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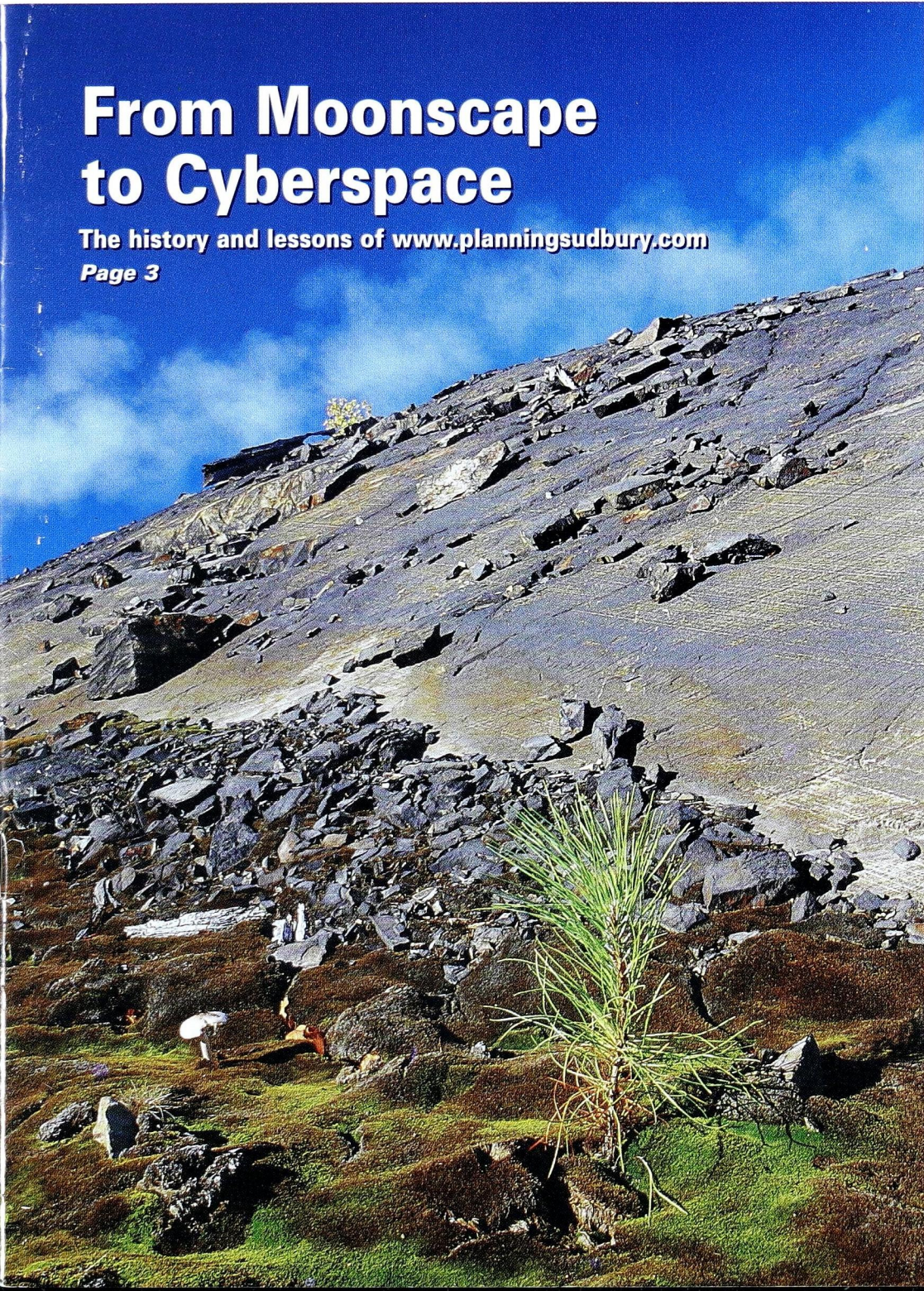
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The Ontario Affiliate of the
Canadian Institute of Planners

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BILL TO AMEND CANADIAN ENVIRONMENTAL ASSESSMENT ACT MOVES FORWARD

The bill to amend the Canadian Environmental Assessment (C-19) has now passed sec-
ond reading and has been referred to the Parliamentary Committee on Environment and
Sustainable Development for detailed review. It is expected that the Committee will
review the bill after it has finished dealing with the Species at Risk Act (SARA) bill.
Committee review of Bill C-19 will likely occur late in the fall. The earliest plausible date
for royal assent date is likely to be in early spring.

Visit the Canadian Environmental Assessment Agency website to view Bill C-19
and the Minister's Report to Parliament.

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From Moonscape to Cyberspace

By Dan Napier

Rich with natural resources, including the world's largest nickel deposit, Sudbury has been a hotbed of industrial activity since the mid-1800s. By the 1970s, the combination of intense logging, wild fires, sulphur dioxide emissions, metal deposition, soil erosion and enhanced frost action had left almost 20,000 hectares of land around Sudbury completely devoid of vegetation and another 64,000 hectares with little more than a few lonely tufts of hardy grass. The community had been dubbed a moonscape, its blackened rocky landscape so damaged that few people could be attracted to live here. But as environmental awareness rose, government, academics and industry came together to heal Sudbury's landscape by mounting one of the largest community-based reclamation efforts ever attempted on industrially disturbed lands. Like the effort that sparked the creation of planningsudbury.com, the networking and community effort behind the reclamation effort is linked to the City's future as a leader in telecommunications.

Fighting Back

Formally initiated in 1973, the Land Reclamation Program is administered by the City of Greater Sudbury, but its driving force is the Vegetation Enhancement Technical Advisory Committee (VETAC). Recognizing that an effort to heal the damaged landscape could provide local employment and enhance Sudbury's economic development, VETAC and the City agreed the Program would:

- improve the view along major highway and road corridors;
- rehabilitate Sudbury's industrially-damaged ecosystem; and
- restore the landscape of the urban environment.

More recently, the program's mandate expanded to "enhancing and sustaining a healthy natural environment for residents of Greater Sudbury through the restoration and protection of our air, land and water."

Strategically, the Program has involved:

- developing and refining effective reclamation techniques given Sudbury's challenging conditions (dry, cold climate, thin soils and high residual concentrations of heavy metals and sulphur dioxide in soils);
- determining the areas in greatest need of reclamation, given the focus on improving aesthetic value and restoration of urban neighbourhoods; and
- liming, fertilizing and planting trees using these reclamation techniques on lands in greatest need.

Overarching this strategy is the need to provide jobs, originally for students and laid-off mine workers and, more recently, for unemployed and underemployed residents. Furthermore, the program is a means of developing public/private sector partnerships. The story of this immensely successful project is told in "Healing the Landscape: Celebrating Sudbury's Reclamation Story." The book can be ordered over the internet and is one of the many attractive features of planningsudbury.com or at www.region.sudbury.on.ca/healingthelandscape.

Dan Napier is Strategic & Environmental Co-ordinator with Economic Development and Planning Services, City of Greater Sudbury. He can be reached at dan.napier@city.greatersudbury.on.ca.

Innovation in the Public Sector

The History and Lessons of www.planningsudbury.com

By Carlos Salazar and Real Fortin

In today's New Economy, cities are competing against one another to attract companies in the information and communications technology sector. In 1998, the City of Sudbury and Sudbury Hydro hosted a conference on telecommunications called "Transforming our Communities." Speakers from Dr. Lester Thurow to Frank McKenna engaged our community leaders in a dialogue about technology and the opportunities for Sudbury.

Two outcomes from the conference were significant. First, it reaffirmed Mayor Jim Gordon's direction to focus on technology as the main tool for economic diversification. Second, it increased community awareness on the potential of the new technologies, as reflected in a recent OraclePoll Research survey. The results

show that in 1999, only 33% of our residents had access to the Internet. In 2001 Internet access jumped to 67%, an increase of 100%.

Since the conference, Sudbury's community leaders have publicly and consistently made an effort to exploit the potential of technology, resulting in the creation of more than 3,000 jobs in the technology and communications sector, and the establishment of the new Northern Medical School to be based in Sudbury and Thunder Bay. The City of Sudbury has also created planningsudbury.com, a fully integrated website which combines planning functions through an intranet for the development of planning files, and the external posting of final information in the form of a public website.

Planning services on the Internet

Planningsudbury.com means that anyone can get municipal information any time, from anywhere in the world. For example, the planners' full reports, including pictures of the property, maps, and any consultants' reports, are posted on the site. Moreover, information is posted on the Web at the same time that Council receives it. The website also offers:

- the current agenda and an agenda archive;
- a complete listing of staff with e-mail addresses;
- a search feature to search all applications in the archive;
- a space where committee members present their opinions and can receive comments from the public;
- a preview of large projects completed,

under construction and proposed in Sudbury;

- comprehensive statistical information about the city to help with economic development;
- on-line application forms.

On May 17, 1999, Sudbury held its first meeting of the Planning Committee with a paperless agenda. We were surprised and pleased when at the public hearing, one of the applicants made the following comment: "My husband could not attend the meeting this evening because he is on business in Finland. But yesterday I was able to provide him with the site address, which appeared on the public notice. He was able to review the application, staff report and recommendations on line from his hotel room prior to the public meeting. It gave us the chance to review and prepare the necessary responses for tonight's meeting. Your web site is the easiest site to get around that I've ever visited. Thank you." Rita Larsen, Proprietor of Sunset Inn and Marina.

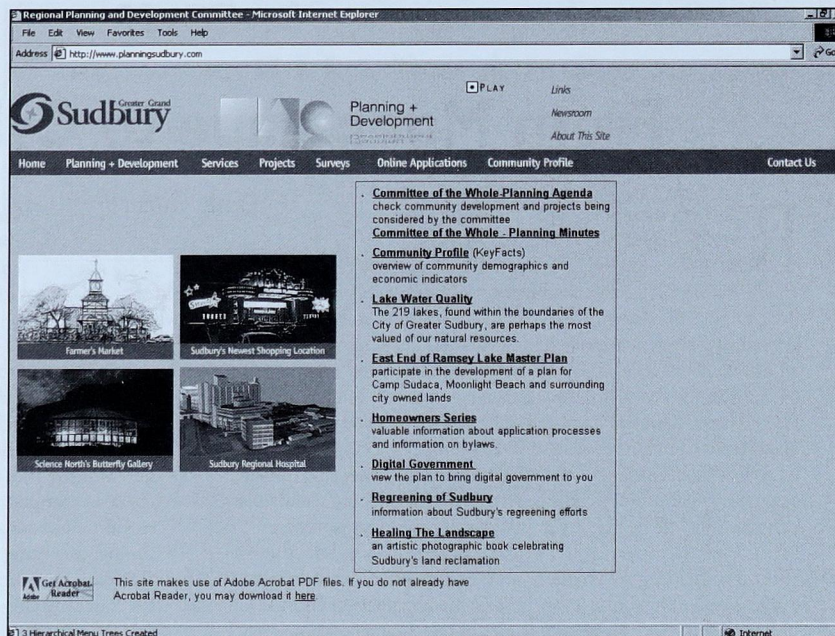
When we developed the concept of planningsudbury.com, we agreed on three principles. First, we saw technology only as a tool. Second, we wanted to use that tool to accomplish something larger than a pretty website, so we worked to increase citizen access to Council information and decision making, and to improve internal processes driven by citizen's needs, not by staff requirements. Third, we wanted to ensure that we had measurable targets to evaluate the success of the project.

We also identified the key ingredients for success:

- strong political support from Council;
- a focus first on citizen needs and only second on internal efficiencies;
- a deadline to focus resources and energy;
- a clear understanding of the benefits and costs;
- a budget allocated for the project.

The path we took to meet our objectives was unconventional for municipal government projects. Traditionally, a project of this scope would require writing a detailed business plan and a review by staff from different departments. This lengthy process would not have allowed us to meet the deadline set by the CAO. We decided not to prepare a business plan and moved immediately to refine the idea and get political support. We recognized that this project required more of an entrepreneurial approach and a certain amount of risk taking.

To expedite the process, we decided to develop a prototype in the offices of 50carleton.com, a private consulting firm. Once



Planningsudbury.com offers a rich menu of opportunities

we had a working prototype, about 60% complete, we established a cross-functional team to complete the project. After eight months we launched the planning website at a meeting of the Planning Committee. By this time, councillors had already been trained to follow the agenda from their laptops.

One Year Later

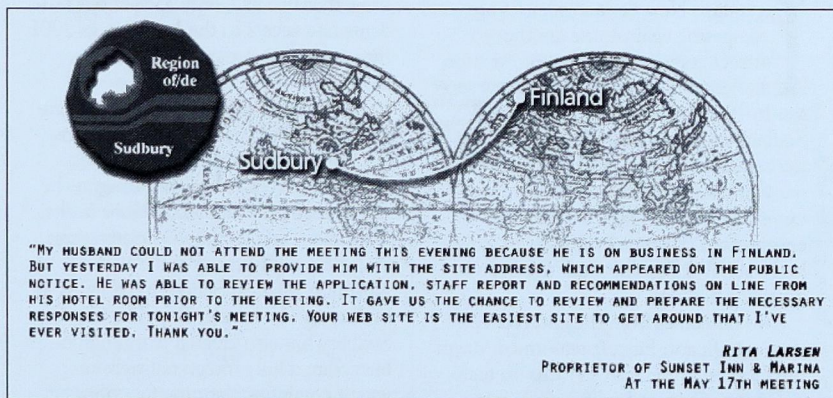
We have been monitoring the results of the project for almost a year now, and we engaged KPMG to help us evaluate the project.

Citizens now have full access to the same information and at the same time as Council receives the agenda or planning reports. Staff now get calls from developers and the community if we are delayed only a few hours in posting the information.

There is no cost to citizens and applicants to buy planning agendas and reports, as they are now free on the web. Travelling to municipal offices just to review planning information is no longer necessary. In addition, all our planning and building applications, together with citizens' guidebooks, are available on the web.

The project will have a payback of less than two years because it has reduced the cost of printing and distributing information and agendas to the public and staff.

KPMG concluded "that planningsudbury.com has been successful in providing benefits to the residents of Sudbury . . . and has achieved its primary objective of making it easier for residents to participate in the planning process."



Planningsudbury.com not bound by distance

Next Steps

More and more of our citizens and customers are using on-line planning services. However, certain groups, such as low-income families and seniors, cannot access services on-line.

Therefore the installation of Internet terminals in libraries, citizen service centres, and seniors' centres throughout the city will ensure that we reach the largest possible number of our citizens.

Based on our successes from this project, we plan to experiment with processing development applications completely on-line, and in

the near future, a Sudbury citizen may be able to comment live on planning applications from one of our Citizen Service Centres or from home, without having to come to City Hall.

We do not believe that technology can replace face-to-face contact, or the energy and enthusiasm that develops when a planner gets out of the office and works directly with a community. Great communities are not measured by how efficiently we process development applications or how intellectually sound our planning reports are. As Max De Pree, a

writer on leadership, said: "The quality of the community cannot be seen in terms of the best-off part of the community; it is measured in terms of how the most vulnerable people are doing." The web is a great tool for planners, but it is not the purpose of planning.

Carlos Salazar, MCIP, RPP, is a senior planner with the City of Greater Sudbury. Real Fortin is principal of 50 Carlton, a Sudbury-based marketing and communications consultancy.

5 / FEATURES

First Nations not just another community

Planning in a First Nation Community

By Dave Stinson

The planning issues that a First Nation community deals with are much the same as those of any small municipality: residential housing, environmental protection, economic development. What is different is that planning takes place within the context of the relationship between Aboriginal People and the Crown. Each community functions as an autonomous unit within the bounds of the Indian Act, but federal legislation, guidelines and policies regulate almost every aspect of life.

Over the past 30 years, the federal government has increased its efforts to download services and promote self-government. Tribal Councils, such as the one I work for, have been created to assist with this process. We provide professional advice on technical, financial, and policy matters to First Nation communities.

Most of the communities are confined to relatively small, isolated, sometimes discontinuous parcels of land, some of which are only marginally habitable. Preserving the function of natural features is hard to do when the community needs space for housing lots or economic ventures. Because the Council itself usually acts as the developer of commercial and residential property, the administrative role of controlling growth is merged with the entrepreneurial role of an active participant. This inherent conflict can leave planning as the weak link in the development chain.

The officials I work with generally agree that thinking ahead about the efficient and proper use of their resources is a good idea. The decision-making process, however, does not usually proceed in a formal, linear fashion.

Community members often resent direct surveys, since they have been studied to death in the past.

The community development concepts I learned at the University of Guelph's School of Rural Planning and Development fit well with the native ethos. Local wisdom is respected and public consultation is often

Preserving the function of natural features is hard to do when the community needs space for housing lots or economic ventures.

practised. However, the process can be time-consuming. Although immediate needs often benefit from a thorough discussion, strategic initiatives can get bogged down as participants keep revisiting previous steps rather than moving on to the next one. Individual projects sometimes proceed without being considered as part of a comprehensive approach. Seeing a building going up is more satisfying than striving for consensus on long-term goals. Also, the two-year terms for Chief and Council sometimes mean that objectives set during one mandate are not carried forward when there is a change in leadership.

The work is varied and interesting. I find myself doing everything from struggling with the complexity of projecting the size and composition of an aboriginal population, to facilitating an economic development strate-

gy, to studying the implications of new environmental legislation on First Nation territory.

Sometimes, an issue can drag on for years. When I first arrived, one of our communities was already engaged in negotiations for the return of 100 acres that had been bought by the government a century ago for a light station. In the late 1980s, the station was fully automated. The Council sees this land as part of their territory and would like it back—but not before any environmental degradation has been remediated. The cash-strapped Coast Guard has moved slowly through the research phases of an Environmental Assessment. An agreement on clean-up is yet to be forthcoming.

During my background research of the site's environmental concerns (hydrocarbon and heavy metal contamination of soils, flaking lead paint from buildings, asbestos debris, unknown contents of a former land-fill site), I made a surprising discovery. Apparently, a lighthouse keeper in the early days had confessed on his deathbed to killing two local fishermen. It was thought that their bodies had been thrown down a nearby well. No physical evidence has ever been found, but it seems their "ghosts" have continued to "haunt" these negotiations, which still drag on.

At other times, matters can be resolved more easily. The Emergency Services department of one Council determined that improved road access for a cottage subdivision was necessary to maintain a fast fire and rescue response time. The cottagers became alarmed when the Public Works crew began clear-cutting part of a 66-foot road

allowance. They were more than happy with the emergency services provided by the Council, and felt that the quiet and natural beauty of the area would be destroyed by this plan.

I visited the site and attended a meeting with the parties. It was clear that Emergency Services did not want to compromise their level of professionalism and the Cottage Association did not want to compromise the reason their members visit this community. I was invited to explain the Council's position to the cottager's annual general meeting. This chance to answer questions and present the issues to a larger audience proved useful.

It allowed the cottagers to feel they had been consulted and helped defuse some of the misunderstanding that could have led to confrontation. The traditionally friendly relations between the cottagers and the First Nation were maintained. In the end, the amount of access required was found to be much less than originally thought, and clear-cuts were limited to the cart-width needed.

I enjoy working with Aboriginal people. Although I am obviously non-native, I share the last name of some community members and one of my colleagues likes to surprise people by introducing me as a former chief's brother. I have met many wonderful individ-

uals, shared delicious potluck meals made with wild game and fish, even been honoured to participate in numerous smudge ceremonies. Despite the challenges of my job, I believe that our communities are beginning to move towards self-determination and I am glad to have played a small part in helping them achieve their destiny.

David J. Stinson has been the Community Planning Advisor at the Ogemawahj Tribal Council for the past four years. This organization serves six First Nation communities in the region between Rice Lake and Georgian Bay.

Learning is an art

The Ten Habits of Successful Cities

By John Farrow

A few years ago, in a roundtable discussion involving visitors to Toronto and leaders from the local community, one of the visitors asked why Toronto was a success. Surprisingly, there was very little agreement among local representatives on why the city was the way it was. This lack of shared understanding concerned me, because if we don't know how to nurture the good things in our city, how do we build for the future? It is almost as though planners, and others who think about cities, suffer from the malaise that plagues art critics, "They know what they like when they see it, but don't know how to produce it themselves."

Cities are developing constantly and their livability is the result of many inter-related individual and group decisions. Some communities consistently make better decisions than others, but there is little understanding of why. Research on organizations suggests that success depends on those who make or influence decisions having a set of enduring fundamental values. It would

therefore seem reasonable to presume that values are important to the success of cities and influence everything from who is elected to spending priorities. However, a review of the literature reveals little research that links city culture and values to their success. What little work that has

People). The Covey model is useful because his practical advice is designed to address the human dimension of day-to-day decision-making.

What follows are ten suggestions concerning the habits that citizens and those who provide civic leadership need to cultivate in order to create and maintain a successful city.

I. Proactivity

Collective action is difficult at the best of times, and in a world of rapidly changing knowledge and circumstances, it is easy for a community to become confused and passive. This condition undermines the sense of collective purpose. A commitment to proactive problem solving helps to combat this. The benefits of proactivity are particularly evident in times of crisis. The community response to the earthquake in Kobe, Japan, not only led to

an amazingly fast recovery, but created the momentum to address other problems that predated the earthquake. Another benefit of being proactive is provided by the city manager of Manchester, who stated that the act of regularly pursuing major international events helps renew his city's sense of



Kobe, Japan, after the devastation

been done in this field has an academic focus that is not immediately useful to practitioners.

This article is a modest attempt to respond to this need and deliberately uses the writings of Steven Covey as a starting point (*The Seven Habits of Highly Effective*

community. Communities that are proactive learn more, learn faster, build a sense of community and ultimately achieve more.

2. Shared Visions

Cities thrive on diversity and therefore require a multitude of visions. This is because corporations have a singularity of purpose that can be captured by a single vision, while a city is in effect a community of communities. Each strand of community needs its own vision, but there must be sufficient commonality to provide the focus for collective action. As time passes, these visions must evolve and change if they are to stay current. This requires that they are actively discussed, debated and updated. A test of the clarity of that vision is our children choose to live and work in their home city after they have completed their inevitable travels. What draws them back is not just the way their home city is today, but the way they expect it to be in the future. In order to win their commitment we must offer them a promise — a vision of what is possible.

3. Doing first things first

Set priorities, organize around these priorities, and be disciplined in taking action. This habit is difficult, even for organizations that have clarity of purpose. For complex communities, like cities, it is almost impossible. The problem is demonstrated by a review of nodal development in the GTA by the Canadian Urban Institute that revealed that the link between official plans and capital budgeting was generally poor. Across almost all GTA municipalities, when decisions were made about how to allocate resources, short-term needs displaced the commitment of resources to address important issues that did not provide immediate benefits. We all understand the pressures that lead to these decisions but successful cities need to develop the habit of balancing the "urgent," with the "important," so that bigger, long-term issues get addressed. The problems of urban sprawl and inadequate transportation are the product of consistently ignoring the long-term consequences of piecemeal land use decisions.

4. Community Building

To be successful, an individual needs a sense of self, and for a city to be successful it needs a sense of community. This sense of community is built on historic founda-

tions and on the values of tolerance and reciprocity. Much of the population growth in large cities comes from immigration. This heightens the need to constantly redefine the sense of community. For renewal to occur, the community must embrace the values of tolerance, inclusion and mutual respect. A good example of a community that has a commitment to the value of community building is the City of Portland, where the neighborhood associations have taken on the responsibility for supporting new arrivals and integrating them into the local community.

5. Caring

Cities bring people together in immediate and often unpredictable ways that confront individuals and institutions with the reality that many have needs that are not being met. How the community recognizes and responds to these needs shapes internal and external relationships. In order to relate effectively with other communities around the world, a city must have the ability to recognize and respond to human need. The tradition of extending a helping

hand to those in need is strong in Canadian cities, as demonstrated by the ability to collect donations for disaster relief for the recent Indian earthquake. This ability to care is essential for long-term success.

6. Achieving concrete results

Collective action inevitably requires lots of communication, but in order to move from talk to action there must be a focus on delivering concrete results. This is important because many human needs are urgent and must be addressed within a specific time frame. For example, every year that we defer effective action on homelessness means that lives will be lost on the street. Deferring decisions often results in inaction and wasted effort. Focusing on achieving concrete results ensures that we make the best use of limited resources.

7. Open Communication

Communities and relationships between communities are built on shared knowledge and understanding that is nurtured by effective communication. This requires that institutions listen empathetically so that

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needs are understood. Messages need to be communicated openly and clearly, and then checked to make sure they are well understood. One of the biggest challenges facing cities is to facilitate two-way communication, so that each sector of the community stays in touch with the aspirations of the others.

8. Connecting to the world

Cities can be comfortable places to live in a rapidly changing world. They connect us to the global community and at the same time

help us cope with it. To perform their role, cities must stay connected to a world network of cities that simultaneously cooperate and compete. Staying connected requires the management of a complex set of economic, social and cultural relationships. It is through these relationships that the city will understand how to constantly renew itself and earn its way. Many Japanese cities, of which Yokohama is a good example, recognize the need for long-term relationships that involve a broad cross-section of citizens and have programs

designed to build these relationships with other cities.

9. Holistic thinking

The complexity of cities tests our understanding and patience, and we are therefore faced with the constant temptation to respond to issues with "quick fix solutions" that are not fully thought through. A successful city pays attention to its basic values and priorities and uses these as the basis for holistic and innovative problem solving. The consequence of deficit spending by governments, even during periods of economic growth, has resulted in periods of painful adjustment during the last decade and raises questions about whether sufficient effort was devoted to finding innovative solutions in those earlier times.


10. Investing in the future

Cities are built on the legacies left by earlier generations and at the same time are providing legacies for future generations. Some generations leave better legacies than others. Those who care sufficiently about those who follow consume less and invest more so as to provide a better foundation for future success. The post-Olympic decisions made in Toronto with respect to its waterfront will determine the quality of the legacy left to future Torontonians, for example.

It would be naive to think that a single set of rules provides all the answers necessary to address all situations and the limitations of the above list will be apparent to most readers. On the other hand, what guides us in day-to-day decision-making must be simple enough to be remembered in order to be of practical use. These suggestions are intended to offer a reasonable compromise between comprehensiveness and practicability.

I believe that there is an urgent need for more useable research and analysis that will help guide those making decisions about the future of cities, so please think about this future and make your own contributions. Decisions that shape our cities are being made every day. Some are good and some are bad, the problem is we have only a vague idea which is which.

John Farrow, MCIP, RPP, is a management consultant and expert in strategic planning. He is also the Ontario Planning Journal's contributing editor for management issues. He was most recently president of Toromont Energy Ltd., and, before that, the Canadian Urban Institute. He can be reached at jfarrow@LEA.ca.



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Ottawa 2001 raises the bar to new heights

By Glenn R. Miller

Maybe it was the size of the event—750 delegates at last count. Maybe it was the charm of a buzzing downtown setting—cocktails in the corridors of power are intoxicating, don't you know! Most probably, it was the depth and breadth of the program and its successful delivery. In the end, the conference was greater by far than the sum of its parts. Credit must go to the organizers for delivering a conference that was a treat to be a part of and a credit to the profession.

Sunday's opening reception took us into Parliament, where the swooping stone arches provided impressive cover for a revved up crowd. Some diverted to a riverboat tour; others dined in the Byward Market. Many delegates had families in tow, and the momentum carried through to the opening day.

The conference chairs (Pamela Sweet and Robert Tennant) and the program chairs (Marni Cappe and David Gordon) handled surprises with aplomb. Sir Peter Hall cancelled only days before, but his substitute proved to be an inspired catch, someone who had already impressed at an earlier smart growth conference in Burlington. John Frece, from the smart growth office of Maryland Governor Parris Glendenning, is someone worth hearing.

Smart Growth— When the Penny Drops

By now, the factors that spawned the movement to smart growth are well known: too many large lots, abandoned neighbourhoods and a pattern of disinvestment in the inner cities of America leading to sprawling, uneconomic development patterns completely dependent on cars for mobility. When John Frece, stand-in keynote speaker at the Ottawa joint conference, lobbed these nuggets to more than 700 delegates on the morning of July 9, wise heads began to nod. We've heard this, they were silently saying.

Then Governor Parris Glendenning's special advisor on smart growth began to deliver the "measles" graphics—a density map of every decade from 1900 to the present. Delegates watched in awe as Frece's maps of the State of Maryland evolved from a thin network of red spidery veins

linking a few cities at the turn of the last century to a thickening—some would say sickening—web of urban sprawl covering much of the state. "This is what sparked the governor's interest in smart growth," Frece related to a hushed audience. "The last 25 years' growth has consumed more

land than the previous 300 years," he stated. "That's what drives this agenda."

Having captured our attention, Frece proceeded to provide chapter and verse on the reasons smart growth is being tackled with such gusto in the U.S. Candidly admitting the political realities that shape



Street party hugely popular



OPPI president Dennis Jacobs chats with conference delegates

decision making, Frece sparked a polite groan when he revealed that growth management legislation is based on achieving gross densities of no less than three units per acre. (The smugness of that response would have been tempered somewhat had it been revealed that gross development

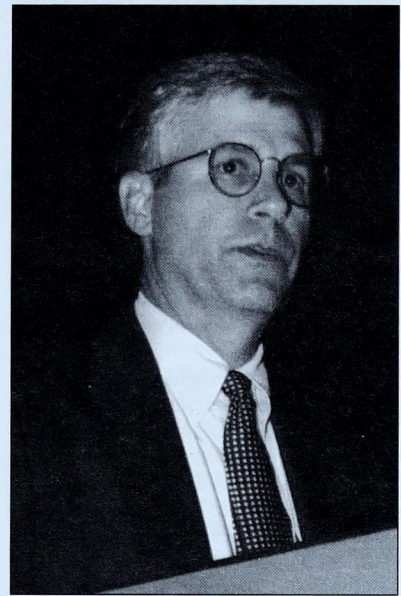
Ten lessons from the Maryland experience

1. Balance rural and urban interests.
2. Build political support.
3. Build on a historical commitment to land use planning.
4. Preserve local decision making and accountability.
5. Encourage strong environmental support.
6. Promote economic growth.
7. Ensure certainty.
8. Be fiscally responsible.
9. Communicate and use information intelligently.
10. Provide consistent and inspired leadership.

densities in the 905 area surrounding Toronto are less than one unit per acre.) More impressive than that was a series of "anecdotal" examples (to use Frece's own words) of how his office steps in to effect compromise and stop un-smart growth. A favourite example (taken up in the coffee breaks by inspired delegates) was the story of a university facility planning to break ground in a cow field far from the urban core that was dragged by the scruff of its neck into a rehabilitated heritage building downtown. The cow field became a metaphor used throughout the question period.

The comprehensiveness of the Maryland approach was as impressive as Frece's graphics. From a revamped building code to clear barriers presented for developing heritage structures to innovative solutions to protecting agricultural reserves, Maryland is clearly a leader in smart growth. It also began to register with the audience that smart growth is far more than planning. It is carrot and stick financial incentives, and imaginative legislation to circumvent the frustrations inherent in home rule charters municipalities (coming soon to B.C.). But most of all it is about leadership, the kind that begins with a sudden realization (the measles maps) and continues with the care-less attitude of a term-limit governor happily bent on implementation. Maybe there's a message for Canada there.

edge. Ron Soskolne laid out an argument for public sector led urban placemaking, while in another room, delegates sank lower and lower in their chairs as the size of the air quality challenge was spelled out. Ottawa's experience is telling: putting together a kit of tools to tackle climate change issues locally is not the first recommended step. "We didn't have our own house in order," Mary Anne Strong of Environment Canada confessed. "We



John Frece

Break Out Sessions Offered Much to Choose From

The morning sessions stretched the mind from climate change to the planning of national capitals and some fascinating insights from members working overseas. A panel put together by the Canadian Urban Institute showed why being a professional in third world countries requires ingenuity as well as knowl-

couldn't say to corporations, the public sector is leading by example." Next door, an intensive workshop on rural planning and large livestock facilities took on the intensity of a cattle auction, with Wayne Caldwell showing his skills as an entertaining facilitator. "What am I bid for this remarkable suggestion on how to integrate large barns into the landscape?" The range of experience from across Canada came out strongly in this session, demonstrating the value of a national scale conference as a forum to find fellow campaigners as well as to pick up new ideas.

Sir Peter Hall's talk was pre-recorded and presented on video at lunch. The ability to link cultural and technological activity is key to answering philosophical questions such as "Why do cities have golden ages?" The perspective offered in Hall's talk helps planners prepare for the future.

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Jurassic Office Parks Where Dinosaurs Roam

In the afternoon, the sessions continued at full energy level. Planning for growth in the high tech sector offered a range of insights into why high tech is not just another employment use. John Jung, who is now with the Greater Toronto Marketing Alliance, deserves credit for continuing to stay ahead of traditional thinking. His overview of world trends was thoughtful and full of signposts to further research ideas. We were also treated to a new term, "Jurassic Office Park," to describe the space-extensive, no-value-added office campuses from another era that have no investor appeal today. And the irony of investing heavily in green buildings in decidedly un-green auto-dependent locations contrasts with the appeal of suburban centres which offer in-stock amenities sadly lacking in campus locations. The urban design charrette was well attended and much appreciated. (Look for a report in the next issue of the Ontario Planning Journal.)

The next day, following a much enjoyed street dance in the Byward

Market, the technology park theme continued with many interesting examples. A prize for clear communication should be awarded to the gentleman from the U.S. who, substituting at the last minute, embarked on a presentation without the benefit of a PowerPoint show. Guess what? He was great. People listened and understood just fine. A key point to take away on tech parks is the double-edged sword of preserving development flexibility versus risk management. Many "tech bullies" use their brand name to demand outrageous development standards that they never use, and insist on lease terms that give no bankable safeguards for the developer. Another favourite was a presenter from Red Deer whose plans were focused on implementation. Her test of revitalization success was when the local pizza shop adopted the proposed new community name on its delivery map.

A potentially dry but ultimately rewarding session was on the rules governing wireless communications. The most animated speaker of the conference (with lots of content) was lawyer Steven D'Agostino

of ThomsonRogers, who made legal principles sound interesting.

Planners are Brain Alive (not brain dead)

John Barber, *Globe and Mail* columnist, gave a wry commentary that hid some important messages: planners can be leaders, create value for the community at large, help create partnerships and use leverage to everyone's advantage. After spending several days with planners, Barber felt compelled to refute his comments from several years ago: Planners are Brain Alive. Comments from the floor reflected a broad range of interests and opinions, and some challenged the Vancouver event next year to focus on how we can speed up our success rate. Look for further commentary and the text of Allan Gotlieb's fine keynote speech in the next issue.

Glenn Miller, MCIP, RPP, is editor of the Ontario Planning Journal and Director of Applied Research with the Canadian Urban Institute.

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WOW—What a Conference!

By Dennis Jacobs

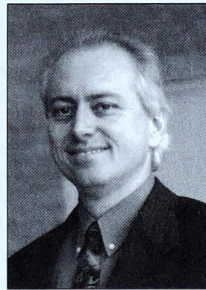
The "wow" factor was everywhere in Ottawa this year ... from the record-breaking registration of 750+ participants to the impressive breadth and scope of the program and a truly out-of-this-world array of social events. Many thanks to the Conference Committee co-chaired by Pamela Sweet and Robert Tennant and their team - Marni Cappe and David Gordon - Program (even a last-minute cancellation by Sir Peter Hall didn't faze these two); John Moser - Sponsorship; Marc Sarrazin - Social; Tony Sroka - Treasurer and Mike Boucher - OPPI Golf Tournament. Of course, it goes without saying that staff at both CIP and OPPI offices were indispensable in both organizing and delivering this conference. Hats off to Steven Brasier - CIP and our own Mary Ann Rangam who led the combined team. The ever-present support of Christine Helm, CIP, and Robert Fraser on registration and for general trouble shooting, deserves a special thank you. Kimberly McCarthy-Kearney, CIP, and Loretta Ryan, capably handled communications with some good coverage in both print and television. Dean-Na Eadle-McGlynn, CIP, and Gerry Smith also seemed to be everywhere helping the cause.

Special thanks to all of the on and off-site student and member volunteers. Finally, a conference just doesn't happen without the support of the membership, both working in the sessions and those who took the time from busy lives, to make this a very special and successful event. Thanks to all of you for your enthusiasm and compassion.

Policy Innovation

The banner of Smart Growth is unfurling across Ontario (and indeed across the continent). Governments at all levels are attempting to come to

grips with growth (or in some areas the lack of it). The Institute has risen to accept this challenge in a number of ways - by issuing a position paper on Smart Growth and growth management in June; through active participation in the recent round of consultations by the Ministry of Municipal Affairs and Housing and; by sponsoring and participating in Smart Growth events held in Burlington, Ottawa and Toronto. This is clearly a time for OPPI to speak on the topic of Smart Growth, as its principles are foundations for our profession as a whole.



Dennis Jacobs

In addition to the above activities, OPPI will soon be releasing a research report prepared by Melanie Hare of Urban Strategies Inc. entitled *Exploring Growth Management Roles in Ontario: Learning from "Who Does What" Elsewhere*. The paper will highlight best practices with respect to tools and implementation and will provide new approaches to urban and rural growth management. This report will be a critical piece for furthering the role of the Institute as a key player in policy development. It will serve as a strong foundation for OPPI to speak out on

behalf of the membership on provincial issues affecting our communities and quality of life. The paper will be released this fall and highlighted at our Policy Symposium on October 19 in Kitchener.

In closing, let me say that there was a common message delivered in the keynote addresses of John Frece, Allan Gotlieb and John Barber: It is a time for strategic thinking and more importantly, action and professional planners are uniquely positioned to be forefront of this activity. We need only to step forward and take the baton.

Dennis Jacobs, MCIP, RPP, is President of OPPI and Director of Planning, Environment and Infrastructure Policy with the new City of Ottawa.



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Correction

In the May/June 2001 issue of the Journal, we incorrectly reported that Faye Langmaid, winner of the Gerald Carrothers Graduate Scholarship, had received her undergraduate degree from the University of Saskatchewan. In fact, Faye graduated from the University of Toronto with a degree in landscape architecture, and later taught at the University of Saskatchewan while working as a landscape architect/planner in Saskatoon. We apologize for the error.

Congratulations to the following new Full Members

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Tom Cadman.....	CD.....	Reg. Mun. of Durham
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Scott Duff.....	SD.....	Ecologists Limited
Naomi Faulkner.....	CD.....	City of Toronto, North District
Susan Fish.....	CD.....	Ontario Municipal Board
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Karl Van Kessel.....	CD.....	Earth Tech Canada Inc.
Sybelle Von Kursell.....	CD.....	Ontario Municipal Board
Gerda Wekerle.....	CD.....	York University, Faculty of Environmental Studies
Kathleen Willis.....	ED.....	Kathleen Willis Consulting Ltd.

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Erik Cyr.....	ED.....	City of Clarence-Rockland
Derek Dalglish.....	CD.....	Entra Consultants
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Full Members removed from the rolls

The following people have been removed from the membership rolls of OPPI and are no longer eligible to use the designation "Registered Professional Planner" or "RPP" in accordance with the Ontario Professional Planners Institute Act, 1994:

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 Bricker, Karen (c)
 Curtin, J.A. (c)
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 Faintuck, Arnold (o)
 Forrest, Norma (c)
 Grosskopf, Martin (c)
 Haley, William P. (sw)
 Harris, M. Louise (sw)
 Hough, Michael (c)
 Hurlen, Lars a. (n)

Kremers, Onno (e)
 Laliberte, Chantal (e)
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 Moroz, Mary E. (c)

Central

Paul Bedford, MCIP, RPP Signs On For More

Few planners can work a crowd more effectively than Paul Bedford. Since taking on the challenge of creating an official plan for the new City of Toronto, Paul has mesmerized audiences in many different settings with his blunt comments, colourful

metaphors and, most importantly, his passion.

All of these characteristics were on display at a recent breakfast session organized by the Canadian Urban Institute and Urban Intelligence. Billed as the "fourth annual" update on progress made in creating the new plan, the messages from Toronto's chief planner were clear. If Toronto slides into mediocrity, it is not because we have not been warned. His theme of "connecting the dots" showed the importance of not losing

sight of the big picture while still focusing on specific goals. "We know everything is connected to everything else," he reminded his audience. "There's little point excelling in one area but ignoring another. We have to think comprehensively."

Questioning from the 150 plus crowd pushed Bedford to explain why he had signed a new contract when other senior officials were leaving the City of Toronto in droves. "My first presentation to this audience was on the 25th anniversary of starting

Meet Your Colleagues

The following profiles are intended to illustrate the breadth and depth of the membership.

Wesley Crown, MCIP, RPP

Wes is Director of Planning & Development for the Township of Tay, which is in north Simcoe County on the shores of beautiful Severn Sound. Tay is an amalgamated municipality, created in 1994, along with the other 15 new municipalities in Simcoe County. The "new" Tay is a small urban-rural municipality with four main settlement areas (two fully serviced), a strong rural and agricultural community, a core of natural heritage areas linked to the waters of Georgian Bay, and a population of almost 10,000.

A graduate of the University of Waterloo (BES in Geography), Wes came to his chosen planning field after a stint in the pipeline industry with TransCanada Pipelines and with Northern and Central Natural Gas.

After 14 years in the same job with the same municipality, Wes tries to explain how it is that he continues to enjoy going to work every day. "Working at Tay has afforded a wonderful range of planning challenges which tests my creativity and talents on a daily basis." From the restructuring efforts in 1993 leading up to amalgamation in 1994, to preparing a new Official Plan in 1997-1998, and directing the preparation of a Sidewalk System Master Plan last year, Wes has dealt with the full range of planning issues and matters in his time at Tay.

Tay continues to provide more than its fair share of challenges as it enters the new millennium. "As we have many of our major planning documents completed, the

focus now will be on the physical planning issues presented in Tay." Wes cited the need for a community improvement plan for Port McNicoll and Victoria Harbour and the development of a linear trail plan for the CNR corridor as major projects that he will be working on in the coming year. Port McNicoll was the subject of a cover story in the Ontario Planning Journal a few years ago.

Working in a small municipality, Wes will continue to have to deal with building permit issues, severance applications, and even a few questions about "stoop and scoop by-laws." In addition to his planning duties, Wes is also responsible for the management and provision of By-law Enforcement and Building Services in Tay.

Wes has been active with the Institute, most frequently in program delivery in the Simcoe-Muskoka sub-District area. Most recently, Wes was on the organizing committee for the 1999 OPPI Conference held at Blue Mountain.

Rosalind Minaji, MCIP, RPP

Rosalind Minaji has been with the City of Burlington Planning Department since 1989. She claims it is an excellent place to work for a number of reasons:

- A progressive Council that maintains a courteous relationship with staff.
- The ability to work on a wide variety of projects and issues. "There's always variety and an opportunity to learn."
- Management who empower planning staff to sign their own staff reports and present them in person at Council.
- Friendly, motivated co-workers who enjoy what they do.

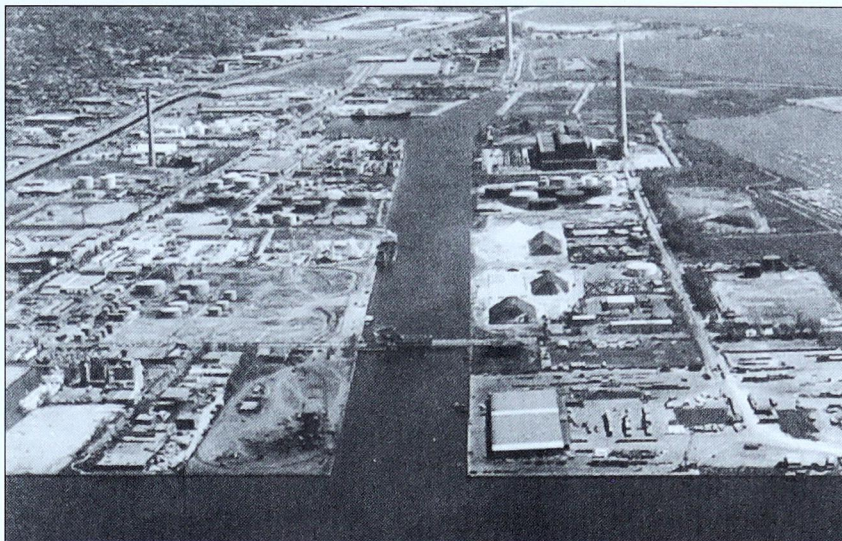
Some of the projects that Rosalind has been involved with during the past few years include:

- Midtown Mixed Use Centre Secondary Plan: A review of the mixed-use centre surrounding the Burlington Mall. The existing secondary plan for the area is being scaled down to reflect changes in transportation infrastructure and development potential.
- Group Homes Review: A comprehensive evaluation of Burlington's ten-year-old group home registration and zoning by-laws. The review included surveys of residents surrounding existing group homes, a literature review, GIS mapping and an assessment of other



Rosalind Minaji

- municipal by-laws.
- Chair of the Hamilton Harbour Watershed Planning Network: A group of representatives from municipalities and other agencies working to promote sound planning, stewardship and remediation of the Hamilton Harbour Watershed ecosystem.
- North Aldershot Inter-Agency Review: Development of a secondary plan to recognize the unique social and environmental characteristics of the study area.
- RV Parking & Storage: A working group composed of citizens, staff and Council members who reviewed the zoning regulations for recreational vehicles.
- Official Plan and Comprehensive Zoning By-law Review: Production a streamlined and updated Official Plan and Zoning By-law for the City of Burlington.



Waterfront to be the focus in post-Olympic era

with city planning," he said. "I thought about leaving, I honestly did, but I decided to stay because I know we can get this done. We don't have a choice."

One of the documents produced by Bedford's staff is a "no-holds-barred" com-

mentary on what senior levels of government have to do to get rental housing built. "It even has letters signed by the developers," Bedford pointed out. Also coming soon is the new waterfront plan, which, now that the Olympics is going to Beijing, is the doc-

ument that promises to push redevelopment of Toronto's waterfront forward.

Eastern

Smart Growth and Enterprise Culture in Eastern Ontario

By Don Maciver

Ottawa hosted its Smart Growth Summit in Ottawa City Hall on Laurier Avenue over five days from June 14 to June 18. Part of a larger project called "Ottawa 20/20," the summit was held to launch and guide the City in developing a new Official Plan over the next 18 months.

The City brought in influential speakers such as Mike Burton, who heads the regional government in Portland, Oregon; David Crockett, who has led the transformation of Chattanooga, Tennessee, into one of the greenest cities in the U.S.; Andres Duany of "New Urbanism" fame; Glen Murray, mayor of Winnipeg, who spoke on "Local is Global," and Mike Harcourt, former mayor

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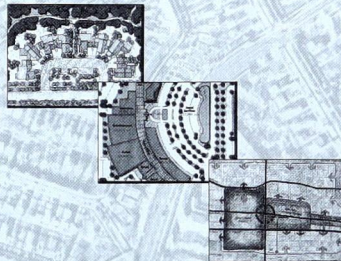
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of Vancouver and premier of British Columbia, who spoke on sustainability.

Richard Florida, director of the Center for Economic Development in Carnegie Mellon University's Heinz School of Public Policy and Management, discussed what it means to be a "Smart" community, including the role of technology and diversification. Sir Peter Hall, brought in by satellite feed, was a keynote speaker at the Opening Ceremonies, along with Toronto's A.J. (Jack) Diamond, winner of the 2001 Royal Architectural Institute of Canada's Gold Medal for lifetime achievement as well as an Award of Excellence for Innovation in Architecture.

In his opening address, Mayor Bob Chiarelli spoke strongly on the need to renew the municipal/provincial/federal partnership. Cities are the engines of the national economy, he said, and are not sustainable if they must depend solely on the property tax for funding. The Eastern Ontario District intends to be an active participant in the development of the Official Plan and is looking forward to the publication of the OPPI Policy Paper on growth management strategies.

The sessions were broadcast on Rogers



(Left to right) Duncan Bury of the University of Waterloo Alumni Association, Bruce Thom, City Manager for the City of Ottawa and Ron Clarke, EOD Chair at a joint OPPI / Waterloo Planning Alumni event at the Dow's Lake Pavilion

Cable and simulcast on the web using RealPlayer technology. Webcasts are being archived for those interested in viewing the presentations and may be viewed in the near future at www.ottawa2020.com or through the City's web site at www.city.ottawa.on.ca

Another significant recent Eastern District event was a joint OPPI/Waterloo Alumni Association meeting held on a perfect June evening at the Dow's Lake Pavilion. Our guest speaker was Bruce Thom, City Manager of the new City of Ottawa. In his address, Bruce Thom said he was the link between people who want things done and the people who get it done. He spoke of the "enterprise culture" being fostered at City Hall. This means being more businesslike and efficient. He also spoke of "point-of-service strategies" to bring government to the people and the establishment of centres of expertise, emphasizing particularly the identification of services within the City that can be shared across departments. Some of the challenges are managing expectations, the huge infrastructure gap brought about by recent unprecedented growth, building the new organizational culture from the eleven previous units and smoothing out all the differences in fees, by-laws and personnel and administration policies.

The Eastern District membership is also participating in a Task Force on Public/Private Partnerships for Affordable Housing. The Task Force will address the lack of supply of affordable housing in the Ottawa area and provide recommendations and a strategy aimed at alleviating the shortage. Marni Cappe is our representative. No doubt OPPI's "Handbook for Preparing a Community Strategy for Affordable Housing" will prove invaluable.

Don Maciver is the with the Rideau Valley Conservation Authority.



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Northern

The View From Up Here

By Mark Simeoni

Greetings from Northern District, or more specifically, Sudbury. In mid July, it is time to enjoy the great outdoors. I suppose that it's the same everywhere in Ontario, but up here, with our long winters, we feel we deserve it more.

I just got back from the conference in Ottawa, where I presented at a session on Sudbury's Planning Department's website, www.planningsudbury.com, to our knowledge the country's first web-enabled planning committee agenda. (See the cover story in this issue.) Good things do happen in Northern Ontario, thanks to the dedicated groups of people we have up here. So I thought I would share with you some of what we have been doing and who has been doing what. Earlier this year, Mark Smith from Thunder Bay, David Linkie from North Bay and Tin Chee Wu from Sudbury agreed to volunteer some of their personal time to sit as judges in Northern District for the excellence in planning awards.

Jeff Celentano from North Bay has once again been involved with OPPI through Northern District. Jeff who has been Northern District Representative on Council in the past has volunteered his time this past year as part of the Policy Development Committee on behalf of Northern District. In addition, Jeff has been providing me with advice and leadership on a number of issues in the North and at Council. Thanks, Jeff, for your continued support of OPPI initiatives. (Jeff was also an early supporter of the fledgling

Ontario Planning Journal.)

Joe Sneizik from Sault Ste Marie, Jeff Celantano and I attended Smart Growth sessions in May and June that were held in the Sault, Sudbury and North Bay. We attended as Northern Members on behalf of OPPI Council, ensuring that a unified voice was heard across the Province on the Smart Growth initiative.

In the fall, Carlos Salazar and I on behalf of Northern District will be participating as a co-sponsor and co-organizer for the North Eastern Ontario Municipal Conference which will be held in Sudbury September 12, 13 and 14. This conference will feature an all-day session highlighting public-private partnerships, and looks to be an excellent event.

It has been busy up here these past few months, with a lot of our members helping to pull things together. Due to the vast distances in the north we don't often get together to meet in person. However I am glad to report that a sense of professionalism is alive and well among your northern colleagues. Now it's time to enjoy the beautiful mid-summer weather, because we know that winter will come soon enough.

Mark H. Simeoni, MCIP, RPP, is a Senior Planner with the City of Greater Sudbury and is the Northern District representative on OPPI Council.

Southwest

Southwest District Hits the Beach

Southwest District members convened at "Ontario's West Coast" in early May to discuss coastal issues. About 30 dele-

gates attended a dinner presentation at the Oakwood Inn, Grand Bend, with the mayor of Lambton Shores, a new, amalgamated municipality. Patrick Donnelly, Coastal Resources Manager with the Lake Huron Centre for Coastal Conservation, gave a presentation on the impact of climate change on Lake Huron coastal communities.

Climate change is expected to alter the local climate by creating warmer and drier conditions. Environment Canada's projections suggest that average temperatures in the southern Lake Huron basin will increase by 3 to 6°C, and that precipitation will decrease by about 4 percent. These conditions could lower average water levels in Lake Huron by one metre by the year 2050. Donnelly explained that new climatic conditions will affect local wetlands and dunes as well as water intakes and outflows and local marinas, tourist resorts and recreational boating and fishing.

OPPI members discussed these changes and heard how planners can help reduce the impact of climate change. Land use planning policies should support the retention of forest cover, and encourage alternative transportation, mass transit, and recycling to help reduce the build-up of greenhouse gases in the atmosphere.

The message was that climate change must be considered in long-term planning. How well we adapt to climate change depends on how well we understand the possible implications.

For more information contact: Patrick Donnelly, MCIP, RPP, Coastal Resources Manager, Lake Huron Centre for Coastal Conservation, 519-523-4478, or pat.donnelly@lakehuron.on.ca. Information on the programs of the Lake Huron Centre for Coastal Conservation can be found at www.lakehuron.on.ca.

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People

Jim Green the latest planner to become CAO

Jim Green, long time Commissioner of Planning with the District of Muskoka, has been appointed as Chief Administrative Officer of the District. In his role as planning commissioner, Jim has championed a high standard of environmental monitoring in Muskoka, a jurisdiction where watershed and municipal boundaries are almost in sync. Look for an article in the Ontario Planning Journal in the near future about the growing list of planners who have been elevated to the

position of CAO.

Muskoka is also importing new talent. **Janet Amos** is moving to Muskoka to establish an environmental planning practice on a full-time basis after a successful eight year stint with Halton Region. Janet's contribution (so far...) has focused on federal, provincial and municipal Environmental Assessments, public consultation, Class

EA training, group facilitation, and environmental planning policy issues. She can be reached at Amos Environment + Planning, 1236 Butter & Egg Road, Bracebridge ON, P1L 1X4. She can be reached at amos@primus.ca.

After 11 years with the Region of Halton dealing with development applications and the implementation of the Halton Urban Structure Plan, **Ruth Victor** will be starting her own consulting practice under the name of B.G.D. Consulting Inc. Ruth can be reached at 905-257-3590 or at ruth.victor@sympatico.ca

Diana Santo, who last year left the OMB for a brief stint with the Ministry of Municipal Affairs and Housing, has been brought into the PricewaterhouseCoopers real estate practice as Vice President, Real Estate Advisory Services. Diana's extensive experience with the Ontario Municipal Board provides PWC with a unique resource to complement the firm's broad interests in planning, development and real estate development advisory services.

Council member **Mike Sullivan** recently joined Skelton, Brumwell & Associates Inc., as a Planner/Project Coordinator. Skelton, Brumwell (SBA) is an integrated engineering and planning consulting firm that has served the Barrie area for more than 30 years. Mike is also a Central District Representative and Vice-Chair of the Central District Board of Management. Mike can be contacted at (705) 726.1141.

Marni Cappe has joined the Federation of Canadian Municipalities as a Senior Policy Advisor. She will be researching and helping to shape policies that link urban issues with the federal agenda. Marni was previously with the Region of Ottawa-Carleton for 12 years,



Janet Babcock (Town of Richmond Hill), Ruth Coursey (Town of East Gwillimbury), Lise Seguin, (former MMM graphic production coordinator), Jamie Bennett and Hans Van Poorten (currently at MMM).



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having worked in both the planning and housing fields. She was most recently Acting Director of Social Housing. She can be reached at the Federation of Canadian Municipalities at (613) 241-5221, ext 247.

John Henricks is leaving Monteith Planning Consultants and retired from planning in June. He will be pursuing a new career in Christian ministry, beginning with a four-year degree program at the Peace River Bible Institute in Alberta. John and his family are looking forward to returning to Alberta, although they will miss London.

Delta Urban Inc. has moved its offices to 7501 Keele Street, Suite 505, Vaughan, Ontario L4Y 1Y2. The firm provides land management and development services throughout Southern Ontario. **Dino Lombardi** can be reached at 905-660-7667 ext. 224 or by email at dinol@deltaurban.com.

In mid-June, **Tony Paolasini** and **Liz Howson** hosted a reception (at MSH's offices) to celebrate Mary's elevation to Fellow, attended by about 20 people, mostly former colleagues from MMM and some close friends. She surprised the guests by giving everyone a T-shirt that she had made up to promote her art gallery - the Cedarhaus.

Obituary

We regret to announce that two members of the Institute recently passed away. Lindsay Edward Milton of Mississauga died on March 1, 2001 after a short illness. Mr Ralph Schnurpel of Toronto also died this spring.

Editorial

Smart Growth Can Lead To a Stronger Urban Agenda

There are those who have reached breaking point with the term "smart growth." For others, the timing and speed of acceptance enjoyed by smart growth is confirmation that we collectively need a new way of thinking about urban development — its quality, its location, the trade-offs implicit in every decision affecting the urban condition.

Although reports on smart growth have been seeping in from the U.S. for a couple of years now, the concept has this year spread like wildfire—for good reason. A few municipalities, then the Province made a connection; now it is the federal government's turn. For all those who have been working to raise the level of debate about the importance of cities and the need to properly support these engines of growth, the appointment of M.P. Judy Sgro to head an urban affairs task force is great news. That the Prime Minister has given Ms Sgro 18 months to report and virtually no budget to work with is, on the face of it, a huge disappointment.

Instead, this should be seen as the ultimate communications challenge. OPPI, FCM, AMO, CUTA, and a host of non-profit organizations such as the Canadian Urban Institute, influential chambers of commerce like the Toronto Board of Trade, the Urban Development Institute and leaders of Canada's major cities, have an opportunity to collectively raise the ante on key issues facing cities. The entities that speak for cities and urban quality of life need to get behind Ms Sgro's Task Force with such energy that the urban agenda gets spelled out clearly and forcefully.

Let's collectively work to give our Prime Minister the biggest surprise of his political career — he created a task force and the people responded.

Glenn R. Miller, MCIP, RPP, is editor of the Ontario Planning Journal and Director of Applied Research with the Canadian Urban Institute. He can be reached at gmliller@canurb.com.

Opinion

What Makes a Successful City?

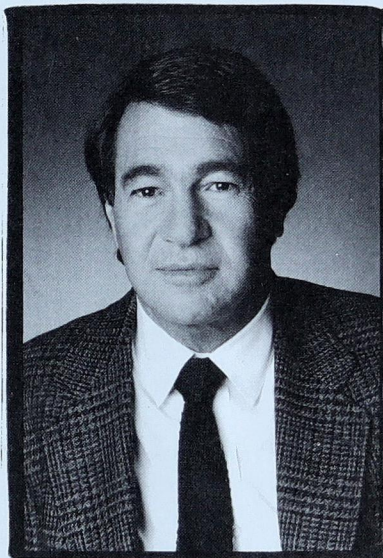
Why provinces should be creatures of the cities and not the other way around

By A.J. Diamond

This article is adapted from an address made to the Royal Architectural Institute of Canada in May when A.J. Diamond was presented with the RAIC Gold Medal.

Not so long ago it was easy to believe that architecture was dying. The invasion by other fields into architecture seemed overpowering—project managers with their critical path management techniques that controlled everything, the computer that was treated as the infallible path to solving every problem, and an unquestioned acceptance that short-term cost was the only criterion of success. Design-build appeared to be the wave of the future and design became a dirty word. Architects, afraid that others were eroding their endeavours, started calling themselves programmers, project managers and anything other than what they really were. Important criteria such as the impact on the environment, social considerations and even long-term operating costs, were ignored.

This was a festive season for the small-minded and the technocrat. The fruits were banal and simplistic buildings, chaotic urban



A.J. (Jack) Diamond

development, urban sprawl and urban decay. And government with their mantras of deregulation and cut, cut, cut, aided and

abetted the decline of the quality of life in a Canada that had been one of the first nations to balance public and private interests.

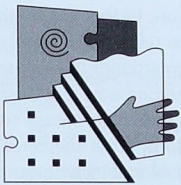
If this seems to some to be still true today, it is only on the surface. Underlying this is a current going in quite another direction.

The challenge for architects now is to take the skills that have been mastered over this period and to use them not to diminish our role but to expand and strengthen it. The many specialist fields that have emerged can be a rich addition, and not a competing detraction, to the design process. Instead of having to rely on graphically pleasing drawings to attempt to solve technical problems, there are now specialists in envelope assembly, materials, energy conservation, life safety, soils, noise abatement and acoustics, cost control and many more on whom to draw for the best advice.

These both inform design and allow the architect to shape a coherent vision with broad consideration, to deliberate the appropriate design solutions and to weigh optional outcomes by measuring alternate results before construction begins.



Mixed use a basic requirement for successful cities



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So with individual buildings, architects have the means of addressing every aspect of design. Without having to rely only on empirical data, we can temper the environment for bodily comfort, set light levels at pleasing and varied intensities, equip buildings for user convenience, admit, block or filter natural light to take advantage of each time of the day, effect energy conservation, provide the desired noise attenuation and sound quality, utilize non-toxic materials and take into account other concerns never before possible to enhance the life of the users of the buildings we design.

It is only in the social arena that we are still reliant on personal observation rather than on more widely tested information.

Architecture Should Not Stop At the Lot Line

But all of these techniques need to be synthesized by a guiding hand. If they are used they can help, not hinder the architect to do what he or she has always done; that is, design well proportioned spaces and connect them in graceful sequence; create places, particularly in public buildings, that both enhance social intercourse and afford appropriate privacy; and create beautiful forms that excite and please the eye.

Most significantly, we can test our designs using two fundamental criteria. One criterion is whether the design will achieve the architect's own intentions. This might be called, if successful, an internal consistency. The other, far more important, is the external consistency. That is whether the design will satisfy contextual, social and ethical considerations.

There is, however, another emerging trend which in its way is as destructive as the diminished view of architecture, and that is the opposite, the super-hyped view. This is trophy architecture, or architecture for art's sake but in truth the commodification of architecture. It is dangerous in that it is a superficial view, treating architecture only as an artifact at best or as packaging at worst. In the end it fails because it has not the depth that can only be derived from content and context, from the broad inclusion of architecture as a social function as well as an aesthetic one. It also lacks the integrity of an architecture in which appearance is inextricably an expression of technology.

Clearly, with the tools now at our disposal, and with an inclusive approach, our contribution to society can be of exceptional value. However, to stop at the lot line of individual buildings is to fail to realize the potential that architects have to make the world a better place; to attempt to do so is part of our obligation as a profession. Moving to the larger

scale, the solutions are less clear, but the need and the opportunities are enormous. Let me explain.

First, we should recognize that the notion that the city is no longer relevant is wrong and dangerous. It can be said that urbanization is one of the world's most powerful demographic trends, and that the 21st century is the century of cities. At the beginning of the 20th century there were no cities of 10 million. Now there are 13 or 14. By 2015 there will be 24 or 25. Kinshasa added 5-8 million in two generations. Cairo adds 1000 people a day. Kenneth Jackson, in his *Columbia History of the 20th Century*, calls Africa's rate of urbanization the fastest ever recorded. All evidence shows that cities are the centre of research, invention, production, finance, and for traded goods and services, the most effective source of wealth.

Understanding the Importance of Cities

It is critical that governments understand how important cities are to Canada's economic success and the well-being of our society. Like it or not, our Canadian cities are in competition with cities elsewhere.

What, therefore, makes a successful city?

1. **Cost effectiveness:** its infrastructure capital and operating costs must be supportable by the tax base. The greater cost of operating a spread city versus a compact city is huge. It is interesting that the costs of operating health and education systems are scrutinized to make them sustainable. No one at present analyzes the cost effectiveness of urban form. And yet the costs are at least as great as health and education combined. Full cost pricing for new development would reverse present low-density tendencies.
2. **Mobility:** access to jobs, leisure, on-time delivery. Automobile dependence is expensive and renders segments of our community immobile: the young, the old, the handicapped, the poor and the environmentally conscious depend on public transit.
3. **The perimeter/core symbiosis:** as goes the core so goes the suburb; financial services at the core, and outlying manufacturing plants, for example, depend upon one another.
4. **Adaptability:** the need to make flexible responses to changing conditions possible. No land use zoning would be a start.
5. **Quality of Life:** health, security and education give Canadian cities and towns our competitive edge, as does our human capital. Until recently our cities have ranked high on this scale, a paradox for those who only consider the tax level as the measure of competitiveness.

While some fields of urban expertise do exist - in the areas of transportation, economic

and market analysis, utility infrastructure, housing and real estate analysis and some social science, there is a vacuum in terms of a coherent vision, let alone leadership. There is not even a locus of power that appreciates the significance of cities in terms of opportunity costs, economic benefits and social satisfaction.

What needs to be done?

1. **Address the constitutional problems.** Neither federal nor provincial governments fulfil their constitutional responsibilities to cities. What is essential is a new tax-sharing deal or cities should become self-governing. Better, the provinces should become creatures of the city rather than the opposite, as is currently the case. After all, provinces are the hinterland to the city, which has the population base and the economic, cultural and production engines.
2. **Raise consciousness about the city, its problems and, more importantly, its prospects.** In this there is no distinction between a political and professional role.
3. **Provide leadership by showing, particularly at universities, schools and via professional associations, the benefits of compact healthy cities.**

We should suggest solutions to governance, taxation, land-use and transportation planning.

To do this we need to ignore strict professional boundaries. Isolating components of our world is useful for analysis, but does not help its synthesis. Land use cannot be planned without transportation, density without utility infrastructure, social considerations without taxation. What Canadians want is tax value, not tax cuts.

Architecture has a special responsibility and an inspiring opportunity to contribute to the well being of everyone. Virtually everyone lives, works, plays and prays in a building. Over 80 percent

of Canada and an increasing number of people around the globe live in cities. Every building, town and city has the potential to enhance or degrade those lives. But the voice of the architect is not heard in our land. If it were, both our communities and our profession would benefit.

It is we who can set the standards and help craft the solutions. To do so we must lead by example, both in our work and as citizens of our communities, taking every opportunity to affect legislation and influence social policy.

We have seen the festive season of the technocrat. It is time to participate in a new celebration, one in which our role moves beyond that of program manager to that of visionary. Canada is an exceptional country, let's take advantage of our privileged position and exceptional resources to make buildings and cities that reflect Canada at its best.

This is an exciting prospect.

A.J. (Jack) Diamond is senior partner with A.J. Diamond, Donald Schmitt and Company, Architects and Planners, in Toronto. He is also a member of OPPI and a Registered Professional Planner.

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Letters

If Only We Could Remember Which Issue That Article Was In

Like most Planning Departments, we keep a full set of OPPI Journals here at Halton Region Planning and Public Works for reference. The OPPI Journal's usefulness would be greatly enhanced by an electronic index of articles by title, author and date. Do you have an index available for use or purchase? If not, have you considered developing and marketing an electronic index?

It would make a great summer job for a planning student. Even more user-friendly would be a set of OPPI Journals completely electronic on CD by year or decade.

Can you please let me know if an index is available and at what cost.

*Brock Criger, MCIP, RPP,
Senior Environmental Planner,
Halton Region Planning and Public Works*

Editor's reply: Good thinking, Brock. A partial index of articles (10 volumes) has been prepared and the intention in due course is to make it available on the new web site. You are

right that it would make a great project for a student. Tome Kondinski, a Ryerson graduate, did the original work and we are now in the market for someone to complete the set. The next challenge is to find appropriate searchable software that is compatible with the website software. Original plans to use the CIP model were put on hold because of technical difficulties. Your enquiry will spur us on to make this index operational and user-friendly.

Main Streets of Home

Just thought I would drop you a quick note to let you know that I very much enjoyed Dan Leeming's series of articles on Main Streets in the Ontario Planning Journal. I grew up in Bloor West Village on High Park Avenue and miss the vitality of my old stomping grounds. Your articles rekindled many fond memories. I have now made Thunder Bay my home and am sad to say that our main streets are nothing like Bloor West. As a child I was oblivious to the dynamic cultural community I called home and I can remember the early activities of the Bloor West BIA. The street developed and matured right before my very eyes I feel very fortunate to have spent my childhood in such a wonderful neighbourhood and I hope that

your articles will encourage and inspire planners to support, develop and strengthen the health of main streets in their communities.

*Leslie McEachern,
Planner, City of Thunder Bay*

Editor's note: We have received requests for copies of the series from across the country.

Healthy Debate Can Lead To Answers

It is inspiring to see that urban issues are becoming part of the federal agenda. With a commitment to transit in the Redbook, a federal task force on urban issues, and progressive recommendations made by a federally appointed panel reviewing the Canada's transportation laws, the importance of maintaining strong urban centres is gaining momentum. On July 1st of last year, Transport Minister David Collette established a panel to conduct a "comprehensive review" of the Canada Transportation Act.

One of the many conclusions that the panel reaches is that Canada's urban centres are suffering from congestion. The panel's "Visions and Balance" report urges Ottawa to take "unprecedented action" to fund mass transit, recognizing that simply subsidizing urban transit or lowering fares is not enough. They suggest that user fees be introduced to pay for the cost of Canada's roads, and that the federal fuel tax be transferred to the provinces through a newly created agency. The Canadian Urban Transit Association has noted that earmarking three cents a litre of federal gas tax revenue would generate about \$1 billion a year. This equates to almost half of the annual requirement for transit infrastructure. In 1997/8, Ottawa raised \$4.6 billion in gasoline taxes but reinvested less than \$300 million on roads, and nothing for transit. British Columbia, Alberta and Quebec already dedicate a few cents a litre of gas tax to transit, and the suggestion that Ontario follow suit is sure to spark political debate.

As long as there is debate, there is hope that our government leaders can translate these visions and recommendations into reality. Ottawa has tended to excuse itself from long-term commitments to urban revitalization initiatives, declaring that cities are creatures of the Province. The federal government must take the panel's recommendations seriously, as they add the momentum necessary to keep urban infrastructure issues on the national agenda.

*Paula J. Tenuta, Policy Analyst, UDI/Ontario
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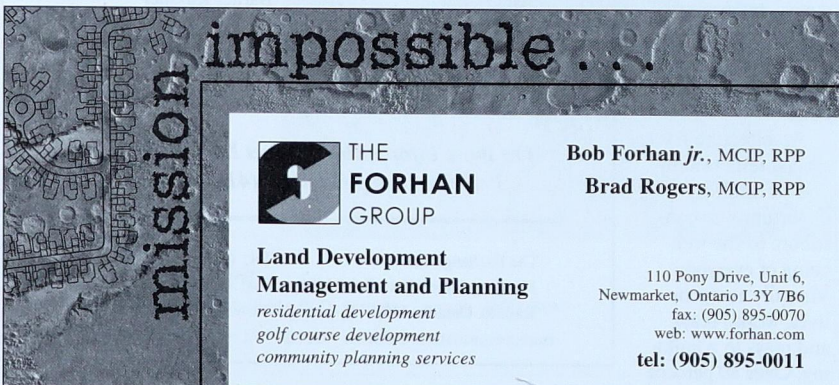
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Planning

Demographic Change and a City's Urban Structure

By Mark Bekkering

The purpose of official plans is "to manage and direct physical change and the effects on the social, economic and natural environment." Our ability to anticipate and direct physical change requires, among other things, an understanding of the relationship between change in a city's demographic structure and change in the city's physical and built form. A recent study by the City of Toronto that examined migration patterns and the characteristics of the people involved provides some insights into a few key demographic challenges and what it may mean generally for urban areas in terms of physical change.

There are three significant trends that influence how Toronto manages change to its urban structure and delivers municipal services. These are:

- Population growth as a result of immigration;
- The exodus of young middle-income families to the fringes of the GTA; and
- An aging population that is concentrated in specific areas of the City.

Immigration and population growth

Despite the recession in the early 1990s, the GTA has one of the highest growth rates in North America. Over the next 30 years, the GTA population is forecast to grow by 2.6 million people. Because most of this growth will be from migration, we need to understand the characteristics of these migrants in order to predict their demands on the City's physical structure.

According to the 1996 census, almost 130,000 households, or 14 percent of the total, were newcomers. Almost half were international migrants. Of these households, 60 percent are young families with children while the remaining 40 percent are primarily young singles. Over 80 percent of migrants in 1996 lived in rental



Photo: Tero Konttinen

High rise public housing not always a good fit with people's needs

housing and more than half had an annual income of less than \$19,000.

Toronto is becoming increasingly diverse: racially, ethnically, culturally and linguistically. This, in combination with the fact that many new immigrants have low incomes and young children, places special demands on the city's systems of social services, cultural centres and transition support. It also puts significant pressure on the city's rental housing supply. This is reflected in vacancy rates that are almost zero and increasing rates of crowding. Many of the city's private rental housing concentrations were built in the 1960s and 1970s and are located in areas that had been designed for singles and two person households, not families with young children

Consequently, schools, recreation centres and parks in these areas are inadequate. In addition, as rental housing supplies become more constrained and expensive, people are forced to move further out from the centre into areas that are not as well served by public transit. This tends to isolate them from employment and other opportunities.

The exodus of middle-income families

While over 129,000 households moved into the city between 1991 and 1996, an almost equivalent number moved out. The largest movement was to the four surrounding GTA regions (the 905). An estimated 61,255 households living in the surrounding GTA regions in 1996, lived in Toronto in 1991. Of the households moving to the GTA regions, the majority are young families that have children or will probably soon have children. Most own a single-family house and have middle to high incomes. Approximately one-third of these out-migrants maintain a job in the city

while another one-third have found jobs in the 905.

This pattern has a long history and to a large degree has been made possible by changing transportation options over the years. What started with the electric street-car has continued with GO and easy access to cars. Today, many of the employment opportunities are dispersed around the 905, which is why most trips are made by car.

The challenge is to create alternative housing options that can compete with the attraction and price of newly constructed ground-related single-family housing.

An aging population

Although an estimated 250,000 people move every year, Toronto's population is

stable. Almost 86 percent of all households have lived in the city for more than five years (as of 1996) and more than half are living in the same residences. The changing demographic characteristics of this group of people probably presents the greatest set of opportunities and challenges for urban areas.

The people who did not change residence between 1991 and 1996 were more likely to be owners of single-family houses. The dominant household type is a household without children, who is headed by someone who is either retired or approaching retirement, with middle to lower income. With the proportion of Toronto's population aged 65 and over forecast to grow from 13 percent to 25 percent by 2031, the number of elderly homeowners will only increase.

These retired or near retirement households who own a single-family residence tend to be concentrated in the areas of the city that were constructed in the late

1950s to early 1970s. These neighbourhoods, are the areas of the city that have the greatest potential for change in the near future, as these retired households eventually move on and the housing stock becomes available.

In the near term, as these people age and become more reliant on walking and public transit for mobility, the challenge will be to provide easy access to services in areas designed for the car. Eventually these areas could be re-populated with families, which signal another change in servicing needs.

Having a large proportion of its single family housing in the hands of retired or nearing retirement households also presents a significant opportunity for the city to address sprawl. Through appropriate interventions this housing stock could be made attractive and kept affordable to the middle-income young families, reducing the demand for single family housing in the suburbs.

Demographic change and housing stock not always a good fit

While a city's built form may remain stable over time, the faces and activities behind those doors change, and with that comes a change in the pressures placed on the city's urban structure and services. Although Toronto as the urban centre of the larger GTA faces some unique challenges, this brief review of its demographic changes provides some insights to what may occur in other urban areas at either a different scale or in the near future.

This is the second in a series of research and policy pieces being produced for the Ontario Planning Journal by the City of Toronto's City Planning Division, Policy and Research Section and was based on a larger report entitled, "Choosing Where to Live" published in June 2000. Mark Bekkering is a Senior Planner in the Policy and Research Section.

Economic Development

Information and Communication Technologies for Economic Development

By Norman Ragetlie

You've heard the phrases before. Information highway. Smart communities. Dot coms. You've heard people say that information technology will change the world. What's behind the hype?

It's true that information and communication technology (ICT) has the potential to eliminate distance as a barrier to economic development. This can be especially important for rural areas, where distance

has been an obstacle to economic growth. Online communication and transactions make location less pertinent. But the technology is just an enabler for economic development, not a panacea. What makes the difference is how it's used.

Communities can use ICTs for:

- distance education; especially where it is too expensive to offer specialized courses.
- government services;

- online business transactions (administrative and production);
- health care services, where distance or availability of trained personnel, makes face-to-face service difficult or too expensive.

ICT can help a community maintain, attract or create both "new economy" and traditional jobs. E-business transactions (business-to-business or business-to-customer) mean that organizations and residents can buy and sell products or services to and from anywhere. Different company locations can share information and resources and employees can interact as if they were in the same place. This ability is essential in today's economy.

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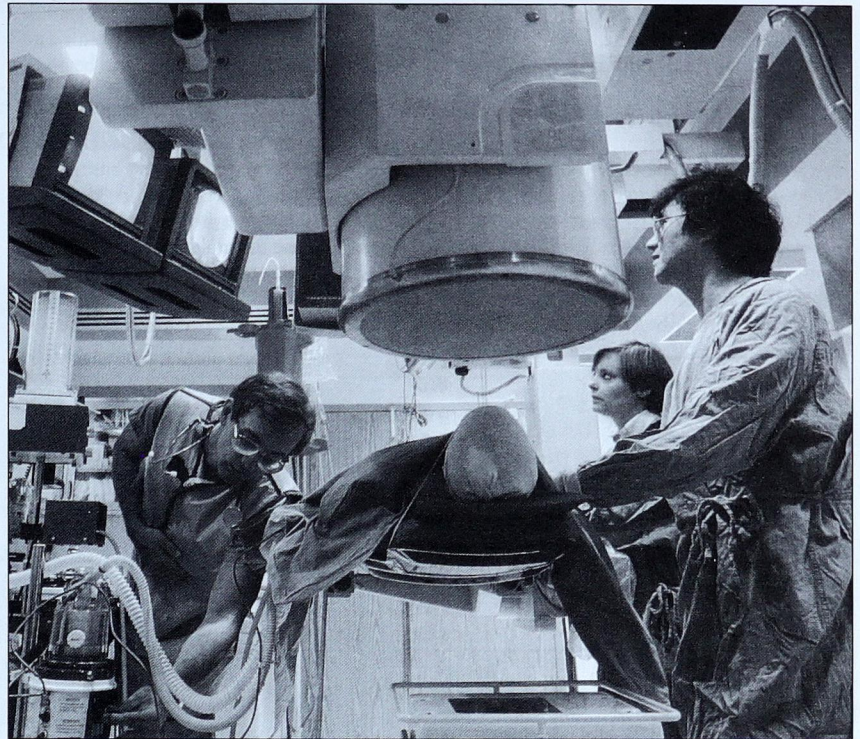
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In Ontario, some companies that have been the mainstay of particular towns were planning to move because they could not get access to enough bandwidth. This is the "new economy" equivalent of not having a big enough road to deal with all the traffic into and out of a business. When the townspeople recognized this problem, they rallied together to make a business case for bringing broadband telecommunications into the area. The business case convinced the telecommunications companies to build the "highway" so the business could stay in town. Jobs remained. Bandwidth is now an essential part of infrastructure, just like water, sewers and roads.

However, economic development involves not only bringing money into an area, but also keeping it there and keeping it circulating for longer. ICTs have a bigger potential to drain money out of an area than keep it in. For example, most websites for business transactions are located outside the local community. This suggests that how the community uses the technology is more important than the availability of bandwidth. To use the highway analogy again, what's in the trucks on the highway generates the business, not



Knowledge economy requires investment in healthcare

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the road itself, although without the road, the trucks can't go anywhere.

The content and applications of information technology must be tailored to a specific area. Community engagement, through public participation and partnering, is important. The more that different parts of a community are involved in identifying ways to use ICTs for economic development, the more likely it is that the content will be appropriate and useful for the area. This means that government (especially municipal government), local

businesses, residents, community organizations, educational institutions, health care providers and libraries all need to be part of the process.

In many places people aren't willing or able to use the technology and cannot see its potential. Some people and businesses cannot afford the technology. A "digital divide" results—the growing gap between those who use technology and those who don't. One way to bridge this gap is through public access to the Internet. Public access sites help educate people

about the use and possibilities of ICT and provide affordable places where everyone can use the technology. There are over 3,800 public Internet access points across Ontario, in libraries, schools, community centres and businesses. Many of these sites were created with funding from Industry Canada's Community Access Program.

The creation of these access points has often helped bring community groups together to work on a project. It has provided a straightforward project that gave the community members experience working together, creating a shared vision, writing a funding proposal, implementing, monitoring and evaluating a project. The skills and confidence gained, and the partnerships and working relationships built as a result, have led to further economic development projects and successes.

Connect Ontario and GeoSmart allow communities to build on this idea. These two linked programs from the Ontario Ministries of Energy, Science and Technology and Natural Resources will create a network of 50 connected smart communities across Ontario with an \$82-million investment.

- Connect Ontario provides assistance for the development of infrastructure plans and the implementation of information and service-based ICT projects.
- GeoSmart will facilitate mapping applications needed by communities and businesses.

Both require broad-based community partnerships, including municipal government and businesses. These programs will help boost Ontario communities to the next level by enhancing ICT capabilities and services.

Ontario's future lies in the way in which local communities use technology. From now on, information and communication technologies should be included in the economic development strategy of every region and municipality.

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This is the conclusion of a series on community economic development issues.
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Transportation

Bridges and Barriers: Transportation at the CIP/OPPI Ottawa Conference

By David Kriger



Time to ramp up integration

Since I wear both planning and engineering hats, it always fascinates me to learn what is important to each community in transportation. This year's CIP/OPPI Conference dealt with many practical transportation success stories: bicycle and pedestrian ways, travel demand management techniques, transit-friendly neighbourhood design, corridor planning charettes, and the like. Most presentations considered these as practical ways to promote other, broader initiatives: sustainable development, dealing with climate change, smart growth and so on. The presentations all had an enthusiastic, "can-do" bridge-building outlook, and were well received by the audience (and well presented—too bad if you weren't there!).

Interestingly, more than a few speakers touched on bridging with the engineering side of transportation; for example, linking planning and engineering functions to achieve common goals (for example, reworking neighbourhood road design standards to better control traffic, or rewriting site development regulations to

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provide for accessibility for all modes rather than just providing a certain number of parking spaces for cars).

Somewhat disturbing, however, was the perception of engineering as a barrier to planning initiatives. Planners should be encouraged, I hope, to know that the above topics are considered seriously in the engineering community. However, the dominant approach among engineers is how to move the greatest numbers of people and goods in the face of a scarcity of funds. This type of fiscal environment tends to focus energies on merely holding one's own, with human-scale initiatives often seen as complementary to the primary mobility needs. The justification for transportation funds increasingly lies in selling transportation as necessary to sus-

tain the economy, in which environmental sustainability is seen largely in terms of how well it can reduce or manage the dollar costs of growth. Is it entirely surprising, then, to have one speaker tell us how difficult it was to get the local (under-funded) transit operator to participate in a municipal climate change strategy?

I always saw planning as defining the problem in the context of the big picture issues, and engineering as providing the tools for analysis and solutions. So, I am encouraged by the bridges, but—judging by the barriers—we have some way to go. What will overcome these barriers? Maybe it is simply using the right words with the right audience. Maybe we should focus first on the topic rather than on who owns it. Certainly we need to strengthen and better

understand the link between a sustainable environment and a sustainable economy. Where do we start? No better place than with the practical transportation success stories presented at this year's conference... what can we add for next year?

David Kriger, P.Eng., MCIP, RPP, a Principal with Delcan Corporation in Ottawa, was a member of the Program Committee for the Ottawa Conference, and is now involved in a similar vein for the 2002 Canadian Institute of Transportation Engineers annual conference, also to be held in Ottawa. David has been the Ontario Planning Journal's Contributing Editor for Transportation since 1988.

Urban Design

“New York, New York”

By Alex Taranu

The IX Congress of New Urbanism was held in New York in early June, based on the theme, “From Neighborhood to Region—Politics, Policy & Design.” Almost 1000 participants, some of them from places as far as Australia, Sweden and the Cote d'Ivoire, gathered for three days of presentations, workshops, tours, formal and informal meetings, a demanding schedule that lasted until late at night. The organizers gathered an impressive list of speakers—political and community leaders, planners, architects, developers, academics.

The keynote speaker of the opening night was Governor Parris Glendening of Maryland, who also chairs the U.S. National Governors Association. He is, without a doubt, the political leader of

Smart Growth in that country. His presentation gave an overview of the Maryland Smart Growth initiatives and experience in the last four years. He underlined the essential connection between Smart Growth—as an overall concept and policy, and New Urbanism as a method for implementing them.

The second day of the Congress opened with a spectacular presentation by the host city of New York. We had the opportunity to learn from a variety of experiences—from the Tri State Regional plan, presented by Robert Yaro, to famous New York neighbourhoods, the revitalization of the waterfront, to urban regeneration in Harlem. The New York theme continued next day with a superbly crafted speech by Paul Goldberger, a journalist writing for

the *New Yorker*. In contrast, Hans Stillman, Chief Planner of Berlin, had a few words but beautiful maps illustrating the effort of the reconstructing the inner city of Berlin. Other highlights included Peter Calthorpe's office presenting the Regional Plan for “Envision Utah”—a demonstration of the contemporary concepts and techniques in regional planning and New York City Codes with Professor Jonathan Barnett.

The Congress showed a multidisciplinary organization reaching maturity, with increasing political support and wide alliances. One of the major accomplishments was the broadening of the New Urbanist agenda and discourse as proved by the first Charter Awards. The awards demonstrated that New Urbanism is much more than front porches, back lanes or just better suburbs. Applying the principles of the Charter with skill and talent resulted in projects as varied as highway

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air rights development in Boston, the re-development of a former airport in Houston, urban regeneration in Baltimore or a project based on Law of the Indies in Managua.

Overall the Congress proved that today, New Urbanism represents a powerful force that goes well beyond design and becomes synonymous with Contemporary Urbanism.

Alex Taranu, MCIP, RPP, is an associate with IBI Group in Toronto. He is a regular contributor to the Ontario Planning Journal and a member of the Urban Design Working Group. He can be reached at ataranu@ibigroup.com.

A report on the design charrette will appear in the next issue of the Ontario Planning Journal, but this news can't wait. As a result of interest in the working group at the conference, plans are under way to establish a national version of the same interest group. In the short term, contact Alex but later on look for a new web page.

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Why Journalists Could Be Planners' Best Allies

By Philippa Campsie



Photo: Tero Komitinen

Mixed use? Try describing a place where mixed use works

Paul McLaughlin, an instructor in OPPI's Planners and the Media course, once interviewed a senior official with the Atomic Energy Board. He asked the official what would happen if a serious accident occurred at a nuclear plant that was planned for a site near Ottawa.

"I imagine," said the official, "that it would have a negative impact on their health."

"You mean they'd die?" asked Paul.

"Er...yes."

"So to you, death is a 'negative impact on someone's health?'"

"Er...yes."

If you are ever interviewed by a journalist, remember this exchange. Journalists are in the business of writing stories about real people and places, not repeating the abstractions of officials and planners.

You want to talk about affordable housing. They want to know if Doreen, a single mother who works behind the counter at Mr. Submarine, can afford to live in the

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community where she works.

You extol the benefits of coordinated transit planning. They ask if they can get a bus from Chatham to Leamington.

You have an announcement to make about local economic development. They pester you with questions about why the new call centre has signed only a five-year lease on its Main Street building and what will happen when the five years are up.

You talk about brownfield redevelopment. They want to know about plans for the old Shell station down on Patterson Road.

You promote the benefits of living close to your work. They come back with a story about Neil and Lynn, who bought a house in Oakville when they both worked for Ford, but then Neil quit and started a course at York University and Lynn got a great offer from a small firm of accountants in Grimsby...

In asking these questions and telling these stories, journalists provide a valuable service. They get behind the abstractions and talk about what really happens to people who are affected by our plans, or who may not fit into our plans at all.

They ask awkward questions, which is why many planners are nervous about talking to them. But if you face up to those awkward questions, you will be a better planner for the experience. The more you try to lump things together, the more they will pull them apart. They will remind you that there is no such thing, really, as "land use," only people who build on the land or farm it or create a business on it. "The environment" is a meaningless term, but air, water, soil, wildlife and plants are meaningful. "Transportation planning" is an abstraction, but a road or a rail line is not.

So get to know your local reporters. Get used to their questions and their tendency to look for stories about people. If the idea fills you with dread, take the Planners and the Media course to learn how journalists think and how to talk to them. You'll see your own job in a whole new way.

Philippa Campsie is neither a planner nor a journalist, but somewhere in the middle. As deputy editor of the Ontario Planning Journal, she is always interested in planners' own stories. If you have one to tell, you can reach her at 416-363-2016 or pcampsie@istar.ca.

Land Surveyors Sign Internal Trade Agreement

In response to an Agreement on Internal Trade signed by the federal and provincial governments to remove or reduce interprovincial barriers to the movement of workers, goods and services, Land Surveyors will now be able to be licensed in any part of Canada. Prior to the signing of the agreement in June, professional land surveyors faced a number of impediments to becoming licensed anywhere other than the jurisdiction in which they were first qualified. Now, land surveyors wanting to work as a professional in another province or on federal Crown land will be examined only in subjects that are unique to that area.

"This is an agreement that eliminates unnecessary trade barriers to ensure that land surveyors can pursue opportunities anywhere in the country," Canadian Council of Land Surveyors President Greg Browne said. "At the same time, the agreement ensures that the public continues to

deal with qualified professionals regarding land information matters."

To work as a professional land surveyor in any province or on federal Crown land, an individual must hold a licence to practise from the self-governing professional association in that jurisdiction. To obtain a licence, individuals with a university degree, or equivalent, article to a land surveyor to gain practical experience and pass a series of professional examinations. The agreement gives professional land surveyors greater flexibility in operating their practices across the country.

The Canadian Council of Land Surveyors is a federation of self-regulating land survey associations working on land related issues at national and international levels.

For more information, contact Sarah Cornett, Executive Director, Canadian Council of Land Surveyors at exdir@ccls-ccag.ca.



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Reviewed by Tony Usher

Almost 10 percent of Ontario's land is now protected in some form or other. This is a remarkable achievement by any standard. Nearly all our provincial and national parks and conservation reserves were created under Conservative governments, from James Whitney's to Mike Harris's. How did this happen?

Gerald Killan set the stage with *Protected Places: A History of Ontario's Provincial Parks*

(1993). George Warecki, who assisted Killan and has now joined him on Western's history faculty, spotlights part of that story in *Protecting Ontario's Wilderness*. It's an interesting tale, well written and told. It's also an important addition to the history of how planning emerged in Ontario, first urged by a few advocates, then valued by some bureaucrats, and finally bursting into the public arena in the 1960s.

Warecki begins with the pre-1960 "era of quiet diplomacy." He tells how Ontario's first protection organizations, the Federation of Ontario Naturalists and the Quetico Foundation, were established, and how, despite few members and scant public interest, they opened doors at Queen's Park and gained some footholds for protection.

The post-1960 "environmental era" takes up most of the book. In a more affluent and receptive climate, especially after 1967, new organizations flourished, coalitions splintered and reformed, activists exploited the media and caught the public's imagination, bureaucrats froze in the headlights, and politicians trimmed their sails to more democratic winds.

In 1965, Ontario's four largest parks (Algonquin, Quetico, Lake Superior, Killarney) were being developed and managed entirely ad hoc—and all were licensed for timber. By 1975, Quetico and Killarney were wilderness parks, timber harvesting in Algonquin was on a much shorter leash, and all four parks had management plans in place

or in progress. Today, planning is obligatory, and Algonquin is the park loggers' last bastion.

The book gives most prominence to the Algonquin Wildlands League, the most successful organization in the "environmental era." Yet it is equally the story of bureaucrats and politicians with whom the League and other advocates formed sometimes adversarial and sometimes symbiotic relationships. Even in the 1920s and 1930s, though certainly more so in the 1960s and 1970s, those inside government who supported protection and planning relied on outside help to push those causes up the agenda, just as they do today.

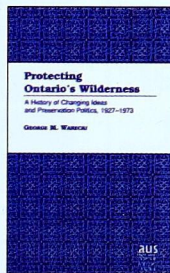
Warecki provides capsule biographies of key protection advocates and attributes much influence to their personalities and ideas. Nevertheless, he grounds his history in the 20th century economic and social transformation of Ontario, and illuminates the ideological clashes between supporters and opponents of protection, as well as within the protectionist camp.

Protecting Ontario's Wilderness is admirably frank about the elitism that often characterized protectionist ideas and their advocates. Some protection organizations owed their success (and some still do) to key members' close ties to big business and the Tories, while others were dominated (and still are) by what the British call "the chattering classes."

This book should appeal to those interested in Ontario's planning history, in the sociology of planning advocacy and public consultation. Those involved in the science of public administration and political decision-making will also find it fascinating. Finally, it should appeal to those who simply want to know how and why things have changed since 1962, when a MNR forester could write, "the most prevalent concept of a park is a good highway leading to plenty of campsites."

Toronto-based planning consultant Tony Usher, MCIP, RPP, enjoyed many canoe trips in Algonquin and Quetico in the bad old 50s and 60s. To atone for this, he has been involved in provincial parks planning since 1972. Tony is a past president of OPPI and was formerly a regular contributor to the *Ontario Planning Journal*. His most recent article was about the Oak Ridges Moraine.

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