario

Contact: Mary Stephens, Chair, CHO

Conference Committee, 763 Leroy Avenue,

London, Ontario N5Y 4G8

Tel: (519) 439-3373.

Check the OPPI website for additional  
information and websites:  
<http://www.ontarioplanners.on.ca>

### JULY 8-11, 2001

#### 2001: A SPATIAL ODYSSEY

Call for Papers

Joint CIP/OPPI Conference

Ottawa, Ontario

e-mail: [proposals@cip-icu.ca](mailto:proposals@cip-icu.ca)

Contact Christine Helm 1-800-207-2138

#### IDEAL FOR PLANNERS: ATTEND A CHMC ONTARIO HOUSING OUTLOOK CONFERENCE THIS FALL.

These half day conferences examine housing trends and markets across the province and feature the most up to date information in the industry.

Windsor Nov. 9, Sudbury Nov. 21,  
London Nov. 22, Hamilton Nov. 23,  
Toronto Downtown Nov. 28, Toronto  
West Dec. 5, Kitchener Nov. 29,  
Thunder Bay Nov. 30, Ottawa Dec. 4,  
St. Catharines Dec. 7.

To register call 1-800-493-0059

The Billboard is supported by

# MEDIACOM

# Design Guidelines Aim to Bring New Life To Arterial Streetscapes

By Sylvie Grenier

Several municipalities, including the Region of Ottawa-Carleton (ROC), have recently adopted land use objectives to achieve a better balanced transportation system and more liveable communities. New official plan goals recognize that transportation corridors aren't just there to move vehicles. Roads serve many functions, and are the pre-eminent form of public space. They also provide a setting for social interaction that can promote neighbourhood cohesion and development. The degree to which roads work successfully as public space affects the quality of life in communities.

Current regional road design guidelines largely reflect a model for road planning that emerged across North America in the 1950s and 1960s. This model has been focused primarily on traffic volume, movement and safety; roads are rarely measured for their capacity to enhance the life of the communities around them. But, thanks to the intervention of urban designers and other planners, this is slowly changing.

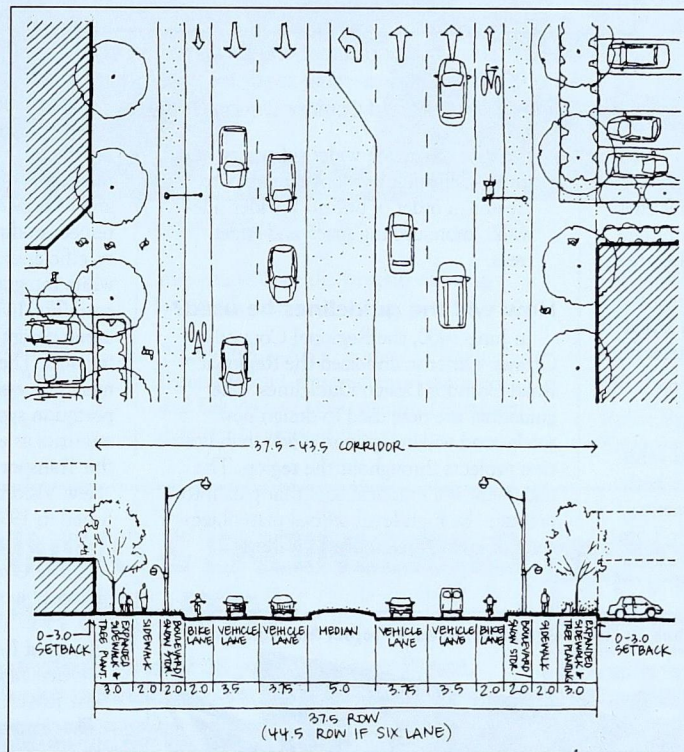
Roads can no longer be considered as predominantly traffic-carrying facilities moving vehicles and goods as efficiently and safely as possible. While these remain primary objectives, particularly for regional roads that have an arterial function, road designers and planners are beginning to consider the role of the entire road corridor as public space. Properly designed roads can shape the character, function and liveability of adjacent land uses and communities. A new generation of official plans is setting out specific objectives and policies that relate to reviewing road and streetscape design to facilitate walking, cycling and transit use. The next step is to

turn these policies into daily decision making and professional practice.

The ROC, in collaboration with Canada Mortgage and Housing Corporation and Go for Green, has just published design guidelines for arterial streetscapes, entitled "Regional Road Corridor Design Guidelines." The guidelines focus on the function and design of arterial

road corridors in urban areas. Their intent is to balance the need for an arterial corridor to function simultaneously as a public space, an access provider, a multi-modal route, and a service and utility route. The guidelines also reinforce a preference for walking, cycling and transit use.

The document crosses traditional boundaries between land use and transportation planning. The term "regional road corridor" refers to both the road right-of-way (ROW) and its interface with adjacent land uses. In a built-up area, the road corridor includes the face-to-face building separation across a road, which includes property outside of the ROW.



This suburban commercial demonstration plan is one of many in the Regional Road Corridor Design Guidelines

## Guidelines offer flexibility

The document is divided into four chapters: 1) first principles; 2) design

guidelines; 3) demonstration plans and sections for various road corridor types; and 4) implementation tools. With the input of a working group of key stakeholders and professionals, design guidelines were developed for various individual road corridor components. These include elements located on adjacent lands, the road edge, and the roadway, as well as intersections, driveways, pedestrian crossings and linear services. These components can then be assembled to form complete road cross-sections and plans. The

process involves mixing and matching those component designs that best achieve the desired road character and corridor width.

For example, one of the elements of the roadway is cycling lanes. The document indicates that on-road cycling routes can be provided either as a dedicated cycling lane, or as a wider shared curb lane. It outlines the desired width and location of the cycling lanes according to the roadway corridor function.

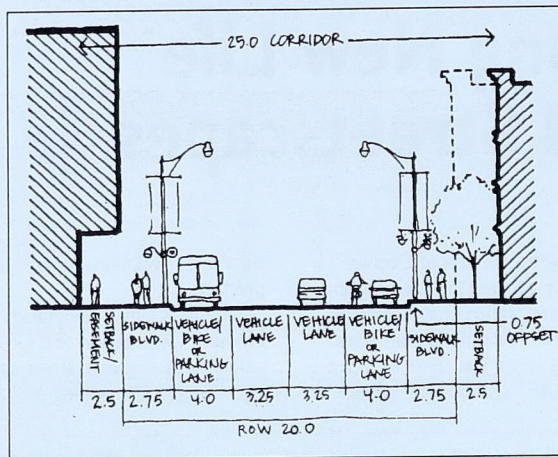
Demonstration plans are illustrated for six basic road types, but the document acknowledges that other corridor designs are possible. The six road corridor types are: urban core, urban residential, urban main street, suburban commercial, suburban residential and suburban business/institutional.

As an example of a basic road type, roads in the urban core have historically narrow rights-of-way and are found in denser urban areas. They are often flanked by mid-rise and high-rise buildings, with minimal building setbacks and a mix of uses. Where existing urban core roads are being retrofitted, the intent of redesign is to better distribute the space among the road functions, maximizing pedestrian comfort on the sidewalk and cyclist safety. The Regional Road Corridor Design Guidelines provide several potential cross sections and indicate that the road corridors in the urban core could be improved by:

- providing trees and vegetation in raised planting beds along the curb in-lieu of wider sidewalks;
- locating trees on adjacent lands;
- adding pedestrian-level lighting;
- using curb lanes either as a shared vehicle-bike lane, or a parking lane, or both, depending on peak-hour requirements;
- securing an additional 4m-high-by-1.5m-wide pedestrian easement from adjacent

lands, where cantilevered buildings overhang the easement. If the overhang is supported by columns, the easement may be 2.5m plus the width of the columns;

- deleting a parking lane on one side of



The creative use of building setbacks and overhangs, outside the ROW, can provide more space for pedestrians and trees (Regional Road Corridor Design Guidelines)

the street to create wider sidewalks; and,

- using additional ROW if available, to create (in order of priority): wider sidewalks, more cycling space and street trees.

#### How will the guidelines be used?

In June 2000, the Regional Council of Ottawa-Carleton endorsed the Regional Road Corridor Design Guidelines. The guidelines are now used to design new roads, road widenings, and road rehabilitation projects throughout the region. The document is a practical tool that puts into practice the high level official plan objectives of giving preference to walking,

cycling and transit use over the use of the automobile.

The guidelines have general applicability to municipalities across Canada. They are intended to be used by municipal staff, citizens and elected officials, private developers, architects, landscape architects, planners and engineers involved in road design and land use planning.

Because the guidelines also deal with lands outside the ROW, they can also be used when designing new urban areas, as well as in the development of official plan policies, zoning by-law regulations, and site plan control guidelines. The document provides information and background to assist the road corridor planner or designer in choosing the appropriate combination of road corridor elements. For example, when using the Geometric Design Guide for Canadian Roads (Transportation Association of Canada, September 1999), this document can contribute to the development of the "design domain," a basic concept in roadway design.

The design guidelines complement existing guidelines and regulations for the design of new and reconstructed roads and of adjacent land uses. The intent is to respect traditional design objectives for safety, efficiency, capacity, and maintenance, while integrating objectives relating to compatibility, liveability, community building, urban design, cost and environmental impacts. The guidelines will help to implement the vision of a more sustainable transportation system and healthy, vibrant communities as expressed in such documents as the Transportation Association of Canada's "New Vision for Urban Transportation," published in 1993.

*Sylvie Grenier, MCIP, RPP, is a Regional Planner working for the Region of Ottawa-Carleton.*

*Regional Road Corridor Design Guidelines is available in both official languages on the RMOC Web page [www.rmoc.on.ca](http://www.rmoc.on.ca). The document is linked to the web page of its national partner—Canada Mortgage and Housing Corporation, the Transportation Association of Canada and Go for Green. The document is also available for \$10.00 by contacting the ROC Planning and Development Approvals Department (Phone: 613-560-2053 or Fax: 613-560-6006). The Planning Partnership was the consultant on this project.*

Land Use Planning Urban Design Special Studies Project Management

**LARKIN**  
ASSOCIATES

tel 905.895.0554  
toll-free 888.854.0044  
fax 905.895.1817

[www.larkinassociates.com](http://www.larkinassociates.com)

1168 Kingdale Road  
Newmarket, Ontario  
CANADA L3Y 4W1

Mentoring makes a difference

## Members Helping Members: The OPPI Mentoring Program

By Hugh Handy

In 1997, a group of members met at the OPPI office to discuss a growing issue. How can OPPI better serve its new members and attract planning students to join once they have graduated? That discussion was the start of the OPPI Mentoring Program. The program was set up to encourage members of OPPI to share their professional experience with upcoming planners, as well as those who are in transition in their careers and are looking for people with whom to share ideas.

Although there have been many successful mentor/protégé matches, would-be protégés currently outnumber available mentors. We are looking for more members to act as mentors. In this article, mentors and protégés talk about the success of the program. Read on: we are



Lee Anne Doyle and Tracey Pillon-Abbs

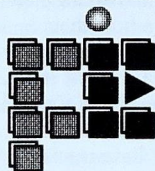
Lee Anne and Tracey have been meeting monthly over the past 18 months to talk about planning and career directions. Tracey Pillon-Abbs writes: "Being a protégé has given me the opportunity to have a sounding board available to share experiences and help guide career directions." Lee Anne Doyle responds: "Mentoring is a wonderful opportunity to give back to your profession. I have enjoyed the feeling of empowerment

sure you will see the benefits of being involved.

*Tracey Pillon-Abbs, protégé (Planner, Essex Region Conservation Authority) and Lee Anne Doyle, mentor (Planning Advisor, County of Essex)*

through sharing ideas and strategies over lunch with my protégé. As a 'sounding board,' I have the opportunity to provide feedback to my protégé in a non-threatening and confidential way."

*Robin Bennett, protégé (Contractor, Environment and Transportation)*



## PLANNING & ENGINEERING INITIATIVES LTD.

Serving our clients for over 20 years with experience, state of the art technology, personal service and quality.

PLANNERS  
CONSULTING  
ENGINEERS &  
LANDSCAPE  
ARCHITECTS

TAKE A MOMENT...VISIT OUR WEBSITE

**www.peil.net**

TAKE ADVANTAGE OF ALL OUR IN HOUSE SERVICES

**KITCHENER**  
379 Queen Street South, Suite 200  
Kitchener, Ontario N2G 1W6  
Tel: (519) 745-9455 Fax: (519) 745-7647  
e-mail: kitchener@peil.net

**HAMILTON**  
360 James St. North, Suite 200, East Wing  
Hamilton, Ontario L8L 1H5  
Tel: (905) 546-1010 Fax: (905) 546-1011  
e-mail: hamilton@peil.net

### Specializing in

- MUNICIPAL PLANS / STUDIES
- MUNICIPAL ENGINEERING
- LAND DEVELOPMENT
- STORMWATER MANAGEMENT
- RESOURCE / AGGREGATE PLANNING
- LANDSCAPE ARCHITECTURE
- ENVIRONMENTAL STUDIES
- WATERSHED STUDIES
- URBAN DESIGN / REDEVELOPMENT

**GREATER TORONTO AREA**  
450 Britannia Road East, Suite 450 B  
Mississauga, Ontario L4Z 1X9  
Toll Free: 1-877-822-3798  
Tel: (905) 890-3550 Fax: (905) 890-7081  
e-mail: GTA@peil.net

Department, Region of Ottawa-Carleton) and Pamela Sweet, mentor (Policy and Infrastructure Planning, Region of Ottawa-Carleton)

Robin and Pamela have been meeting over the past year in the Ottawa area. Robin Bennett writes: "When OPPI/CIP announced it was developing a program that would give planners an opportunity to meet established professionals who could provide career guidance, I thought, 'Great, that would be a useful service for me!' Although not exactly new to planning, I had been encountering a great deal of difficulty in obtaining work in the planning field. I felt under considerable pressure to abandon the career goals I had set for myself and was within a hair's breadth of leaving the profession. Applying as a protégé and then being connected to a mentor through OPPI's special program has been a very positive experience and has invigorated my determination to remain in the profession.

"I have been a member of CIP since student days with OUQ in the late 1980s and a full member since 1996. At planning school I focused my studies in the area of integration of transportation infrastructure and land use planning and always felt that I could (and should) work in either field of planning. After graduation in 1989, I was employed in the private sector as a transportation planner, but my career did not flourish. After the recession of 1992 I was back looking for work, but was unable to obtain even a job interview in land use planning—job experience that I knew would be crucial if I was going to be effective working to combat transportation problems stem-

ming from past land use practices. My inability to gain working experience in the land use field—the 'bread and butter' of professional planning—left me feeling marginalized and somewhat out of touch with my colleagues. This feeling of isolation can be hard to overcome, and cannot be dealt with solely by networking and attending professional functions.

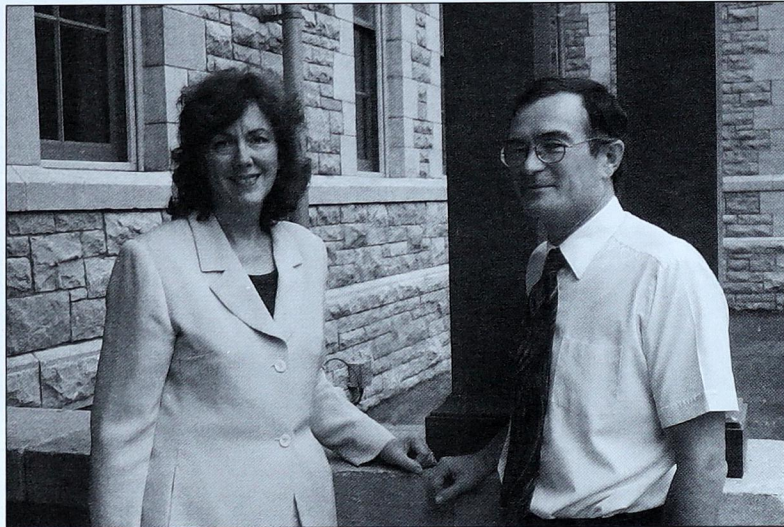
"That is where the mentoring program can be of great help to those qualified planning professionals who feel they are working on the edge of the profession, or worse, are not working in planning at all.

- a better understanding and appreciation of higher-level planning practice;
- increased knowledge of and confidence in one's own merits;
- an opportunity to discuss the place within the planning profession of the work one is undertaking;
- helpful hints about future employment opportunities; and
- suggestions on useful professional readings.

"In conclusion, I would like to point out that the only way for this program to enjoy continued success is for established planning

professionals to offer their time and expertise to less-established colleagues, to help them develop to their fullest potential. As one who has benefited from the program as a protégé, I cannot offer commentary on the benefits of mentoring except to say that is not a large commitment of time and effort. I imagine the reward of helping others outweighs the effort expended and when I am in a more secure professional situation I would be pleased to act as a mentor myself."

Pamela Sweet writes: "I never felt that I was an 'old planner' until one of



Pamela Sweet (mentor) with Robin Bennett (protégé)

It is often acknowledged that planning is a diverse profession, and many planners, particularly those not working in the land use core area, often work in isolation from other planners. This program has the potential to get OPPI people back in touch with the professional environment in a easy-going and rewarding way for both protégé and mentors. My own mentor has assisted my professional development in the following areas:

- networking and introductions to other planning professionals;

our co-op students reminded me that he wasn't even born yet when I started my first planning job. Viewing myself instead as an 'experienced planner,' I realized that I had a certain responsibility to those 'young planners' and that I could learn from them as well. So I agreed to be a mentor.

"Being a mentor is not a one-way street, and it doesn't have to take a lot of time. My experience with my protégé is that I've gained something too. We have regular lunches together, exchange e-mails and talk about more than just planning. It's an opportunity for me to discuss the profession and not worry about the impact on a working relationship; and I can get feedback from someone who has a different perspective.

"Here are some practical tips if you agree to be a mentor. It helps if you work in the same place as your protégé and even better if you are close enough to get together for lunch on a regular basis. However, don't give up on the idea if geography is a problem, e-mail is a great way to communicate.



**Nicholas Hill**  
**HERITAGE**  
**PLANNING**

109 Grange St., Guelph, Ontario N1E 2V3  
T (519) 837-8082 F (519) 837-2268



**Valerie Cranmer**  
**& Associates**

**Land Use Planning**  
**Municipal Restructuring**  
**Conflict Resolution**

681 High Point Rd., Port Perry, ON L9L 1B3  
Tel: (905) 985-7208 E-Mail: cranmer@speedline.ca

Think about OPPI events that you might do together, and if there are opportunities to be involved as a volunteer, suggest that your protégé try it along with you. Make an effort to talk about other professionals who may be good contacts. If you read some interesting planning articles, pass them along. Think about future job or training possibilities and pass them along.

"The bottom line is that we do owe some of our time and experience to younger members of the profession. The OPPI Mentoring Program provides that opportunity."

*Lorne Berg, mentor (LSB Consulting)*

Lorne is a consultant in the Toronto area and is currently a mentor to Nicole Young. Lorne Berg writes: "I was just starting my own community planning firm in 1997 and had just successfully completed Exams A and B. Many things were running through my head at the time. Where and who can I go to for advice on matters that may arise from my practice? Which other members were involved in the area of activity I was undertaking? Was there someone I could

talk with to mull different ideas over with? But most of all, what the heck was I starting?"

"I approached Susan Smith, OPPI Executive Director at that time, to discuss these questions. Susan told me about the mentor program. Would I be interested in sitting in on the committee? Sure, why not? This seemed like a good place to start. That first meeting happened to be my biggest fear come true. Sitting at the table was a local planning commissioner, an OPPI Council member and an assortment of established planners whose reputations I was well aware of. This was an impressive group to be sitting down with for my first formal contact as a working member of OPPI. Needless to say, my fears were unfounded and quickly disappeared. If I had had a mentor back then, I would have had someone to talk this situation through with ahead of time. As it stands, I was fortunate enough to have a few former professors who took the time to steer me through many of my questions. My needs were changing. I needed someone in the private sector to talk with. This was also

when I discovered just how helpful a mentor could have been."

### It's Your Turn

OPPI has created a valuable program and more and more members are capitalizing on it. Members submit an application to the OPPI office to join the program as either a mentor or protégé. The Mentoring Committee members review the applications, recommend matches and arrange an initial contact for the two. Members of the committee include representation from the private and public sectors as well as students and staff.

We hope the comments above have given you the encouragement to become involved in the program. Please contact the OPPI office at 1-800-668-1448 or 416-483-1873 or check out the OPPI website for more information.

*Hugh Handy, MCIP, RPP, is chair of the OPPI mentoring committee and recently moved to Zelinka Priamo Ltd. in Guelph.*

*He can be reached by e-mail at [hugh.zpplan@home.com](mailto:hugh.zpplan@home.com).*

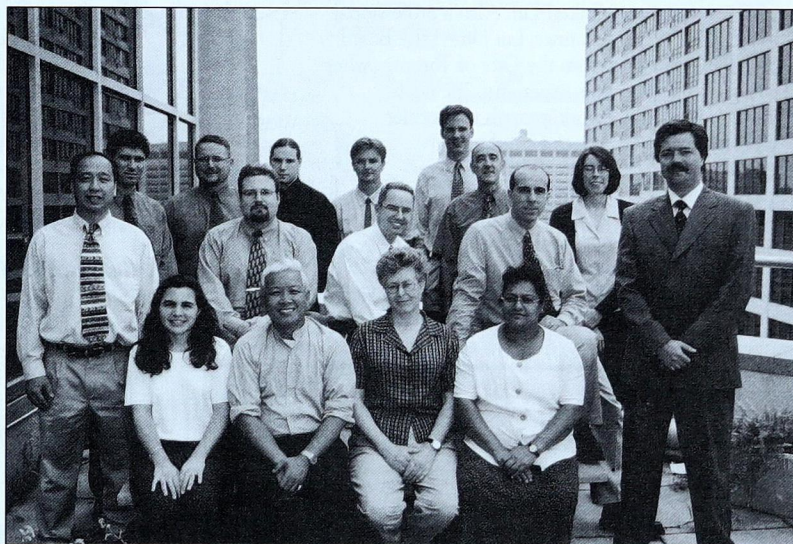
## Administrative changes inspire a new approach

# The New Face of the Ontario Municipal Board

By Alan Binks

The Ontario Municipal Board is changing the way it operates. The amalgamation of the OMB with the Board of Negotiation (Expropriation) and the elimination of the right of appeal of Assessment Review Board decisions to the OMB were the impetus for many of these changes. At the same time, the OMB has faced:

- an expansion of the use of mediation and case-management techniques before and during hearings;
- an increase in the complexity of many of the appeals before the Board;
- an increase in the number of lengthy cases being adjudicated.



Euken Lei (extreme left) and Alan Binks (extreme right) run the planning division

Helen Hayward, chief executive officer of both the Ontario Municipal Board and the Assessment Review Board, has spearheaded the organizational restructuring. Hayward is

a land use planner by profession, and a former CAO in the justice sector with the Ministry of the Attorney General.

### Jurisdiction

The Board retains its broad range of jurisdiction, dealing with:

- appeals under the Development Charges Act, the Aggregate Resources Act, and the Municipal Act;
- questions of compensation under the Expropriations Act;
- environmental and development appeals, which are determined jointly with the Environmental

Assessment and Appeal Board under the Consolidated Hearings Act.

However, about 70 percent of its current

caseload is made up of Planning Act matters.

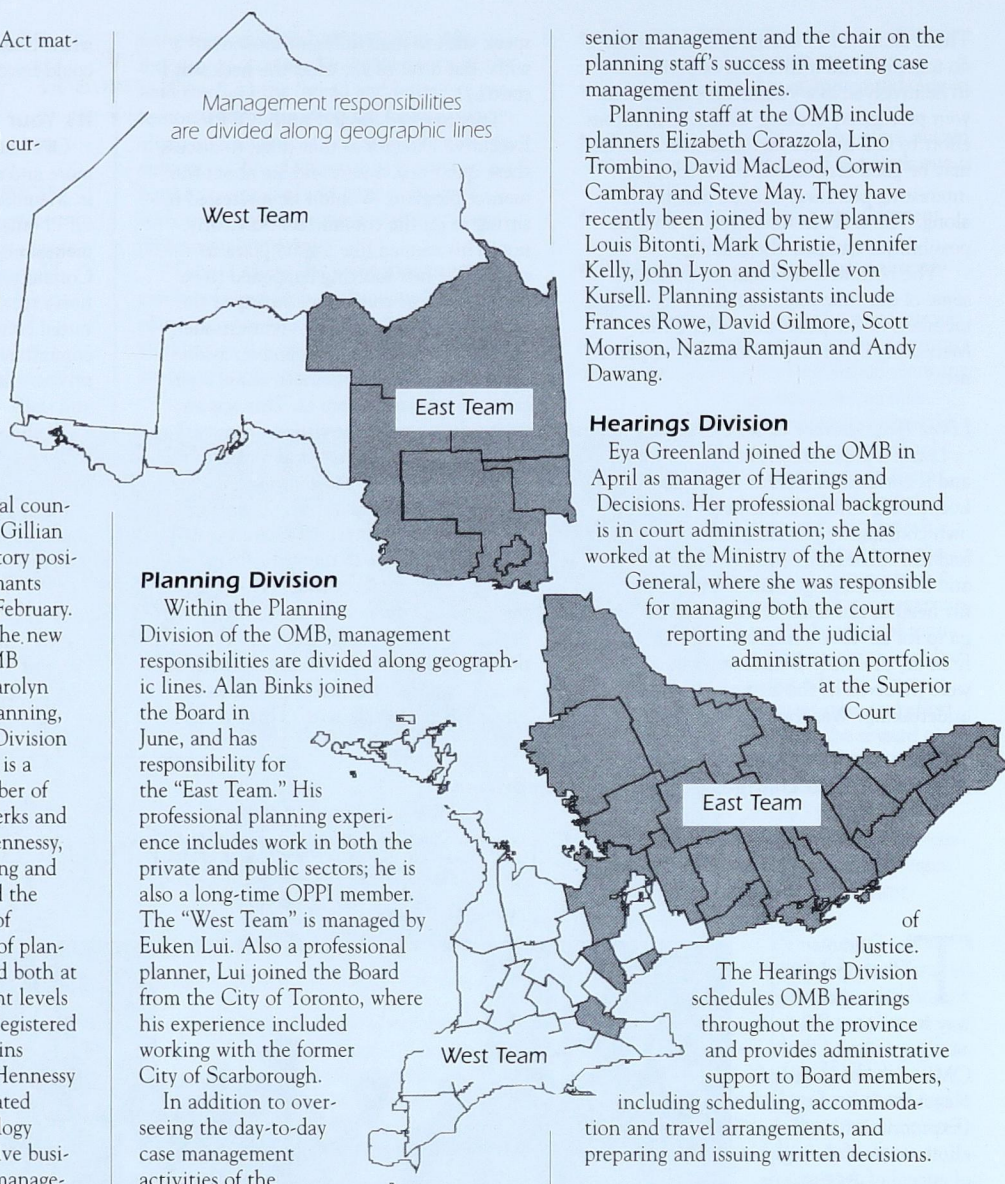
### The New Structure

The Ontario Municipal Board currently has 31 full-time members, drawn from a variety of professional backgrounds, who preside over hearings in communities throughout Ontario. About half the members live in the Toronto area; the other half live elsewhere in the province.

Douglas Colbourne, the chair of the OMB and the Assessment Review Board, is assisted by four OMB vice chairs, three of whom are also cross-appointed to the ARB. Legal counsel to both boards is provided by Gillian Burton, who also holds the statutory position of OMB secretary, and by Imants Abols, who joined the Board in February.

Under the CEO's leadership, the new management structure at the OMB includes two senior managers. Carolyn Fenn is Senior Case Manager, Planning, and oversees both the Planning Division and the Hearings Division. Fenn is a political scientist and a full member of the Association of Municipal Clerks and Treasurers of Ontario. Patrick Hennessy, Senior Manager, Business Planning and Information Management, joined the OMB in August from the Town of Ancaster, where he was director of planning and building. He has worked both at the local and regional government levels for more than 17 years. He is a Registered Professional Planner, and maintains memberships in CIP and OPPI. Hennessy will lead the Board's 2001 integrated business and information technology planning, and will provide effective business support to the Board's case management efforts.

Management responsibilities are divided along geographic lines



### Planning Division

Within the Planning Division of the OMB, management responsibilities are divided along geographic lines. Alan Binks joined the Board in June, and has responsibility for the "East Team." His professional planning experience includes work in both the private and public sectors; he is also a long-time OPPI member. The "West Team" is managed by Euken Lui. Also a professional planner, Lui joined the Board from the City of Toronto, where his experience included working with the former City of Scarborough.

In addition to overseeing the day-to-day case management activities of the Division, Binks and Lui monitor performance targets and report to

senior management and the chair on the planning staff's success in meeting case management timelines.

Planning staff at the OMB include planners Elizabeth Corazzola, Lino Trombino, David MacLeod, Corwin Cambray and Steve May. They have recently been joined by new planners Louis Bitonti, Mark Christie, Jennifer Kelly, John Lyon and Sybelle von Kursell. Planning assistants include Frances Rowe, David Gilmore, Scott Morrison, Nazma Ramjaun and Andy Dawang.

### Hearings Division

Eya Greenland joined the OMB in April as manager of Hearings and Decisions. Her professional background is in court administration; she has worked at the Ministry of the Attorney General, where she was responsible for managing both the court reporting and the judicial administration portfolios at the Superior Court

of Justice. The Hearings Division schedules OMB hearings throughout the province and provides administrative support to Board members, including scheduling, accommodation and travel arrangements, and preparing and issuing written decisions.

### Information Technology

Since much of the work of Board members takes them away from the OMB offices, they rely heavily on electronic means for communication and decision writing. CMIS (Case Management Information System) is constantly being modified to serve



**Walton & Hunter**  
Planning Associates

Community and  
Land Use Planners

Margaret Walton, M.Pl., MCIP, RPP  
Richard Hunter, MCIP, RPP  
John B. Fior, Senior Planner

104 Kimberley Ave., 94 Main Street, Box 1089  
Bracebridge, Ont., Sundridge, Ont.,  
P1L 1Z8 POA 1Z0  
(705) 645-1556 (705) 384-0838  
FAX: (705) 645-4500 FAX (705) 384-0840  
e-mail: rwh@muskoka.com e-mail: rwh@onlink.net



**Mark L. Dorfman, Planner Inc.**

145 Columbia Street West, Waterloo  
Ontario, Canada N2L 3L2  
519-888-6570  
Fax 888-6382

Environmental Policy and Analysis  
Urban and Regional Planning  
Community Planning and Development  
Mediation of Planning Issues



**Ruth Ferguson Aulthouse**  
MCIP, RPP, Principal  
Urban and Regional Planning

230 Bridge Street East  
Belleville, ON K8N 1P1  
Voice: (613) 966-9070  
Fax: (613) 966-9219  
E-mail: rfaplan@on.aibn.com



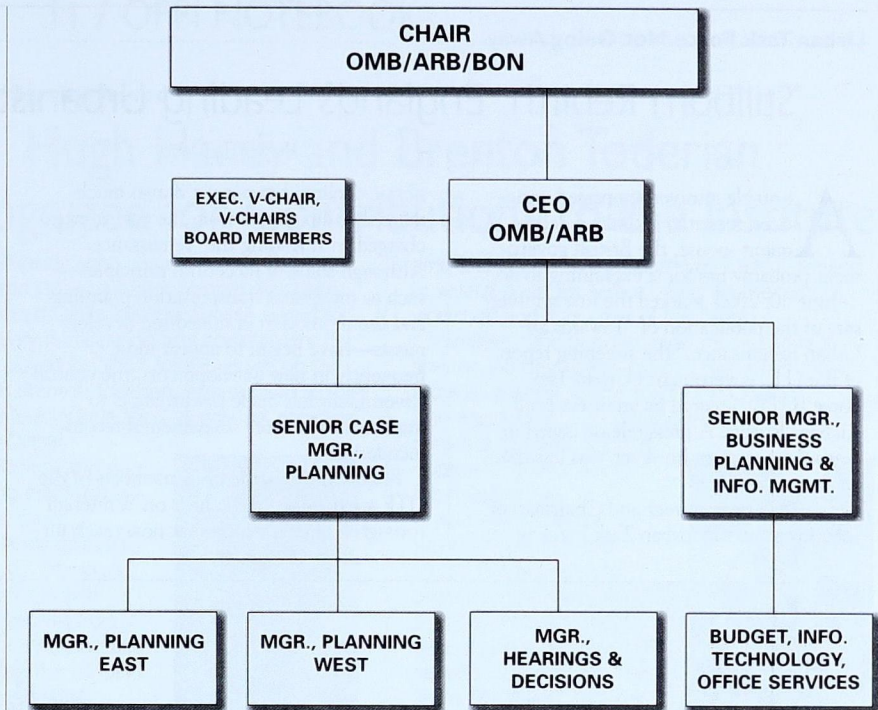
changing business needs. The OMB is exploring ways of using Internet and Intranet technologies to enhance its operations.

**Stakeholder Consultation**

The OMB continues to hold regular sessions with key stakeholders to ensure its operations are efficient, responsive and client-focused. The Board accepts invitations from ratepayers' associations and other community groups to speak about the role of the Ontario Municipal Board, its practices and operations, and to strengthen communication between the Board and the citizens of Ontario's communities.

*Alan Binks, MCIP, RPP is a manager with the OMB's East team. More information is available on the web ([www.omb.gov.on.ca](http://www.omb.gov.on.ca)) or from the Information Office, Ontario Municipal Board, 655 Bay Street, 15th floor, Toronto, Ontario M5G 1E5, 416-326-6800, fax 416-326-5370.*

See page 12 for information on OPPI's policy initiative.—Ed.



The new Ontario Municipal Board structure

**Grant Thornton**

**Real Estate Advisory Services**

**Infrastructure Consulting**

**Stephen Fagyas, MA, MCIP**  
Tel: (416) 360-3050  
sfagyas@GrantThornton.ca

**Stephanie Olin-Chapman, B. Arch., MBA**  
Tel: (416) 360-3059  
schapman@GrantThornton.ca

THE STRENGTH OF ADVICE

Chartered Accountants  
Management Consultants  
Canadian Member Firm of  
Grant Thornton International

[www.GrantThornton.ca](http://www.GrantThornton.ca)

**MACAULAY SHIOMI HOWSON LTD.**  
MUNICIPAL AND DEVELOPMENT PLANNING SERVICES

*Professional Land Use Consulting  
Services since 1981*

293 Eglinton Ave. E., Toronto, ON M4P 1L3  
T 416 487-4101 F 416 487-5489 E-mail mshmail@istar.ca

**T.M. ROBINSON Associates**  
Planning Consultants

TOM ROBINSON, MCIP, RPP

P.O. Box 221 Peterborough ON K9J 6Y8  
(705) 741-2328 • Fax (705) 741-2329  
Email: tmrplan@cycor.ca

**THE BUTLER GROUP CONSULTANTS INC.**  
Land Planning Services

**David A. Butler, MCIP, RPP**  
President

11 Hazelton Avenue, Suite 300  
Toronto, Ontario MSR 2E1  
416.926.8796 Fax 416.926.0045  
E-mail dab@butlerconsultants.com



**Bousfield, Dale-Harris, Cutler & Smith Inc.**

Planning Consultants

Land Use Planning

Development Analysis

Ontario Municipal Board Hearings

Subdivisions and Site Plans

Urban Design

CADD Applications

3 Church Street,  
Suite 200  
Toronto, Ontario  
M5E 1M2  
T:(416) 947-9744  
F:(416) 947-0781  
bdcs@interlog.com

## Stillborn Rebirth: England's Leading Urbanist Turns up the Heat

By Jeff Lehman

A notable anniversary passed unnoticed recently, and like a delinquent spouse, the British government probably has some explaining to do.

June 30, 2000, marked the first anniversary of the publication of "Towards an Urban Renaissance," the sweeping report of the U.K. government's Urban Task Force (UTF), chaired by architect Lord Richard Rogers. A press release issued to mark the occasion, however, was less than celebratory.

The leading architect and Chairman of the Government's Urban Task Force is

frustrated by what he sees as a lack of progress toward the implementation of the recommendations contained in his report.

economic decline, has not yet drawn much more than lip service from the governments charged with leading the "renaissance." Although some of its central principles—such as integrated transportation planning and the promotion of mixed-use developments—have begun to appear more frequently in new developments, the central government has made few attempts to implement the more fundamental recommendations.

Rogers and other leading members of the UTF are turning up the heat on Whitehall through lobbying efforts that now reach fur-

Moreover, the U.K. Treasury has yet to close tax loopholes that give preferential treatment to new development on greenfield (rather than brownfield) lands.

The government appears to be unable to address the central argument of the Rogers report: that issues of social exclusion and economic decline are directly linked to physical dereliction in urban areas, and that responses to these problems must occur simultaneously. Lord Rogers has privately indicated his disgust that England remains decades behind its continental neighbours in addressing urban decline, and

has mused darkly about England's cities becoming the sites of the worst urban decline in Europe.

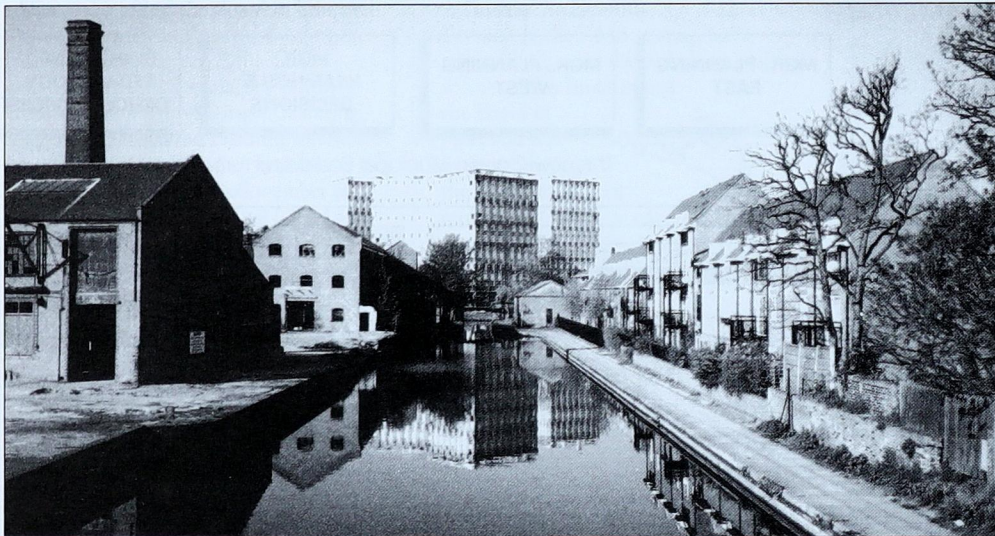
At present, conditions in the property sector are ripe for change. The U.K., especially London, is experiencing a sustained building boom driven both by high prices and the optimism surrounding a number of large-scale regeneration projects. Large multi-use complexes are breaking ground on brownfield sites at King's Cross and Tower Bridge rail stations. Even Canary Wharf, the ultimate white elephant of the 1980s, is adding 3.2 million square feet of space to accommodate

overwhelming demand for residential and office uses.

Despite the pace of growth, if an "urban renaissance" is to occur in England, political winds will need to shift in favour of an integrated approach to urban policy. At the moment, in the U.K., just as in Canada and the United States, jurisdictional squabbling continues to preclude local, regional and national governments acting together on the critical issues of urban regeneration.

*Jeff Lehman is a policy analyst and planning consultant in Canada and the U.K.*

*He can be reached via email at  
J.R.Lehman@lse.ac.uk.*



Brownfield development is core of U.K. urban strategy

frustrated by what he sees as a lack of progress toward the implementation of the recommendations contained in his report.

This is a wake-up call to the Government," Lord Rogers said. "Despite being a wealthy nation, our cities are among the most deprived in Europe. The Government needs to move much further and faster than they have done to date. It is time that they recognized that urban poverty and social exclusion are inseparable from physical dereliction and therefore have to be dealt with simultaneously.

But Lord Rogers's report, which took the relatively novel step of proposing physical solutions to social exclusion and eco-

ther and higher into government than ever before. Frustrated by what he sees as an inability of individual departments to address the issues in the UTF report, Rogers is now calling directly on Prime Minister Tony Blair to make urban issues a government-wide priority.

The UTF is undoubtedly frustrated by the glacial pace of progress of Deputy Prime Minister John Prescott's Department of the Environment, Transport and the Regions in turning the recommendations of the UTF report into public policy. The publication of an Urban White Paper has been repeatedly delayed by Department, despite increasing calls for government action on urban policy.



**ONTARIO  
PROFESSIONAL  
PLANNERS  
INSTITUTE**

234 Eglinton Ave. East,  
Suite 201  
Toronto, Ontario,  
M4P 1K5

(416) 483-1873  
1-800-668-1448

Fax: (416) 483-7830  
E-mail: [info@ontarioplanners.on.ca](mailto:info@ontarioplanners.on.ca)  
Web: [www.ontarioplanners.on.ca](http://www.ontarioplanners.on.ca)

**PRESIDENT**

Ron Shishido  
(416) 229-4647 ext. 301

**PRESIDENT ELECT**

Dennis Jacobs  
(613) 580-4751 ext. 5521

**DIRECTORS**

Communications and  
Publications,  
Grace Strachan  
(613) 239-5251

Membership Services and  
Outreach,  
Kennedy Self  
(905) 985-3044

Professional Development,  
Bernie Hermsen  
(519) 576-3650

Public Policy,  
Marni Cappe  
(613) 560-6058 ext. 2739

Public Presence,  
Peter Smith  
(905) 738-8080 ext. 223

**DISTRICT REPRESENTATIVES**

Central, Don May  
(905) 332-2324

Andrea Bourrie  
(905) 882-4211 ext.631

Eastern, Ron Clarke  
(613) 738-4160

Northern, Mark Simeoni  
(705) 673-2171 ext.4292

Southwest, Paul Puopolo  
(519) 745-9455

Student Delegate, Niles Surti  
[nsurti@yorku.ca](mailto:nsurti@yorku.ca)

**EXECUTIVE DIRECTOR**  
Mary Ann Rangam

**DEPUTY REGISTRAR**  
Kevin Harper

**MANAGER, FINANCE &  
ADMINISTRATION**  
Robert Fraser

**MANAGER, POLICY &  
COMMUNICATIONS**  
Loretta Ryan

**RECEPTIONIST**  
Asta Boyes

**Member Service Award**

# Hugh Handy and Brenton Toderian Recognized for Contributions to the Institute

**H**ugh Handy, who recently joined Zelinka Priamo Ltd. as a senior planner, has been awarded OPPI's Member Service Award for his "exemplary participation and commitment in every role played in OPPI." Joining Hugh on the "podium" is Brenton Toderian, whose multiple roles for the Institute include stints as editorial coordinator for the Ontario Planning Journal and as a contributing editor on commercial issues.

Hugh Handy graduated with a BES (Honours Co-Op) in Urban and Regional Planning from Waterloo in 1990, becoming a full member of OPPI two years later. His involvement began with the Southwest District program committee, and in 1995 he joined Council for two terms. During this time he was involved in the 10th anniversary celebrations, implemented the Excellence in Planning Awards and spearheaded the Mentoring program (see Features, pg. 5).

Brenton Toderian has also contributed a lot of



Hugh Handy,  
MCIP, RPP

time and energy to the Southwest District, serving in several positions before taking on the roles of vice chair and later chair of the District Committee. One of his innovations was to redefine the job description of vice chair, which now provides a direct service link to the Ontario Planning Journal, recognizing that communication is a fundamental part of providing feedback to the membership.

Also a graduate of Waterloo, Brenton has taught at the university, organized charrettes, workshops and done a great deal of public speaking on behalf of the Institute. The "Rural By Design" lectures attracted the biggest turnout ever in the Southwest. His "big picture" view of the world is also evident in a number of initiatives that promote improved coordination across the province, resulting in cross-province district and boards of management meetings at the OPPI conference.



Brenton  
Toderian,  
MCIP, RPP

**Ministry of Municipal Affairs and Housing**

## Development Permit System On Trial

**T**he Ministry of Municipal Affairs and Housing has undertaken two initiatives this spring and summer related to the Development Permit

System. They include creating a committee of stakeholders to assist the Minister's office in advancing the system, and retaining Bousfield, Dale-Harris, Cutler & Smith to prepare a Demonstration Project regarding the proposed new system.

The demonstration project looked at three municipalities and provided the needed official plan policies, development permit by-law and a

## Municipal and Land Use Planning Law

**Lawyers:**

Patrick Devine    Yvonne Hamlin    Mary Flynn-Guglietti  
Douglas Quick    Kara Sutherland    Stephen Longo

**Land Use Planners:**

Robert Blunt    Barbara Gosse    Andrea Paterson

For information, please contact [pdevine@goodmancarr.com](mailto:pdevine@goodmancarr.com) or phone: 416/595-2404

Goodman and Carr LLP

**HARD  
WORKING  
LAW.**

draft evaluation system for the proposed development permit areas of each municipality. The demonstration areas included an historic district in downtown Hamilton known as the Gore, the shoreline area of the Township of Lake of Bays in Muskoka, and the Winston Park West Industrial Park in the Town of Oakville.

Various issues and barriers were explored by the report's author, Peter Smith, MCIP, RPP and discussed by the Minister's Committee.

The Ministry has now released the Demonstration Project Document to the stakeholder groups and OPPI has struck a committee, chaired by Kris Menzies, MCIP, RPP, to respond to OPPI Council on the document. The Development Permit Committee is expected to report to Council in October.

## OPPI Policy Development Committee

### OMB: Planners to Identify Their Views

The Ontario Municipal Board has traditionally played an integral role in the Ontario planning process by providing stakeholders with a final opportunity for review and decision-making. OPPI's Policy Development Committee will be striking a sub-committee to prepare a position paper on the role and function of the Ontario Municipal Board in the current millennium. Is the Board still relevant? What improvements can be made? Is the public interest adequately considered in the Board's decision-making process? These are some of the matters that the sub-committee will consider.

*If you are interested in participating on the sub-committee or have any comments, please contact Loretta Ryan at [policy@ontarioplanners.on.ca](mailto:policy@ontarioplanners.on.ca).*

## Diana Santo Returns to Ministry Roots

Few members of the Institute have had opportunities to shape planning in Ontario like Diana Santo. As the first planner appointed to the OMB in the early 1980s, Diana brought experience as director of both Official Plans Branch and Subdivisions Branch at the Ministry of Municipal Affairs. She later rose to become Vice Chair, where she reviewed all decisions issued by the Board over a 10 year period.



Diana Santo, MCIP, RPP

Her decisions were often precedent-setting and established the test of "reasonableness" for subsequent hearings on issues such as commercial competition, affordable housing, and the role of Boards of Education in the approval process. Dealing with the "Bayview Ghost" was a memorable decision early in her OMB career. In recent years, "her skills in mediation have advanced many land use issues without the need for a hearing," according to one veteran practitioner who has appeared before her on many occasions.

After 18 remarkable years at the OMB, Diana was recently appointed as a Special Advisor in the office of Deputy Minister Michael Fenn. Look for more insights into Diana's high profile career in a future issue of the Ontario Planning Journal.



- Land Development
- Community and Municipal Planning
- Urban Design
- Strategic Planning and Facilitation
- Demographic Analysis and Forecasting
- Economic Development Planning
- Financial and Market Planning
- Transportation and Transit Planning
- Airports Planning and Design
- Recreational Community Planning
- Landscape Architecture
- Waste Management
- Environmental Planning and Assessment
- Watershed Planning / Water Resources
- Surveying and Mapping / GIS
- Municipal Engineering
- Environmental Engineering
- Building Engineering

80 Commerce Valley Drive East, Thornhill, Ontario L3T 7N4  
Tel: (905) 882-1100 Fax: (905) 882-0055  
E-mail: [mmm@mmm.ca](mailto:mmm@mmm.ca) [www.mmm.ca](http://www.mmm.ca)

Toronto, Calgary, Mississauga, Whitby



Environmental Planners & Consulting Ecologists

Environmental Planning & Assessment

Natural Heritage System Planning & Policy Formulation

Ecological Inventories & Evaluation

Watershed Studies

Transportation & Utility Route Selection

Soil Surveys & Agricultural Impact Assessment

Landscape Architecture

Stormwater Management Studies

Phase I & II Environmental Site Assessments

Environmental Monitoring & Inspection Services

Kitchener, Ontario (519) 741-8850 Mississauga, Ontario (905) 823-4988



## Noise Vibration and Acoustics

- ◆ Environmental Noise and Vibration
- ◆ Industrial Noise and Vibration
- ◆ Architectural Acoustics
- ◆ Building Noise and Vibration
- ◆ Research & Development

2000 Argenta Road, Plaza 1, Suite 203  
Mississauga, Ontario L5N 1P7  
(905) 826-4044, Fax 826-4940  
[www.hgcengineering.com](http://www.hgcengineering.com)

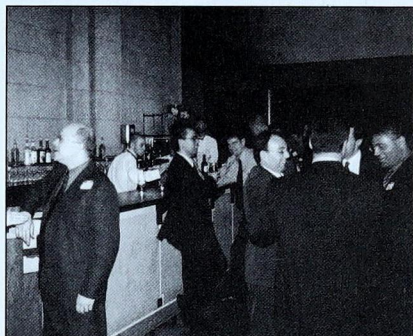
HOWE GASTMEIER CHAPNIK LIMITED

## Central

### Spring Reception at the AGO for Ryerson Planning Alumni

By Anthony Biglieri

On Wednesday May 31, 2000, the Ryerson Planning Alumni Association (RPA) held the annual Spring Reception at the Art Gallery of Ontario in Toronto. The sounds of a grand piano filled the atrium of the Tanenbaum Room as close to 150 planning alumni, students, faculty and others from the development community mingled. Proceeds from the networking event and buffet helped raise



Ryerson Alumni reception a hit

money for two \$500 scholarships that will be awarded later this year.

The RPA would like to thank the generosity of this year's sponsors that includ-

ed: Aird and Berlis, First Professional Management, Ryerson School of Urban and Regional Planning, Urban Development Institute, Bousfield, Dale-Harris, Cutler & Smith, Plantactics, Thomson Rogers, Walker Nott Dragicevic Associates, Weir and Foulds, Hemson Consulting, Urbancorp and Scott Joyce / David Samis. Without their generous support, these scholarships would not be possible. Prize and cash donations were also greatly appreciated. Special thanks to Rory Baksh, Caroline Boone, Chris Dunn and Kathy Kleiboer for helping make this year's reception a great success.

*Anthony Biglieri is Chair of RPA.  
He can be reached at  
(416) 693-9155.*

## Obituaries

### A.S.M (Murray) Pound, MCIP, RPP

July 31, 1927—May 13, 2000

By Philip J. Stewart

"Murray was a beacon of light in the planning profession . . ."

Arthur Sydney Murray Pound, MCIP, RPP, President of Pound Stewart and Stein Planning Consultants, passed away suddenly on May 13, 2000, while on a sailing vacation in Greece.

Murray embodied a true zest for life both personally and professionally. Many of us were fortunate to have enjoyed the benefit of Murray's vast professional expertise in the field of planning and related

disciplines and were inspired by his sense of purpose, enthusiasm and reason. Over many years Murray touched many of us on a personal and professional level and his legacy will continue as a guiding force to all that knew him well.

In the reconciliation period following World War II, Murray served in the British Army and conducted survey work for road building and servicing in Egypt and Kenya. He was a member of the Royal Corp. of Engineers and was fond of recalling these experiences with different cultures.

Murray was formally educated in England at the College of Estate Management, Planning Division, London, receiving his Planning Diploma. He articulated to a professional planner and engineer for six years. Murray emigrated in 1956 from England with his wife Barbara, baby daughter Catherine and a Border collie named Moss. His solid background in survey methods assisted him in many ways in his early days in Canada.

Murray's new life in Canada began with the Department of Highways, where he received an award for introducing an innovative survey system to lay out complex increasing/decreasing radii highway ramps.

Murray later joined the City of Etobicoke and became head of the Roads Design Section. He decided his true vocation was in professional planning, and he became Chief Planner for Etobicoke in 1960, joining the Institute in October 1969.

In the mid-1960s Murray accepted the new position of the Director of Planning and Secretary-Treasurer of the Hamilton/Wentworth Planning Area. In

(See photo, page 32.)



### Sorensen Gravely Lowes Planning Associates Inc.

Warren Sorensen, P.Eng., MCIP, RPP  
Catherine Gravely, MES, MCIP, RPP  
Paul Lowes, MES, MCIP, RPP

511 Davenport Road  
Toronto, Ontario M4V 1B8  
Tel: (416) 923-6630 Fax: (416) 923-6916



### MALONE GIVEN PARSONS LTD.

Planning and Market Research Consultants

- Urban Planning
- Market Research
- Strategic Planning
- Economic Analysis

140 Renfrew Drive, Suite 201, Markham, Ontario, L3R 6B3 Tel: (905) 513-0170 Fax: (905) 513-0177  
E-mail: jkirk@mgp.ca

1971 Murray was chosen to become the first Commissioner of Planning for the fledging Regional Municipality of York and earned the respect of his fellow workers and professional colleagues in those early complex days of regional government.

In 1976 Murray ventured into private practice with Montague Pound Associates and shortly thereafter became President of the firm, which some ten years later evolved into Pound Welch Associates Limited. In 1990 a new firm of Pound Stewart and Stein Planning Consultants was formed. During this period Murray was also President of the Association of Consulting Planners.

In over 40 years of professional planning service, Murray's professional accomplishments included among others:

- Producing some of the earliest planning documents recognizing the significant role of the Oak Ridges Moraine;
- Negotiating with the Province regarding the sizing of the York Durham Trunk Sewer System;
- Providing input to the Ontario Cabinet on the need and basis for Highway 407;
- Providing expert testimony at the OMB and at Ontario Land Expropriation Hearings.

Murray was a Registered Professional Planner and strong advocate of well-reasoned, pragmatic plans. He felt that in order to advance the public acceptance of our profession we need to break free of an attitude of simply expressing what can't be done, and inserting a more helpful attitude of what can be done. Murray was a planner's planner who brought his well rounded skills in the fields of survey and engineering to support planning in the public interest.

Over the past 11 years I have been fortunate to have the pleasure of Murray's companionship as a friend, mentor and planning colleague. The loss of Murray has been a significant one to me personally and to our planning profession.

It is an honour to propose a scholarship in Murray's name to be awarded by Pound & Stewart Services Planning Consultants to The School of Urban and Regional Planning, Ryerson Polytechnic University. This scholarship will be awarded to a fourth-year student demonstrating strong leadership qualities and an appreciation of visionary planning.

Murray is survived by his wife Barbara of 46 years, children Catherine, David and Stuart, six grandchildren, and two great grandchildren; also his brother Geoffrey Pound, P. Eng.

## MURRAY POUND 1927-2000

*"Murray was a beacon of light in the planning profession for so many years and he will be sorely missed." John R. Bousfield, FCIP, RPP.*

*"Murray was a solid highly respected professional with a kind sense of humour." John W. Livey, FCIP, RPP.*

*"Murray was one of those people who had an obvious delight in shaping future environments for new communities . . . his ability to provide solutions and personal affability made him a pleasure to work with." N. Jane Pepino, Q.C.*

*"Murray had a deep understanding of the city and its relation to the surrounding country. It was a pleasure to work with him and understand his concerns. We will miss his insights." Eberhard H. Zeidler, Architect.*

*" . . . Murray was always a gentleman and truly a professional worthy of every ounce of respect he was awarded by those who worked with him." Velvet L. Ross, MCIP, RPP.*

*"I consider myself lucky to have known Murray as a colleague and as a friend. His zest for life permeated everything he did and everyone he touched. He was ahead of his time in creating visionary plans for such areas as the Oak Ridges Moraine. His contributions and affectionate human qualities will long be remembered. I learned much from Murray and will not forget him." Donald F. McQuay, Earth Scientist.*

*Philip J. Stewart, MCIP, RPP, Pound & Stewart Services Planning Consultants, a division of Pound & Stewart Associates Limited*

## Thomas D. Kent

Thomas Kent, Senior Planner and Manager, Northern Developments with J. L. Richards & Associates Ltd., died earlier this summer. According to Daphne Wretham, who worked with Thomas, he had more than 25 years experience as an environmental and resource planner. Before joining Richards, Thomas was an

environmental consultant in Ottawa, a researcher with Environment Canada and a teaching assistant with the Department of Geography at the University of Ottawa, where he earned his B.A. (Honours) and M.A. in Geography. Fluent in French and English, Thomas previously worked with the Rideau Valley Conservation Authority and as a resource manager with Natural Resources in Thunder Bay.

## Don Logan

Don Logan died on September 14, 2000 in his 51st year, of a rare form of liver cancer, which was diagnosed in July. His family's strong faith allowed them to accept this unfortunate fate and help his friends and colleagues through a very difficult time. His wife, Elaine, and son, Michael, who just graduated from Queen's University and has begun a career in coastal engineering, should be very proud of a good friend and father who gave so much to his community and profession.

Don was a member of the first graduating class of Planning at Ryerson in 1973. Born and raised in Mount Hope, Don lived in Hamilton and practised out of the Philips Office in Burlington for 27 years. He had a long-standing relationship with many in the Muskoka area, including his good friend, Ross Raymond. Two years ago, Don became a Principal in the firm of BLS Planning Associates with Tom Smart and Glen Barker, with offices in Burlington and St. Catharines.

As a member of the Private Sector Committee of OPPI, he was passionate about the need for consultants to give the best competent service at all times. To do otherwise, reflected badly on the entire profession and "the lowest bid had better be prepared to complete the job competently."

Excellence comes from passion and truth. The profession has gained respect through the efforts of such a dedicated member. Those of us who were fortunate to know Don remember his words of praise for those he admired. On behalf of his friends and colleagues, we wish to express our praise and thanks to Don Logan.

A bursary has been established by BLS Planning Associates, the Class of '73, Don's Colleagues and Friends. Donations can be made to:

Don Logan - Class of '73 Bursary Awards Office, 3rd Floor  
Ryerson Polytechnic University  
350 Victoria Street  
Toronto, ON M5B 2K3

## People

### Robert Shipley Brings His Expertise to Plan Canada

**Robert Shipley**, contributing editor for the In Print column in the Ontario Planning Journal and a lecturer at the University of Waterloo and Oxford Brooks in the U.K., has been appointed to the Editorial Board of Plan Canada, a publication going through some challenging times. Plan Canada hopes to benefit from Robert's practical experience with the Ontario Planning Journal as well as his broad academic and consulting reach. Robert can be reached at [rshipley@fes.uwaterloo.ca](mailto:rshipley@fes.uwaterloo.ca)



Robert Shipley

**Glenn Miller**, editor of the Ontario

Planning Journal and director of applied research with the Canadian Urban Institute in Toronto, has been appointed to the Editorial Advisory Board of the Canadian Journal of Urban Research, a publication of the Institute of Urban Studies at the University of Winnipeg. The CJUR wants to expand its coverage of professional practice issues and more Ontario content, and is looking to Glenn's experience with the Ontario Planning Journal to meet these objectives. This appointment will also complement Miller's work at The Canadian Urban Institute, which is launching a program to build "Canada's Urban Agenda." This initiative is intended to involve institutions, cities and individuals across the country in a broad program that includes redefining the relationship cities have with senior levels of government. He can be reached at [ontarioplanning@home.com](mailto:ontarioplanning@home.com) or [gmler@canurb.com](mailto:gmler@canurb.com) for Canadian Urban Institute business.

**Jeff Willmer** has accepted a position as

Senior Planner with Planning and Engineering Initiatives Ltd. in Kitchener. Jeff was with the City of Kitchener for the past 11 years, most recently as Manager of Design & Development. He brings to the private sector a wide range of experience including site planning, subdivision and community planning. Jeff can be reached at (519) 745-9455 or at [jwillmer@peil.net](mailto:jwillmer@peil.net).

**Brad Kaye** left his position as a development supervisor/senior planner with the Regional Municipality of Haldimand-Norfolk in July to take a position as a community planner with the planning, engineering and surveying firm of Gourdie/Fraser & Associates Inc. in Traverse City, Michigan. He can be reached by e-mail at [bkaye@gourdiefraser.com](mailto:bkaye@gourdiefraser.com).


The City of Kingston has hired two senior planners to work in the Development Review Unit. **Mark Gladysz** joined Kingston from the City of London; he previously worked for the City of Toronto and the Ministry of Citizenship and Culture. **Marni Venditti** was with Cumming Cockburn Ltd before joining the City; before that she worked for Kingston 2000



Glenn Miller

respected professionals...  
...insightful solutions

# Walker Nott Dragicevic Associates Limited



Planning  
Urban Design  
Environmental Assessment

172 St. George Street  
Toronto, Ontario, M5R 2M7  
T: (416) 968-3511  
F: (416) 960-0172  
E: [adminwnd@wndplan.com](mailto:adminwnd@wndplan.com)

# LGL LIMITED

environmental research associates

*Established in 1971*

- Environmental Planning, Assessment, Evaluation & Management
- Restoration, Remediation & Enhancement
- Impact Assessment, Mitigation & Compensation
- Aquatic, Wetland & Terrestrial Studies
- Watershed & Natural Heritage System Studies
- Natural Channel Design & Stormwater Management
- Peer Review & Expert Testimony
- Geographic Information Systems (GIS)
- Wildlife Control/Bird Hazards to Aircraft

22 Fisher Street, P.O. Box 280  
King City, Ontario, L7B 1A6  
phone: 905 833-1244 fax: 905 833-1255  
e-mail: [kingcity@lgl.com](mailto:kingcity@lgl.com)



ARTHURANDERSEN

### Real Estate Advisory Services

It's a new age.

Globalization, technology, mergers and acquisitions, and government restructuring all create uncertainty about how to manage your land development, real estate and infrastructure projects.

Arthur Andersen can provide the concrete solutions for modern-day complex real estate issues. We understand the global trends that are critical to success in this new age.

For more information, visit [www.arthurandersen.com/rehsg](http://www.arthurandersen.com/rehsg) or call David Ellis at 416-947-7877.

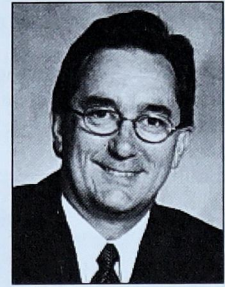
Developments Ltd and the County of Prince Edward Planning Department.

Peter Nikolakakos has joined Urban Intelligence Inc. as a planner, following a six-month stint with the Canadian Urban Institute researching city regions and Smart Growth concepts. A Ryerson graduate, Peter notes that a high proportion of his classmates have had success in breaking into the planning field. He promises an article on the subject soon. Other Ryerson graduates on the move include Sophie McKenna, who has joined the CUI where she is carrying out research assignments and

organizing conferences. Paul Laruccia, who returned to Canada following work experience in New York, has joined the Toronto Board of Trade as a policy analyst, filling the vacancy left when Loretta Ryan joined OPPI. Before going to the Board, Paul was researching the impact of Bill 35 on municipal electric utilities for the Canadian Urban Institute.

Garry Wood currently holds the position of President—Bell Distribution Inc./Bell World, the retail division of Bell family products and services. The concept for the Bell World stores was launched last

year when Bell Canada and Bell Mobility merged their sales operations under the name of Bell Distribution Inc.(BDI). The 160 plus stores operate as Bell World in Ontario and Espace Bell in Quebec, providing a world-class retail presence. Prior to joining BDI in May 2000, Garry held the position of Group Vice President and General Manager of Budget Car and Rentals for four years. Garry can be reached at (905) 212-1999 or [garry.wood@bellworld.ca](mailto:garry.wood@bellworld.ca)



Garry Wood

The contributing editors for People are Lorelei Jones, MCIP, RPP ([lja@home.com](mailto:lja@home.com)) and Thomas Hardacre, MCIP, RPP ([thardacre@peinitatives.on.ca](mailto:thardacre@peinitatives.on.ca)). Lorelei is a principal of her own firm, while Thomas is with Planning and Engineering Initiatives.

### Anthony Usher Planning Consultant

Land, Resource, Recreation,  
and Tourism Planning

146 Laird Drive, Suite 105  
Toronto M4G 3V7  
(416) 425-5964 fax (416) 425-8892



Environmental Planning  
Biophysical Analysis  
Lake Capacity Assessment  
Resource Management

104 Kimberley Avenue, Unit 1  
Bracebridge P1L 1Z8  
(705) 645-1413 fax (705) 645-1904

## HARDY STEVENSON AND ASSOCIATES

Visit our Research Data Base at:  
<http://www.echo-on.net/~hsa>

- Socio-economic Impact Assessment
- Land-use and Environmental Planning
- Public Consultation, Mediation and Facilitation
- Strategic Planning and Hearings

364 Davenport Road Tel: (416) 944-8444  
Toronto, Ontario Fax: 944-0900  
M5R 1K6 E-mail: [HSA@echo-on.net](mailto:HSA@echo-on.net)

## THE WORLD'S AUTHORITATIVE REAL ESTATE ADVISORY SERVICE

Judge us first by how hard we listen;  
there will be time enough later  
for talk.

For more information, please contact  
Doug Annand, Rowan Faludi, or Lauren Millier  
Phone: (416) 227-6300 Fax: (416) 227-6361

To receive our Real Estate Trends  
publication, an insider' report on the  
real estate industry, please contact  
Angie DaCosta at 416-227-6300.

[www.pwcglobal.com/ca-realestate](http://www.pwcglobal.com/ca-realestate)

**PRICEWATERHOUSECOOPERS**   
Join us. Together we can change the world.™

© 2000 PricewaterhouseCoopers. PricewaterhouseCoopers refers to the  
Canadian firm of PricewaterhouseCoopers LLP and other members of  
the worldwide PricewaterhouseCoopers organization.

## READ, VOORHEES & ASSOCIATES



TRANSPORTATION • TRAFFIC  
PARKING  
STUDIES • DESIGN

2 DUNCAN MILL ROAD • DON MILLS  
ONTARIO • M3B 1Z4  
TEL: (416) 445-4360 FAX: (416) 445-4809  
[rval@yesic.com](mailto:rval@yesic.com)

## Clara Consulting

- Strategic Planning
- Rural Economic Development
- Government Restructuring
- Group Facilitation
- Consultation Processes
- Organizational Development
- Project Management
- Community Planning

Lynda Newman  
RR #2 Bradford, Ontario L3Z 2A5  
Tel: 705-458-0017 Fax: 705-458-4123  
[clara@bconnex.net](mailto:clara@bconnex.net)



**C.N. Watson and Associates Ltd.**  
ECONOMISTS

- Land Needs and Market Impact of Development
- Financial and Economic Impact of Development
- Municipal Restructuring and Service Review
- Demographics (e.g. Growth Forecasting, Pupil Generation)
- Development Charges Policy and Costing Sharing
- User Charges and Municipal Revenue Policy

4304 Village Centre Court  
Mississauga, Ontario  
L4Z 1S2

Tel: (905) 272-3600  
Fax: (905) 272-3602  
e-mail [info@cnwatson.on.ca](mailto:info@cnwatson.on.ca)



## Editorial

## Do Brownfield Announcements Herald Urban Strategy for Ontario?

By Glenn Miller

Life is a series of cycles, and the history of provincial interest in urban planning has waxed and waned so many times in the past four decades we could be forgiven for believing that the pendulum was never going to swing back.

But following a long period of a hands-off attitude to urban issues, there are signs that the government is rediscovering the potential hidden in Ontario's cities and towns. At a joint news conference on September 20, Municipal Affairs Minister Tony Clement and Environment Minister Dan Newman laid the first plank in what could become a solid platform on urban redevelopment. They announced the formation of an advisory panel of brownfield experts "to assist the government in identifying policy improvements and new approaches for rejuvenating brownfield sites."

Brownfield development has long been a thorny issue. But thanks to some solid staff work at Municipal Affairs & Housing (that produced a summary of successful brownfield projects); a bold initiative by the Regional Planning Commissioners that resulted in a Standard Process Model for site clean-up (see previous two issues of Ontario Planning

Journal); and behind the scenes cooperation between Environment, Municipal Affairs, and Economic Development & Trade, the two ministers were able to step forward with some confidence that progress can be made. It also helps that municipalities such as Hamilton, Cobourg, Cornwall, Brantford, Windsor and Kitchener (to mention just some) have been making headway on brownfield development on their own initiative.

At the *Understanding Brownfields Conference* the next day (at which four members of the newly appointed Advisory Panel spoke), both ministers expanded on their earlier statements, citing the strategic benefits of getting on with brownfield development. Brownfields typically have ready access to infrastructure because they tend to be located in prime areas close to downtown, so it makes sense to develop these sites first, they both noted. Or as Clement put it, "Before that extra acre of farmland is chewed up, let's develop brownfields."

The Minister of the Environment was no less forthright, stating categorically that policy and practice enhancements that remove barriers to brownfield development will not dilute environmental standards. Given the shaky performance around water quality earlier this summer, signs of stability and a commitment to following through on basic principles are welcome. "At the end of the day," Newman noted, "it is the environment that will take priority."

Developer Mitchell Fasken, a conference panelist appointed to the Advisory Panel to represent the Urban Development Institute, summed up the challenge: Make brownfields

more attractive to develop than greenfields.

Making the direct link between strategic site development and the need to get a handle on growth management is a constructive step towards creating an urban strategy. More than one speaker at the conference referred to the precedent being set in the United States where brownfield development is a cornerstone of Smart Growth policies (watch for detailed coverage of Smart Growth in upcoming issues of the *Ontario Planning Journal*).

Other promising moves mentioned include a commitment (made at the AMO conference earlier in the summer) to remake the Municipal Act. The government's interest in getting on with reform may be linked to the popularity of municipal legislation passed recently in B.C., Alberta and Newfoundland that gives cities much more power and recognition. If Alberta can get behind municipal reform, suggest some pundits, so must Ontario. The government is also making noises about rethinking its approach to funding transit. Ontario is currently unique among major urban jurisdictions by requiring public transit to be funded exclusively from the fare box and the property tax.

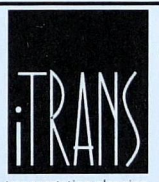
On the economic development front, much of the inter-ministerial support for brownfield development comes from MEDT. Thanks to a move made by former deputy minister Dan Burns before his move to Health, the MEDT's Urban Economic Development office is giving its undivided attention to the six or seven largest urban centres in Ontario. Other signs that planning is making a comeback within the government bureaucracy is the high-profile appointment of Diana Santo as an advisor to the Minister and the commitment to a performance-based process through development permit trials.

Glenn Miller, MCIP, RPP is editor of the *Ontario Planning Journal* and Director of Applied Research with the Canadian Urban Institute in Toronto. He can be reached at [ontarioplanning@home.com](mailto:ontarioplanning@home.com).

**Following a long period of a hands-off attitude to urban issues, there are signs that the government is rediscovering the potential hidden in Ontario's cities and towns**

Transportation Master Plans  
Traffic and Parking Studies  
Traffic Safety  
Pedestrian and Bicycle Planning  
Transit Planning

iTRANS Consulting Inc.  
phone 905-882-4100  
fax 905-882-1557  
Web [www.itransconsulting.com](http://www.itransconsulting.com)



transportation planning  
and traffic consultants

ROYAL CENTRE, 3300 HIGHWAY 7, SUITE 320,  
VAUGHAN, ONTARIO L4K 4M3

TEL: (905) 738-8080

1-800-363-3558

FAX: (905) 738-6637

email: [wgeneral@westonconsulting.com](mailto:wgeneral@westonconsulting.com)



WESTON CONSULTING  
GROUP INC.

PLANNING CONSULTANTS

## Towards a Greater Toronto Charter

By Mary Rowe

In spring 1999, Toronto businessman and philanthropist Alan Broadbent, chair of the Canadian Institute of International Affairs and former chair of the Canadian Urban Institute, began a process to consider how greater autonomy might affect Toronto's ability to plan for its future and address more effectively the challenges before it. The results of a two-day meeting of academics, planners, former mayors and activists have been collected in a book: *Toronto: Considering Self-government*.

The process continued as a small working group met regularly to explore options that would give the Toronto Region more autonomy. The group decided that a charter—a medieval device that gives cities special, case-specific authority—would give Toronto greater control over its destiny.

Over the last eight months municipalities across the Greater Toronto Area have debated and in many cases endorsed the document *Towards a Greater Toronto Charter*. Others have tabled it for future consideration.

Charters are not new. Some Canadian cities already have one (St. John's, Vancouver), as do some American cities (Philadelphia), although the content of each varies, depending on the requirements of each area. The Federation of Canadian Municipalities and the Association of Municipalities of Ontario have also explored charters.

*Towards a Greater Toronto Charter* has generated interest across the country. Not long after the public release of the report, the City of Toronto announced its intention to seek a charter. However the Broadbent version insists upon a regional vision, one that allows municipalities to devolve certain powers to local municipalities, but provides for regionally coherent policies and practices.

At the heart of the Charter is the notion that cities or metropolitan regions should be responsible for governing those aspects of urban life that can be implemented locally, but that need the requisite resources and authority. The Charter calls on metropolitan regions to demonstrate their capacity to govern better than more remote, senior governments. At the same time, senior levels of government must rec-

ognize that cities are the engines of prosperity, and that it is in their best interest to unfetter the cities and equip them financially to exercise their responsibilities to govern.

Elements of the Charter could apply to all Canadian cities able to demonstrate that they have reached a critical threshold of capability and need. Here are some highlights from *Towards a Greater Toronto Charter*.

### Democratic Principles

Two fundamental democratic principles ensure that governments are effective and responsive. The first principle is subsidiarity. This means that to the greatest extent possible, governmental activity (such as policy development, program and service

---

**At the heart of the Charter is the notion that cities or metropolitan regions should be responsible for governing those aspects of urban life that can be implemented locally, but that need the requisite resources and authority**

---

management and delivery) should be exercised by the administration that is closest to the people.

The second is fiscal accountability. This means that the government that spends taxpayers' money on goods and services is the same government that sets the policies and raises the requisite money, as directly as possible.

Subsidiarity and fiscal accountability enable citizens to hold their elected representatives accountable. Governments must be able to manage both sides of the ledger (revenue and expenditure) in areas for which they have primary responsibility. If it is essential to ensure a minimum standard across a province or across the country, the principles of subsidiarity or fiscal accountability may be set aside in favour of policies, delivery responsibilities, and fiscal

resources that have been cooperatively developed.

### The Greater Toronto Region

The Greater Toronto Region accounts for more than 20 percent of Canada's Gross Domestic Product and an even higher proportion of its economic growth. The region has grown so large and complex that its present form of government, which was devised when the present scale, intricacy and economic importance of Canadian urban regions were unimaginable, is outdated. The Greater Toronto Region must meet the needs of a diverse, expanding population. The urban vitality of other world cities has been preserved and enhanced when they have been given a degree of self-government. Self-government helps ensure that local priorities are respected within strategies that unleash the collective assets of a region.

### Urban Metropolitan Regions in Canada

Canada's urban regions, particularly the metropolitan areas, are critical to Canada's continued prosperity and vitality and, as such, are obliged to share their wealth, innovation and other assets with the rest of Canada. These regions need governance arrangements that allow them to continue to share their prosperity and vitality with the rest of the country, as well as compete with other urban areas around the world, for the benefit of all Canadians.

At the time of Confederation in 1867, the population of Canada was just under four million. The Constitution Act allocates to the provinces the right to determine the structure and powers of municipal institutions. In the world of the mid-19th century, when cities were small and relatively uncomplicated, this made sense. In the 21st century, local administrations within the Greater Toronto Region, as indeed across the country, continue to be bound by constitutional rules that were designed for a primarily agrarian society.

### Devolution of Responsibilities, Powers and Authority

In recent years, there has been a considerable devolution of power from the national to the provincial levels of govern-

ment in Canada. Some provincial governments, in keeping with the principle of subsidiarity, have devolved to municipalities responsibility for certain services, including providing and maintaining infrastructure.

Although responsibility for implementation and service delivery were devolved, policy setting was not. In fact, there has been a decrease in the share of spending allotted to municipalities. This devolution of responsibility without the requisite authority to set policy and secure resources to funds runs counter to the principles of subsidiarity and fiscal accountability. Canada's largest urban region is unable to exercise its full governance responsibilities.

### Call to Action

In jurisdictions around the world, constitutional, administrative and financing arrangements increasingly reflect the central role of metropolitan regions that, having achieved a requisite level of resources and experience, can now manage their own destinies. Senior governments in Canada must devolve to urban regions a broader ability to tax or obtain additional revenue sources, so that these regions can effectively exercise their responsibility to identify needs, supply services, pay the bills and provide accessible, democratic government.

Such devolution will enable Canada's economic, social and cultural engines to keep pace with the other urban jurisdictions that are their main competitors in the urbanized world of the 21st century.

Mary Rowe is a consultant based in Owen Sound. She organized "Ideas That Matter," a conference focusing on the work of Jane Jacobs and has edited many books and articles, including Toronto: Considering Self-government (Ginger Press, 2000, available by calling 1-800-463-9937). This was also the subject of CBC Ideas program that has been rebroadcast several times on Radio One.

Mary can be reached at [murowe@bmts.com](mailto:murowe@bmts.com). For the full text of the Charter, go to [www.torontocharter.com](http://www.torontocharter.com)

### LETTERS TO THE EDITOR

Send your letters to the editor to:  
OPPI, 234 Eglinton Ave. E., #201  
Toronto, Ontario M4P 1K5  
[ontarioplanning@home.com](mailto:ontarioplanning@home.com)  
Or fax us at: (416) 483-7830

## These are the Principles of the Greater Toronto Charter

### Article One

The Greater Toronto Region form an order of government that is a full partner of the Federal and Provincial Governments of Canada.

### Article Two

The Greater Toronto Region, and its municipalities, be empowered to govern and exercise responsibility over a broad range of issues, including:

- child and family services; cultural institutions; economic development and marketing;
- education; environmental protection; health care; housing; immigrant and refugee settlement; land-use planning; law enforcement and emergency services; recreation; revenue generation, taxation and assessment; transportation; sewage treatment; social assistance; waste and natural resource management; and water supply and quality management; with the exception of those matters as are mutually agreed upon with other levels of government that are best assigned to another level.

### Article Three

The Greater Toronto Region have the fiscal authority to raise revenues and allocate expenditures with respect to those responsibilities outlined in Article Two.

### Article Four

The Greater Toronto Region be governed by accessible, democratic governments, created by their citizens and accountable to them for the exercise of the governments' full duties and responsibilities.

### Article Five

The Greater Toronto Region continue to fulfill its obligation to share its wealth, innovation, and other assets with the rest of Canada, through appropriate mechanisms developed in concert with other levels of government.

### Letters

## Can We Learn From The U.S.?

Editor Glenn Miller correctly identifies some of the advantages of the American Planning Association has over our planning associations ("Why American Planners Get to Play in the Big Leagues," vol. 15, no. 3). In addition to active participation and strong leadership by non-professional members, professional members are found working in more diverse environments.

I had the opportunity of working with a New York firm specializing in the planning and design of justice and health facilities, alongside planners who developed operational and security policies, programmed space needs, staffing projections as well as more traditional site and land use analyses. The New York chapter of the APA sponsored an ongoing committee for health planning, of which the largest representa-

tion (and often, the most insightful opinions) came from non-professional members.

Having just returned to Canada to work, I am encouraged but skeptical as to whether Canadian planning associations are truly engaging participation by non-professional members, or whether the professional planner has strayed very far from something involving the use of land. Maybe it's just growing pains that our cousins to the south have already experienced.

Andrew Brouwer,  
Election and Committee Consultant,  
Oakville



### CG&S

CH2M Gore & Storr Limited  
Environmental Planning Services

Soils, Agriculture  
Ecosystem Planning  
Landscape Architecture  
Environmental Assessments  
Wetland and Biophysical Studies  
Ecological Inventories and Restoration

180 King Street South, Suite 600  
Waterloo, Ontario N2J 1P8

Tel: (519) 579-3500

Fax: (519) 579-8986

Urban Design

Toronto's Architecture and Urban Design Awards  
 Compete Successfully with  
 Film Festival for Media Attention

It takes a brave organizer to take on the Toronto Film Festival but Robert Glover and his team of urban design professionals at the City of Toronto successfully grabbed some media coverage in mid-September for the City's first design awards presentation of the new century. The *Globe and Mail* newspaper acted as media sponsor, which helped. "A great city has the power to astonish with its looks," urban design director Glover noted. "The awards are dedicated to the City's continuing tradition for creating streetscapes, parks and squares that are inviting and that make you pause to admire."

The jury of Janna Levitt, Dan Hanganu, William Greer and Bruce Corban picked 15 projects that in their view contribute to the city's quality of life. Although praising the winners, the jury was critical of "the poor quality" of many submissions, particularly in the "Theoretical" category. "We encourage individual practitioners . . . and graduate students . . . and hope that a greater range of projects and entries will be forthcoming," the jury stated.

The winners were chosen from over 90 entries. Visit [toronto@city.on.ca](mailto:toronto@city.on.ca) for a full exposition or send for the smart brochure produced to honour the winners.

The City of Mississauga will be presenting its 19th annual urban design awards on November 20 at Mississauga City Hall. Contact David Harrold for more details.

*The Urban Design Working Group comprises professionals across Ontario with an interest in furthering the understanding of urban design in the profession.*

*The group is chaired by Anne McLroy, MCIP, RPP, a senior urban designer with Cochrane Brook Ltd in Toronto. She can be reached at (416) 504-9755.*

Large place award



The National Trade Centre (designed by Zeidler Roberts with Dunlop Farrow Inc.) promotes a "free flow of pedestrian movement and supports functions on this grand ceremonial street."

Small place award



Courthouse Square is "a well-mannered transformation of a vacant mid-block site tucked away downtown." Landscape architect was Janet Rosenberg. Curruthers Shaw were the architects. The City is the owner.

**J.L. COX PLANNING CONSULTANTS INC.**  
 •URBAN & RURAL PLANNING SERVICES•

350 Speedvale Avenue West  
 Suite 6, Guelph, Ontario  
 N1H 7M7

Telephone: (519) 836-5622  
 Fax: (519) 837-1701

**Engineers  
 Project Managers**

- ◆ Transportation Planning
- ◆ Transportation Engineering
- ◆ Public Transit
- ◆ Traffic Engineering
- ◆ Municipal Engineering

60 Renfrew Drive, #300,  
 Markham, ON L3R 0E1  
 tel: 905 470 2010 fax: 905 470 2060  
 internet: [cansult@cansult.com](mailto:cansult@cansult.com)

**BLS Planning  
 Associates Inc.**

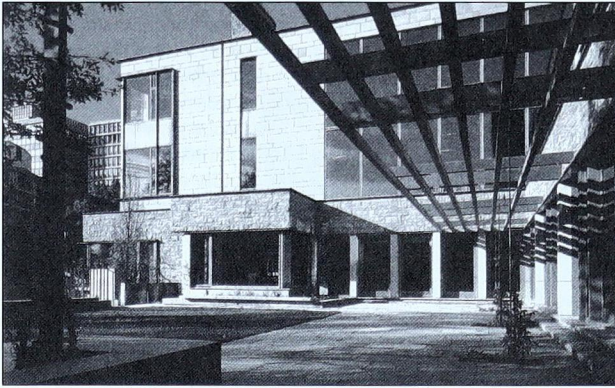
SERVING MUNICIPALITIES AND THE  
 DEVELOPMENT INDUSTRY IN ONTARIO

Burlington (905) 335-1121  
 FAX (905) 335-1414

St. Catharines (905) 688-1130  
 FAX (905) 688-5893

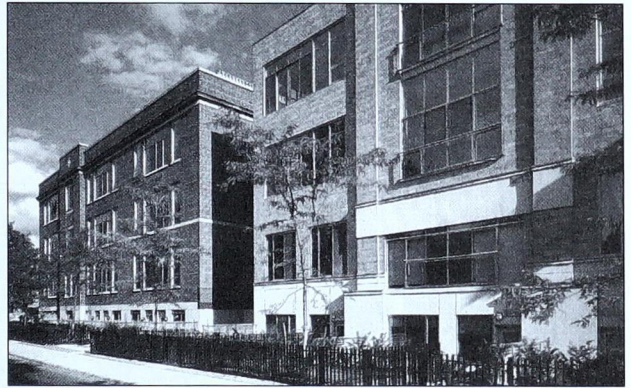
*Better Land Use Solutions*

### Building award



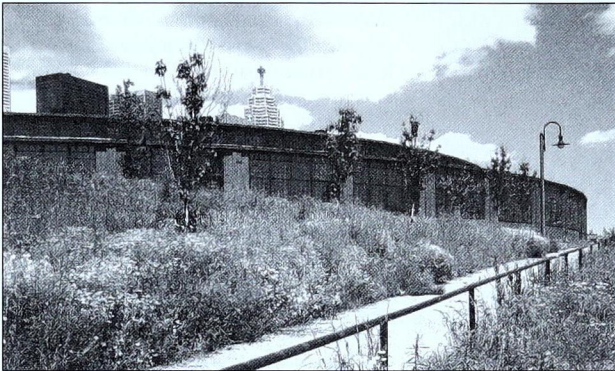
McKinsey & Company's new headquarters was praised for meeting zoning and University design criteria. "An especially fine response, in scale and material use, to the academic architecture of Victoria College and the University of Toronto." Architects: Taylor Hairiri Pantarini Architects

### Honourable mention



The Kensington Market lofts were awarded an Honourable Mention for a "community driven" project for "the visual benefit of the neighbourhood." Robert Barnett and Paul Oberst were the joint venture architects.

### Building adaptation honourable mention



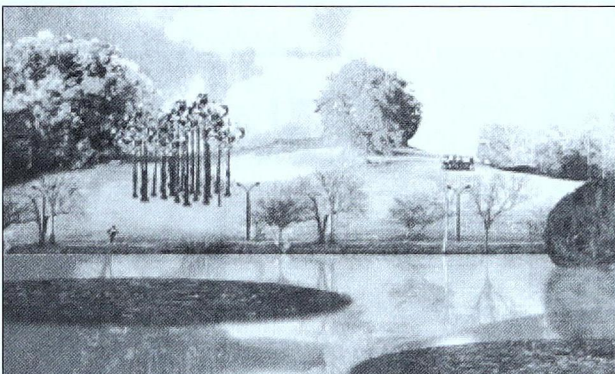
The John Street Roundhouse. "This project is a valuable example of careful physical reinterpretation of a major heritage building adapted to accommodate new occupancies and incorporating associated railway heritage elements in the surrounding park." Architect: Hotson Bakker Architects.

### Small place honourable mention



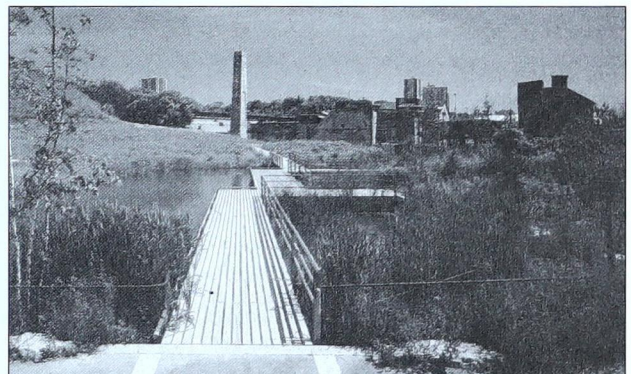
"A pleasant amenity operating on the relationship set up between elemental qualities of a dramatic lakeshore, installation of a large natural stone monoliths and the vastness of water and sky viewed beyond." Owner: City of Toronto & David and Silvia Sheldon.

### Small place honourable mention



"Tree City is strategic as a phased development for parkland rather than the design of a set piece, considering the substantial funding and length of time required to finally develop the Downsview site as a whole. Owner: Parc Downsview Park Inc.

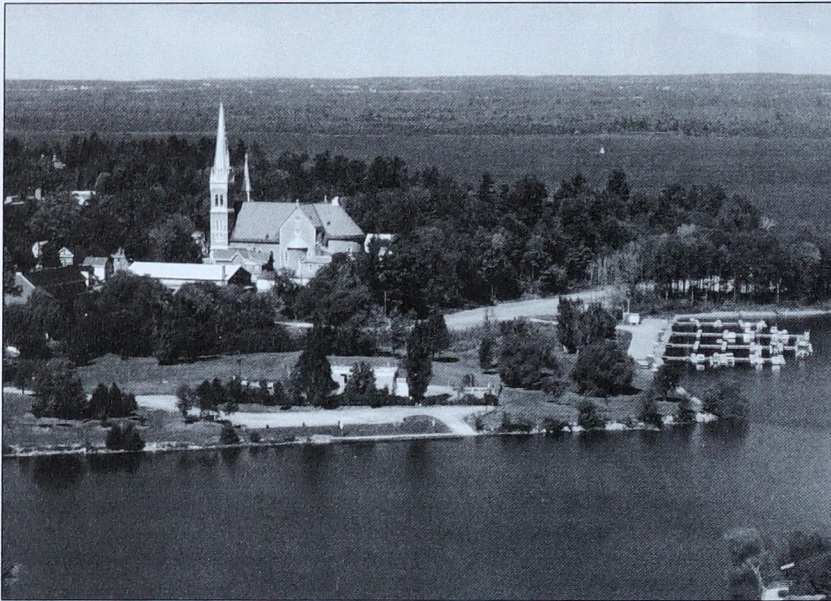
### Large place or street



Don Valley Brickworks. "This is a brilliant environmental restoration of an industrial scar forming an important part of the city's linking network of ravine lands." Master plan: Hough Woodland Naylor Dance Leinster and Baird Sampson Architects.

## Community Economic Analysis in Small Town Strategic Planning

By Pat Parent and Clare Wasteneys



Madawaska River (foreground) meets the Ottawa River

In strategic planning, we often find that part of a community's vision for the future includes a strong, diversified local economy that will provide secure employment, thriving businesses and a better quality of life for community members. To get there, communities need a good understanding of local businesses, markets, demographics and available resources (land, labour, and money).

They need to identify local strengths and weaknesses and anticipate emerging opportunities or challenges in the larger regional or global economy that could affect local markets and industries.

How does a community figure out its comparative strengths and weaknesses? Community Economic Analysis (CEA) is a systematic assessment of the composition and performance of the economy

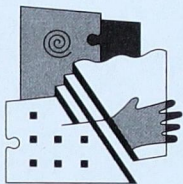
of a community. This information can be used to guide decisions about marketing to attract investment, supporting local businesses, or developing human resources for targeted sectors. By identifying which sectors are growing or declining locally and nationally, CEA can help a community decide how much effort to focus on retaining and expanding existing businesses versus attracting new businesses.

CEA is not a single method, but a mix of analytical methods using primary and secondary data and varying levels of analytical complexity. CEA includes economic impact analysis, shift share analysis, trade area analysis and input-output analysis. The actual mix of methods used depend on local issues and resources. Where resources permit, studies can be commissioned that use primary data collection and provide "expert" recommendations for the community. Such studies can provide timely, in-depth information for local decision-makers.

### CEA and Small Towns

The cost of a complete CEA may, however, be prohibitive for smaller communities with limited budgets. Other challenges faced by small towns and rural areas in carrying out CEAs include the lack of dedicated expert staff and the lack of available data. Yet small communities need to understand local and regional economic trends, given the tremendous impact that plant closures or technological changes can have on the local labour market.

For the past year or so, the Ontario Ministry of Agriculture Food and Rural Affairs has been exploring lower-cost CEA approaches to help rural communities with



URBAN STRATEGIES INC.

#### Planning and Urban Design

257 Adelaide Street West, Suite 500, Toronto, Canada M5H 1X9  
T 416.340.9004 F 416.340.8400 [www.urbanstrategies.com](http://www.urbanstrategies.com)



LandSaga  
Biogeographical

- ~Vegetation surveys
- ~Land-use history
- ~Interpretation

Cheryl Hendrickson

589 Erbsville Road Waterloo ON N2J 3Z4  
(519) 888-0594 [cjh@istar.ca](mailto:cjh@istar.ca)

strategic planning. We are interested mainly in methods that use readily available data and do not require advanced statistical analysis programs. To ensure wide community participation, we have tried to identify economic analysis concepts that do not require an economics degree to understand. To reduce the analytical burden on the communities, we gather the relevant data into spreadsheets that do all the necessary calculations down to the village level, and can be transformed into full-colour maps or graphs.

We have used CEA methods for a variety of purposes. In Arnprior and Meaford, it was strategic planning, while in Brant County, it was used for the development of the County Official Plan. Although

only Arnprior has been fully evaluated, we have learned a few things about the challenges and usefulness of CEA for small communities.

Economic Analysis has yielded these insights:

*A community should not rely on any single piece of information or number generated by the analysis.*

Relying on one statistic or indicator gives only one perspective on the local economy. A high level of local employment in manufacturing may indicate a comparative local advantage in that sector. However, there may be a lack of retail and other services, which has led to an outflow of dollars as residents drive to neighbouring centres to shop. A high level of employment could also mean a low level

of efficiency in local firms.

*Results for a community should be com-*



The museum is Arnprior's most identifiable building

#### What to Consider in a Community Economic Analysis

Our experience with Community

## YOU NEED PEOPLE with the RIGHT SKILLS

- *Statistical Analysis*
- *Market, Construction, Financial Knowledge*
- *Economics*
- *Standard Practices*

AACI and CRA designated real estate appraisers use these professional tools. Our Appraisers can provide you with experience and expertise in estimating the market value of real property. For independent, objective appraisals, call a member of the Appraisal Institute of Canada.



**For a directory of appraisers in your area, call 416-695-9333 or visit our web site [www.aaic.on.ca](http://www.aaic.on.ca)**

**Ontario Association of the Appraisal Institute of Canada**

**PROFESSIONAL OPINIONS. TRUSTED VALUES.**



## Weir & Foulds Barristers and Solicitors

### MUNICIPAL AND PLANNING LAW PRACTICE GROUP

Mike McQuaid, Q.C.  
Wayne Rosenman  
Ian Lord, **Chair**  
Jeff Cowan  
John Buhlman  
Jill Dougherty  
Sean Foran  
Sue Metcalfe  
Paul Chronis, MCIP,RPP  
Dianne Hipwell, Planner

George Rust-D'Eye  
Lynda Tanaka  
Robert Warren  
Chris Tzekas  
Greg Richards  
Bruce Engell  
Barnet Kussner  
Kim Mullin  
Susan Rosales, Planner

*Continuing a tradition in excellence and service*

**For more information contact Ian Lord  
Practice Group Chair at (416) 947-5067**

The Exchange Tower, Suite 1600  
P.O. Box 480, 130 King Street West  
Toronto, Ontario M5X 1J5  
Tel: (416) 365-1110 Fax: (416) 365-1876  
Internet: [www.weirfoulds.com](http://www.weirfoulds.com)  
E-mail: [lordi@weirfoulds.com](mailto:lordi@weirfoulds.com)

pared with similar communities.

Comparison with other communities provides a measure of comparative strengths and weaknesses. Indicators like median household income, unemployment, age of housing, and employment growth by sector, are not particularly useful unless they can be measured against the performance of other communities or against a standard, such as a provincial average.

*Local economic trends over time should be measured to determine the direction of community change.*

Measuring trends can reinforce or challenge local perceptions of how the community is changing. People may know that the population has been aging, but analysis of population data will show more accurately to what extent the population is aging. This information can then be used to plan for seniors' services.

*A variety of information sources should be used, including hard data from government agencies as well as the knowledge of local citizens.*

Although technical information from economic analysis can provide useful insights, local residents are



Many merchants in the downtown core are making significant efforts to restore their buildings to their original beauty

still the best source of information about local changes, such as plant or school closures or recent developments. This is especially critical if the analysis relies on data from the census, which occurs every five years and may not reflect changes in the intervening years.

*Pat Parent and Clare Wasteneys work for the Ministry of Agriculture, Food and Rural Affairs. Clare can be reached at 519-826-3157 or*

*clare.wasteneys@omafra.gov.on.ca.*

*In the next issue, the authors will describe the advantages and disadvantages of CEA methods and give an example of the results from an assessment of Amprior.*

*This series marks the return of the Economic Development column, which is being coordinated by Nicola Mitchinson. Nicola is the Journal's contributing editor for economic development. She is the principal of the firm Mitchinson Planning & Development Consultants and Chair of the City of Barrie Economic Development Advisory Committee. Please contact Nicola with any article suggestions (705) 739-7175, fax (705) 739-8118.*

## Transportation

# Managing Technology and Human Behaviour Key to Coping with Gridlock

By Glenn Miller

The ways that the world's major cities battle traffic congestion are as diverse as the character of the places themselves. The outcome is important, because congestion affects the attractiveness of these cities as places to live and work. This in turn affects cities' economic competitiveness. Having had the rare opportunity to pay working visits to Tokyo, London and New York within the past year, I wondered how their approaches to managing traffic compared to the situation in Toronto.

### Tokyo, Crowded But Under Control

Tokyo is an ancient city with a dense network of commuter rail, subways and light

rail transit. But as the metropolitan area expands outwards, so Tokyo's reliance on cars increases. Without the flexibility to use rail for goods movement (nearly all rail capacity is devoted to passenger use), and a population of 12 million, Tokyo must cope with a daily influx of thousands of trucks and light vans in addition to cars. Congestion reached critical levels in the mid-1990s. An unexpected benefit of the recent recession was that traffic growth stalled, giving the beleaguered Metropolitan government a chance to take action.

With funding from the national government, the Metropolitan government built a sophisticated traffic control centre, which is now operated by the police. Equipped with a giant computer screen that shows the entire

metro area and environs, the screen can pinpoint trouble spots and congestion on major routes as an "aerial view" in real time. It can also switch to a conceptual "system view" suitable for analysis. Using a variety of media including sensors, monitors and cameras at more than 14,000 intersections, the centre staff broadcast up-to-the-second information on traffic conditions through local radio stations and on roadside display boards.

Drivers willing to invest in on-board Global Positioning Systems and dashboard screens can get warnings of congestion and routing alternatives, along with predicted travel time savings. Couriers, taxis and business executives use this service. Local police estimate that the system has paid for itself in less than two years in benefits to the economy because of travel time saved. The Advanced Traffic Information Service, which leases the on-board systems, is run by the Metropolitan Expressway Public Corporation.

The successful implementation of this system may have something to do with the fact



that the Japanese are fundamentally polite and more likely than their North American counterparts to stick to the rules of the road.

### London Looking at Road Pricing

Even though London is served by the equivalent of half a dozen Union Stations, about a dozen subway lines and hundreds of surface bus routes, the city seems to be losing its battle with traffic congestion.

Average bus speeds in central London are now lower than they were 150 years ago when vehicles were horsedrawn. Today only the rich or the foolhardy try to drive in downtown London. Parking is at such a premium that corporate chauffeurs cruise the streets until called into action by cell phone.

But help is at hand. London's new mayor, "Red Ken" Livingstone, has seen the future and it is called road pricing. He would get both the money and the political credit if road pricing lowers traffic congestion. With gasoline at about \$2 a litre, the motoring public has until recently seemed immune to fuel price hikes, but road pricing could reduce volumes by 15 percent, some observers predict.

One of the firms working on intelligent systems that will pave the way for the introduction of these road pricing systems is

Canada's IBI Group. IBI has installed smart signage systems that direct drivers to parking locations with available space and have also developed a process that transmits closed-circuit TV images to the BBC's London Live site ([www.bbc.co.uk/londonlive/travelandweather](http://www.bbc.co.uk/londonlive/travelandweather)) to give people up-to-date traffic information.

With the introduction of a new wireless standard for transmitting information (the WAP wireless application protocol), drivers will be able to log on to the Internet from a cell phone and get local travel information. There are now 26 million cell phone users in the UK—more than half the population—so the availability of technology and content seem to be in synch.

### New Yorkers Obey Giuliani

There is nowhere quite like the Big Apple. When Gotham teetered into bankruptcy in the 1970s, the numbers had nine zeros. When Mayor Rudi Giuliani engineered New York's "comeback" in the 1990s by sweeping away the dirt and cracking down on crime, the pace of the city's rehabilitation outpaced the Dow Jones index. Now, in the city that coined the term gridlock, Giuliani is winning the fight against traffic congestion by combining the latest in

traffic control technology with the ancient art of skilful public relations.


With a modal split of 80 percent transit, Giuliani is clearly working at the margin but, even so, handling the travel demands of 13 million people is no mean feat. In the 1990s, MTA introduced smart cards (such as Metrocard) with different pricing options for transit users, and passes (EZPass) for motorists. The two systems are credited with making the commuter's life more bearable, according to William Wheeler, MTA's Director of Planning.

"We finally figured out that there is no such thing as an average commuter," says Wheeler. "The needs of potential transit users are actually very diverse."

The stereotype of the New York driver is the aggressive truck driver or the jaded taxi driver. Visitors to Manhattan scratch their heads when they see vehicles obediently stopping on yellow lights and keeping intersections clear. The answer lies in a brilliant blend of technology and common sense. A "Don't Block the Box" program was initiated almost a year ago. White lines have been painted on intersections; it is against the law to stop on the lines, that is, in the "box," when the traffic signals are red. Behind the scenes, the Vehicle Traffic Control Center



**CURRENT & HISTORIC AERIAL PHOTOGRAPHY LIBRARY**  
**DIGITAL & CONVENTIONAL REPRODUCTIONS**  
**AUTHORIZED MNR DISTRIBUTOR**  
**TOPOGRAPHIC MAPPING**  
**DIGITAL ORTHOPHOTO**



**Northway-Photomap Inc.**  
ISO 9001 REGISTERED

44 Upjohn Road, Toronto, Ontario, Canada, M3B 2W1  
Bus (416)441-6025 / 1-800-663-9876 Fax: (416)441-2432  
[www.photomapitd.com](http://www.photomapitd.com) / email: [info@photomapitd.com](mailto:info@photomapitd.com)

continuously calibrates 11,000 computerized traffic signals, helped by 55 closed-circuit cameras.

But backing up technology is Mayor Giuliani's personal guarantee that violators will be prosecuted. "Blocking the box" carries the threat of a \$500 fine. Besides, "when you block the box you're not really getting yourself to your destination any faster," the Mayor points out.

### Toronto's Gains Go Unnoticed

A small irony amid concerns about traffic congestion in Toronto is that the city has a worldwide reputation for its sophisticated Intelligent Transportation Systems (ITS). According to Ramesh Jagannathan, a senior project engineer with D. S. Lea & Associates who is familiar with the City of Toronto's Road Emergency Services Communications Unit (RESCU) system, "There is a constant flow of technical experts from Europe, China and cities in the U.S. who visit RESCU to see how we do it. The problem is that Torontonians

don't know how good a system we have."

RESCU is one of four similar traffic systems in the Greater Toronto Area. "Timely, accurate and useful information on traffic



London's traffic congestion drives some people to extremes

conditions helps motorists choose an appropriate route," says Scott Brammer, Team Leader with the Ministry of Transportation's COMPASS, the most extensive of the four

systems. "COMPASS does this by early detection of problems caused by accidents or slow-downs due to traffic volumes. We pass this information on to motorists by constantly updating message signs on the highway and by broadcasting information to the news media."

COMPASS relies on data from hundreds of detection loops embedded in the roadway. The data are confirmed and interpreted by skilled operators using closed-circuit cameras from the Traffic Operations Centre in Downsview. RESCU is a similar but separate system, operated by the City of Toronto, which focuses on the Gardiner Expressway, Lakeshore Boulevard and part of the Don Valley Parkway.

Visitors to the websites of COMPASS and RESCU can select views from any camera noted on the site maps. Visit [www.city.toronto.on.ca/RESCU](http://www.city.toronto.on.ca/RESCU) and [www.mto.gov.on.ca/](http://www.mto.gov.on.ca/English/COMPASS)

English/COMPASS.

### Looking for Lessons

What lessons can we learn from the experience of Tokyo, London and New York? The first is to continuously improve transit service levels by investing in capital improvements and promoting innovative fare-collection systems to attract new riders. The second is to invest in sophisticated ITS equipment to manage traffic. This prepares the ground for riskier strategies such as road pricing and encouraging road users to benefit from traffic intelligence. Finally, we need to figure out how to improve human behaviour so that available road space is used efficiently and responsibly. That may be the toughest challenge of all.

Glenn Miller, MCIP, RPP is Director of Applied Research with the Canadian Urban Institute and editor of the *Ontario Planning Journal*. He can be reached at [gmiller@canurb.com](mailto:gmiller@canurb.com) or [ontarioplanning@home.com](mailto:ontarioplanning@home.com).

This is an abbreviated version of a recent four-part series written for *Novae Res Urbis*, Toronto's leading newsletter on planning and development issues.

Visit their website for full details ([www.urbanintelligence.com](http://www.urbanintelligence.com)). The author would like to thank Ian Graham, MCIP, RPP, President of Urban Intelligence, for making it possible to visit New York to conduct research for this series. Additional research was carried out by Peter Nikolakakos, who has recently joined Urban Intelligence as a planner. David Kriger's column will return.



**Lea Associates**  
Consulting  
Engineers and  
Planners

[www.lea.ca](http://www.lea.ca)

- ❖ Transportation Planning
- ❖ Traffic Engineering
- ❖ Municipal & Environmental Services
- ❖ Road & Bridge Design
- ❖ Transportation Systems

Toronto	Vancouver	India
Tel: (416) 490-8887	Tel: (604) 609-2272	Tel: 91-11-6822908
Fax: (416) 490-8376	Fax: (604) 609-7008	Fax: 91-11-6822907



Over 25 years of dedicated service in urban and regional planning and resource management.

- Municipal Plans / Studies
- Urban and Site Design
- Aggregate Resource Planning
- Project Management
- Community Planning
- Land Development
- Government Restructuring
- Communications

### MacNaughton Hermsen Britton Clarkson Planning Limited

**Our Kitchener Office**  
171 Victoria St. N.  
Kitchener, Ontario N2H 5C5  
Phone: (519) 576-3650  
Fax: (519) 576-0121  
Email: [mhbcp@ionline.net](mailto:mhbcp@ionline.net)

**Our GTA Office**  
545 North Rivermede Rd., Suite #105  
Concord, ON L4K 4H1  
Phone: (905) 761-5588  
Fax: (905) 761-5589  
Toll free: 1-800-813-9204  
Email: [clarkson@ionline.net](mailto:clarkson@ionline.net)

## Housing

# Municipality Leads By Example on Affordable Seniors' Housing

By Dennis Jacobs



The Meridian under construction in Nepean

Leading by example best sums up the idea behind the City of Nepean's strategy to create life-lease housing for seniors. When the Ottawa-area municipality saw a need for affordable seniors' housing, it decided to begin a life-lease project. As far as Nepean is concerned, this was a one-shot effort.

"We did what we set out to do, which was to show how you could build this type of housing at no cost to the sponsor. That was our prime objective. We see no need for the City to do it again," said Dennis Jacobs, Director of Policy for the City of Nepean.

The product of Nepean's undertaking is a \$10-million, 66-unit life-lease project for

seniors, called the Meridian, located in the City's Centrepointe community. Construction was completed in December 1999. Units, which were priced between \$120,000 and \$200,000, were quickly occupied.

The stimulus for the project was the familiar municipal need to encourage affordable housing that local ratepayers can afford. Life-lease seemed to be a good fit for the type of project Nepean had in mind. It was, however, not the type of housing covered by the mandate of the non-profit Nepean Housing Corporation. So the city had to create Centrepointe Life Lease Non-Profit Residence Inc., an arm's-length corporation, to manage the design, construction

and sales for the project.

The new non-profit corporation was run by an interim board composed of senior municipal staff. Jacobs was president and board chair. Nepean's commissioner of finance, Lloyd Russell, was treasurer and City Clerk John LeMaistre was secretary. On February 3, 2000, responsibility for the corporation transferred to a board elected by residents of the Meridian.

"This project may be unique," Jacobs commented. "As far as I am aware, this is the only municipally sponsored life-lease project that has been turned over to the residents to run. In most life-lease projects, the sponsoring organization retains ownership and control."

### How the City Contributed

The City of Nepean provided the following support:

- \$35,000 in start-up funds to facilitate the engagement of Life Lease Associates of Canada as a consultant;
- a \$100,000 loan to help with marketing and sales;
- its services as an agent to purchase the land from CMHC;
- staff time to manage the project.

On its own, the Centrepointe non-profit corporation obtained a \$45,000 proposal development loan from CMHC and negotiated a

## Planning and Environmental Management

- Environmental Management
- Public Involvement
- Transportation and Municipal Planning
- Land Development
- Landscape and Urban Design

— Offices Worldwide —

2001 Thurston Drive, Ottawa, Ontario K1G 3H6  
(613) 738-4160 Fax: 739-7105, ottawa@delcan.com  
133 Wynford Drive, North York, Ontario M3C 1K1  
(416) 441-4111 Fax: 441-4131, toronto@delcan.com

# DELSCAN

**IBI**  
GROUP

professional consulting

Planning • Transportation • Design

affiliated with

Beinhaker/Irwin Associates  
Architects, Engineers, Planners

additional services include:

- Land Use Planning • Market Research and Real Estate Economics
- Traffic and Transit Planning • Urban Design/Architecture • Landscape Architecture
- Graphic Design • Municipal Engineering • Information and Communications Technologies

230 Richmond Street West, 5th floor Toronto M5V 1V6 Tel (416) 596-1930 FAX (416) 596-0644  
Other offices in Boston, Calgary, Denver, Edmonton, Irvine (CA), Montréal, Seattle, Vancouver

CMHC-insured \$7.5 million mortgage loan to help finance the land purchase and construction. Deposits for units covered the remaining costs. With brisk unit sales and full occupancy, all borrowed funds have been repaid in full

"We demonstrated that there is a demand for seniors' housing, particularly apartment-oriented housing, and we showed how to make it self-financing," said Jacobs. "This project provides a model that other groups can follow. I have already been approached by organizations who are in various stages of trying to get life-lease projects off the ground or are exploring the idea.

"The one piece of advice I would give them is to bring a development consultant on board early to do some preliminary marketing. You want to be sure that you really do have a client group out there. That can be done at a fairly low cost. Once that is determined, word of mouth and a bit of advertising will do the rest," he concluded.

Linda Lapointe, MCIP, RPP, is president of Lapointe Consulting, a private firm specializing in housing, demographic and residential planning.

She can be reached at 311markham@sympatico.ca. For more information on the Nepean project, contact Dennis Jacobs MCIP, RPP, City of Nepean, 613-580-4751, ext. 5521, or dennis.jacobs@ottawatransition.on.ca.

## Environment

### Update on Walkerton, Water and Protecting Brand Ontario

*In response to the editorial on the Walkerton situation in the previous issue, the Canadian Environment Industry Association provided this information to the Ontario Planning Journal.*

Together with Premier Mike Harris, Ministers Tony Clement and Dan Newman recently announced the details of Operation Clean Water, an action plan to ensure that Ontario's drinking water remains among the safest in the world.

Under the auspices of Operation Clean Water, inspections are being undertaken of every municipal water treatment facility in the province. In addition, the government announced details of a new regulation that will help to protect Ontario's drinking water in future. The Drinking Water Protection Regulation will apply to water treatment and distribution systems that require approval under the Ontario Water Resources Act, including municipal waterworks and other large systems. The regulation will

make Ontario's standards for the protection of drinking water quality among the toughest in Canada. Complete details on the regulation are available on the ministry's website at [www.ene.gov.on.ca](http://www.ene.gov.on.ca).

The regulation also identifies who is accountable for drinking water safety, and supports the public's right to timely and accurate information on drinking water quality. The regulation will be posted on the Environmental Bill of Rights Registry for a 30-day comment period, even though it will be in force as soon as it is gazetted. The regulation will apply to large waterworks that serve most Ontario residents. The government will also hold consultations to identify what small waterworks can do to better protect the drinking water they offer to members of the public.

The regulation applies to all waterworks that:

- use more than 50,000 litres of water on any day; or
- have the capacity to supply 250,000 or

## Avoid land mines...

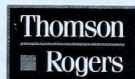


### call the land *minds*



Thomson, Rogers is a leader in Municipal and Planning Law. Our dedicated team of lawyers is known for accepting the most difficult and challenging cases on behalf of municipalities, developers, corporations and ratepayer associations.

Call Roger Beaman at (416) 868-3157 and put the land minds at Thomson, Rogers to work for you.



BARRISTERS AND SOLICITORS  
SUITE 3100, 390 BAY STREET,  
TORONTO, ONTARIO, CANADA  
M5H 1W2

FAX 416-868-3134 TEL. 416-868-3258

- more litres of water per day; or
- serve six or more residences.

The major requirements for these waterworks are sampling and testing. The Drinking Water Protection Regulation contains comprehensive requirements for the sampling and testing of drinking water. Waterworks must take regular and frequent samples of their treated water and have the samples tested for microbiological parameters (for example, total coliforms, fecal coliforms/*E. coli*), chlorine residuals, turbidity, volatile organics (for example, benzene, carbon tetrachloride) and other health-related parameters (for example, lead, arsenic).

Tests for health-related parameters must be conducted by an accredited laboratory. Tests for operational parameters can be performed by licensed operators at the waterworks. Laboratories are also required to provide the Ministry of the Environment with analytical data.

### Minimum Level of Treatment

Disinfection of water to eliminate disease-causing organisms is the most important step in the drinking water treatment process. As of December 31, 2002, all drinking water that enters a water distribution system or

plumbing must be disinfected through chlorination or an equivalent process that persists as effectively as chlorination in the distribution system or plumbing. This is consistent with the most stringent practices in other parts of the world.

Disinfection is the minimum treatment for drinking water from a groundwater source. An exemption from this requirement will only be considered if a waterworks meets certain rigorous conditions. These include approval from the local municipal council (for municipal waterworks only), approval from the Medical Officer of Health, two years of exemplary water quality test results, public meetings and installation of stand-by equipment in disinfection.

The minimum treatment for drinking water from a surface water source is chemically assisted filtration and disinfection, or an equivalent treatment process. There are no exemptions. Waterworks must have an approved treatment process in place by December 31, 2002.

### Keeping the Public Informed

Since Ontarians are entitled to know about the quality of the water they consume, waterworks owners are now required to pro-

duce and make readily available a free, quarterly report for the people to whom they supply drinking water. The report must provide basic system and water source information, outline the measures taken to comply with the regulation and summarize water testing results. First reports must be received by the Ministry of the Environment and made available to the public no later than October 30, 2000. Waterworks that serve more than 10,000 people must also post their reports on the Internet.

The public can ask to see test results, certificates of approval and copies of the Drinking Water Protection Regulation and the Ontario Drinking Water Standards. In all cases where drinking water has not been tested, or where the drinking water does not meet acceptable standards and corrective action has not been taken, waterworks owners must post public notices in prominent locations where they are clearly visible to the public. The Ministry of the Environment can also post these notices.

### Accreditation of Laboratories and Notification

All laboratories that test drinking water must be accredited for the tests they perform



**DILLON**  
CONSULTING

- Infrastructure
- Environment
- Communities
- Facilities

Vancouver • Yellowknife • Calgary • Winnipeg  
Windsor • Chatham • London • Cambridge  
Toronto • Ottawa • Iqaluit • Fredericton  
Halifax • Port Hawkesbury • Sydney • International  
100 Sheppard Avenue East, Toronto, Ontario M2N 6N5  
(416) 229-4646

## THE PLANNING PARTNERSHIP

Town and  
Country Planning  
Landscape Architecture  
Communications

Toronto (416) 975-1556 planpart@interlog.com  
Barrie (705) 737-4512 planpart@barint.on.ca



**BAGROUP**  
Transportation  
Consultants

45 St. Clair Avenue West, Suite 300  
Toronto, Ontario M4V 1K9  
(p)416.961.7110(f)416.961.9807 www.bagroup.com



# HOTSON BAKKER

A R C H I T E C T S




**ARCHITECTURE**  
**URBAN DESIGN**  
**HERITAGE PLAN-**  
**NING**

**SPECIALIZING IN DEVELOPMENT PLANNING AND VISUALIZATION FOR WATERFRONTS, CAMPUSES AND DOWNTOWNS**

**Norm Hotson**  
Tel. (604) 255-1169  
Fax (604) 255-1790  
406-611 Alexander St., Vancouver B.C. V6A 1E1

**Don Loucks**  
Tel. (416) 867-8828  
Fax (416) 869-0175  
55 Mill Street, Toronto ON M5A 3C4



**Impact Studies • Road Design**  
**Functional Design • Transportation Planning**  
**Parking Facilities • Expert Testimony**

by the Standards Council of Canada or its equivalent. Accreditation involves performance testing and auditing to ensure that laboratories follow appropriate procedures using acceptable methods.

Notification requirements about when, how and to whom reports must be made when water does not meet acceptable standards are made absolutely clear in the new regulation, and apply 24 hours a day, seven days a week. All notifications must be made to a "live" person and followed up in writing within 24 hours. When test results exceed health-related parameters or indicate adverse water quality, the following procedures must be followed:

- The laboratory that conducted the tests must immediately inform the Ministry of the Environment, the local Medical Officer of Health and the owner of the waterworks.
- Upon being notified by the laboratory, the waterworks owner must immediately inform the Ministry of the Environment and the local Medical Officer of Health, even though the laboratory has already done so.
- If the tests have been conducted on-site, the waterworks owner must immediately inform the Ministry of the Environment and the local



Photo: The Metropolitan Toronto and Region Conservation Authority

Water quality cannot be taken for granted

Medical Officer of Health.

The local Medical Officer of Health and the Ministry of the Environment share responsibility for protecting the public. The Medical Officer is responsible for declaring that drinking water is unsafe and advising the public of any precautions that should be taken, such as boiling water. The ministry is

responsible for ensuring that the waterworks owner takes corrective action.

The regulation also sets out procedures for licensing waterworks staff responsible for testing.

#### Review of Municipal Waterworks


Municipal waterworks or waterworks that supply water to municipalities must submit an engineer's report about their facilities to the Ministry of the Environment. Reports must be submitted between November 2000 and May 2001, according to a schedule set out by the ministry. Subsequent reports will be required every three years thereafter.

The ministry will set the terms of reference for the engineer's report, based on compliance with the Drinking Water Protection Regulation and the Ontario Drinking Water Standards. The report will be reviewed by the ministry, which will then issue new certificates of approval specifying the terms and conditions for each waterworks. The ministry can also require waterworks owners to upgrade their facilities.

Further information on the Drinking Water Protection Regulation and Operation Clean Water is available on the Ministry of the Environment Web site [www.ene.gov.on.ca](http://www.ene.gov.on.ca) or from the Ministry's Public Information Centre, at 1-800-565-4923; in Toronto call 416-325-4000.

*The Canadian Environment Industry Association can be reached at 350 Sparks Street, Suite 208, Ottawa K1R 7S8, or by e-mail: [info@ceia-acie.ca](mailto:info@ceia-acie.ca).*

mission impossible . . .



**THE FORHAN GROUP**

**Bob Forhan jr., MCIP, RPP**  
**Brad Rogers, MCIP, RPP**

**Land Development Management and Planning**

*residential development*  
*golf course development*  
*community planning services*

110 Pony Drive, Unit 6,  
Newmarket, Ontario L3Y 7B6  
fax: (905) 895-0070  
web: [www.forhan.com](http://www.forhan.com)  
**tel: (905) 895-0011**



The contemporary arts  
& science  
of city building

**Cochrane Brook Planning & Urban Design**  
618-555 Richmond St. W. Toronto M5V 3B1  
tel 416.504.5576 fax 416.504.9755  
[www.cochrane-group.ca](http://www.cochrane-group.ca)

## Maximum impact

## Book Pix Returns

By Robert Shipley

FEATURED IN THIS ISSUE IS THE SECOND OF OUR series on Book Pix, hot titles in the planning field as selected by our panel of planning librarians. That panel includes Margaret Aquan-Yuen of the University of Waterloo, Suzette Giles of Ryerson University and Sarah Holden of the Intergovernmental Committee on Urban and Regional Research (ICURR). As well, Bill Fitzpatrick, a planner with the City of Toronto, discusses Andrew Sancton's new book on the phenomena of municipal amalgamations. We hope you enjoy both these items.

At this time we have an interesting selection of books to be reviewed and invite any members or readers who would like to volunteer to get in touch. You get a free book, the admiration of your colleagues and province-wide exposure.

## Merger Mania: the assault on local government

Author: Andrew Sancton

Date: 2000

Publisher: Price Patterson Ltd.: Westmount Quebec.

Pages: 168

Reviewed by Bill Fitzpatrick

As a debate over the merits of the Toronto megacity continues and the Province pursues more single-tier amalgamations in Ottawa, Hamilton, and Sudbury, this short study offers a valuable contribution to the most significant restructuring of local government in Ontario since the early 1970s. Andrew Sancton, director of the University of Western Ontario's Local Government Program for over 15 years and President of the Canadian Association of Programs in Public Administration, is suitably qualified to address this complex subject.

The book was commissioned by the City of Westmount, Quebec "during a time of considerable controversy about municipal boundaries in the Montreal area . . ." Sancton reviews amalgamations from about 1850 to the present in the US, Great Britain, Australia and New Zealand as well as in Canada where he looks at Ontario, Halifax, Laval and Winnipeg. The scope is ambitious and his conclusions are perhaps drawn and advanced without a lot of supporting analysis and argument. But timing was important if the work was to influence

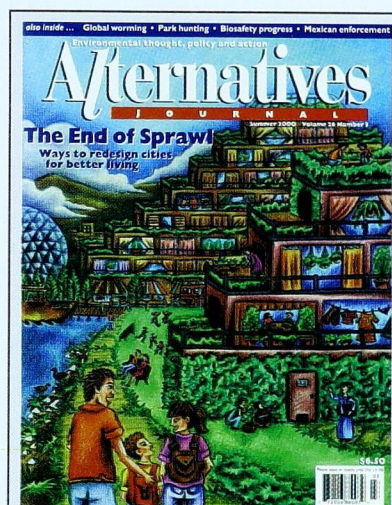
the Montreal amalgamation and boundary debate.

The less than subtitled "the assault on local government," summarizes the author's position. He bluntly asserts at the outset that "merger mania is wrong" and that he is "more interested in the quality of government institutions than efficiencies in service delivery." Acknowledging the vast differences in the cities he examines, the author concludes there is no one ideal size of city region or form of governance despite the fact this debate has been ongoing since the 19th century. He contends that "few serious thinkers" in contemporary times have considered the reduction of municipalities in city regions as desirable and there is little public support for forced consolidations and amalgamations.

So why do governments in most western democracies continue to pursue amalgamations as a public policy option to address a wide range of urban problems and issues? In Professor Sancton's terms "not all public policy decisions are made on the basis of careful and rational evaluation of alternative courses of action or inaction. Prime examples in the 1990s are amalgamations like Toronto's," which he suggests the Harris government stumbled onto "as a result a lack of research and preparation." The standard reasons offered are to reduce the cost of government, improve the quality and efficiency of service delivery and achieve economic development goals like job creation, now broadened to reflect the new

economy and termed maintaining global competitiveness.

It is Sancton's conclusion that amalgamations do not contribute to these objectives or solve any of these problems, do not save the taxpayer money, and produce an inferior quality of local government in general. The estimates of the potential savings from amalgamation have been continually reduced by the Province of Ontario and will fall further due to additional downloading of major services like social housing and transit. Sancton says we will soon be esti-



Look for the current issue of Alternatives—spectacular review of urban sprawl. Contact Michael Torreiter at:

alternat@fes.uwaterloo.ca.

## HEMSON

Consulting Ltd.

Providing a broad range of services in

**Long Range Strategy    Land Use Planning Policy**  
**Municipal Management    Municipal Finance**  
**Real Estate Advisory Services**

30 St. Patrick Street., Suite 1000 Toronto, Ontario M5T 3A3  
 Telephone 416-593-5090 Facsimile 416-595-7144 e-mail hemson@hemson.com

**ONTARIO  
PROFESSIONAL  
PLANNERS  
INSTITUTE**

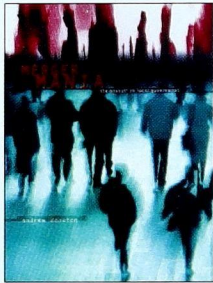
234 Eglinton Avenue East  
Suite 201  
Toronto, Ontario  
M4P 1K5

**(Return  
Requested)**

**Canadian Publications Mail  
Product Sales Agreement No. 215449**

mating the costs of amalgamation rather than savings.

Nevertheless, he acknowledges that for most residents it is now a non-issue and polls taken in 1999 suggest general satisfaction with the new City. Despite the financial challenges there have been positive developments that suggest the exercise of the enhanced political and economic muscle of an amalgamated city. The mayor of Toronto successfully lobbied with Ottawa on the homeless issue, and has been able to gain support from the senior levels of government for waterfront redevelopment. In addition, the City Charter proposal is a community-based initiative that has been gaining support in Toronto. It calls for a new relationship with the Provincial and Federal governments including more political autonomy and increased financial independence to deal with the issues and problems that the new



City region is now facing.

In the end it is Sancton's view that the problems that are supposed to be resolved by amalgamations can be addressed within more complex governmental structures and that these tend to yield better public access and stronger civic cultures.

*Bill Fitzpatrick, MCIP, RPP, works with the City of Toronto's Corporate Services division. He is a regular contributor.*

*Robert Shipley, MCIP, RPP, is contributing editor for In Print. He is also a consultant, teaches at University of Waterloo and can be reached at rshipley@cousteau.uwaterloo.ca*



Murray Pound, 1927-2000.  
See obituary, page 13.

**Lapointe Consulting Inc.**

"Established in 1989 to provide excellence in research"

- Residential Market Analysis
- Housing and Planning Research and Policy
- Demographic and Housing Forecasts
- Survey Research, Focus Groups and Workshop Facilitation
- Adult Lifestyle/Retirement Communities

Contact: Linda Lapointe, Principal

311 Markham Street, Toronto, ON M6G 2K8

ph. 416-323-0807 fax. 416-323-0992 e-mail: 311markham@sympatico.ca

**BOOK PIX**

**The Charter of the New Urbanism/  
Essays by Randall Arendt...[et al]**  
Editor: Leccese, Michael and Kathleen McCormack.  
Publisher: New York: McGraw Hill  
Date: 2000  
Description: 194 p.; ill  
ISBN: 0071355537

**The Impact of Big-Box Development on  
Toronto's Retail Structure**  
Author: Jones, Kenneth George  
Publisher: Toronto: Ryerson Polytechnic University,  
Centre for the Study of Commercial Activity  
Date: 1999  
Description: 50 p.; ill., maps  
ISBN: 0919351735

**Cities in Civilization: Culture, Innovation,  
and Urban Order**  
Author: Hall, Peter  
Publisher: London: Phoenix Giant  
Date: 1998  
Description: xiii, 1169 p., [48] p. of plates; ill.  
ISBN: 0-75380-815-3

**Ecology of a Managed Terrestrial  
Landscape: Patterns and Processes of  
Forest Landscapes in Ontario**  
Author: Perera, Ajith and David Eler and Ian D.  
Thompson eds.  
Publisher: Vancouver: UBC Press  
Date: 2000  
Description: 336 p.

**The Nature of Economies**  
Author: Jacobs, Jane  
Publisher: Toronto: Random House Canada  
Date: 2000  
Description: 190 p.

**The Woodland Heritage of Southern  
Ontario: A study of Ecological Change,  
Distribution and Significance**  
Author: Larson, Brendon M  
Publisher: Don Mills, Ontario: Federation of Ontario  
Naturalists  
Date: 1999  
Description: 262 p.

**Postmetropolis: Critical Studies  
of Cities and Regions**  
Author: Soja, Edward W.  
Publisher: Oxford: Blackwell  
Date: 2000  
Description: 440p  
REPORT PIX

**Parking Requirements for Shopping Centers**  
Author: Walker Parking Consultants, Urban Land  
Institute and the International Council of Shopping  
Centers  
Publisher: Washington: Urban Land Institute  
Description: 88 pages, diagrams, tables, maps,  
photos, appendix  
ISBN: 0-87420-828-9

Our Book Pix experts are Margaret Aquan-Yuen (maqanyu@library.uwaterloo.ca) of the University of Waterloo, Sarah Holden of the Intergovernmental Committee on Urban and Regional Research (ICURR) and Suzette Giles (sgiles@acs.ryerson.ca) of Ryerson Polytechnic University.

