

ONTARIO PLANNING JOURNAL

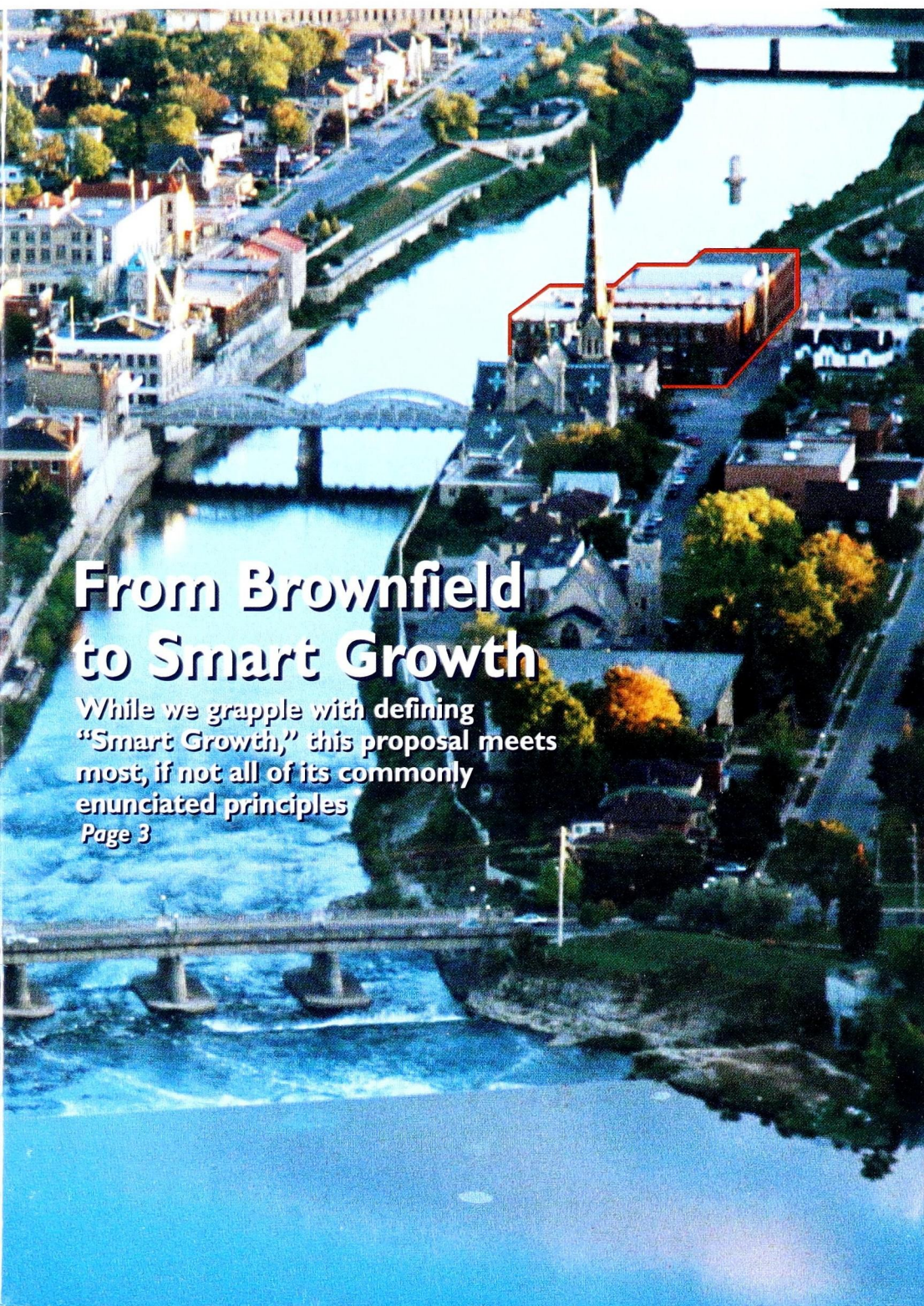
ONTARIO PROFESSIONAL PLANNERS INSTITUTE

JANUARY/FEBRUARY

2002

VOLUME 17

NUMBER 1



From Brownfield to Smart Growth

While we grapple with defining "Smart Growth," this proposal meets most, if not all of its commonly enunciated principles

Page 3

Features/5

- How did Hong Kong get that skyline without proper planning legislation? ... p.5
Concluding thoughts on the PPS from Regional Planning Commissioners p.7
Lessons on historic preservation and design from Riga p.8
Planners need to get it right. Retail is big business p.10

OPPI Notebook/11

- President's report ... p.11
Thoughts on the transition from student to professional p.12
Fees reminder p.13
More award winners .. p.14

Districts & People/16

- Central 16
Southwest 17
People 17

Commentary/18

- Editorial: Walkerton a complex affair 18
Provincial response to Walkerton 19

Departments/21

- Transportation 21
OMB 23
Housing update 24
Communications 25
Environment 26
Urban Design 29

In Print/31

- Guelph vs. Goliath ... 31
Bookpix 32
My Grandpa
Plays With Trains 32

ONTARIO PLANNING JOURNAL

Volume 17, Number 1, 2002

ONTARIO PROFESSIONAL PLANNERS INSTITUTE
The Ontario Affiliate of the
Canadian Institute of Planners

**INSTITUT DES PLANIFICATEURS
PROFESSIONNELS
DE L'ONTARIO**

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



Editor

Glenn Miller

Deputy Editor

Philippa Campsie

Contributing Editors

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

District Coordinators

Northern (vacant);
Jennifer Passy, *Southwest* 519-725-5140;
Don Maciver, *Eastern* 613-692-3571;
Rick Brady, *Central* 905-371-9764;
Cindi Rottenburg-Walker, *Central*
416-340-9004

Art Director

Brian Smith

Subscription Rates

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

Advertising Rates

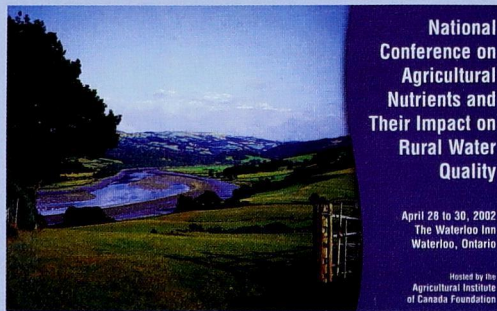
Contact OPPI:
234 Eglinton Ave. E., # 201
Toronto, Ontario M4P 1K5
(416) 483-1873
Fax: (416) 483-7830
Toll Free Outside Toronto:
1-800-668-1448

How to Reach Us

To reach the *Journal* by e-mail:
editor@ontarioplanning.com
To reach OPPI by e-mail:
info@ontarioplanners.on.ca
Visit the OPPI website:
<http://www.ontarioplanners.on.ca>

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

BILLBOARD



APRIL 18, 2002

6TH ANNUAL UNIVERSITY OF TORONTO FRIENDS OF PLANNING SPRING SOCIAL

Featured Speaker: Judy Sgro,
Chair of the
Prime Minister's
Caucus Task
Force on Urban
Issues
Hart House
6 p.m.
(The Task Force
will issue an
interim report
next April
2002.)



All Welcome.
Visit with new and old friends and
colleagues.
Arcadian Court.
For details contact Anthony Biglieri
at 416-693-9155

JUNE 27, 2002

SMART COMMERCE II: GROWING RETAIL IN THE NEW ECONOMY

Canadian Urban Institute, ICSC and CSCA
Toronto Colony Hotel
OPPI members eligible for special price.
Visit www.canurb.com for details.

SEPTEMBER 25-28, 2002

OPPI'S ANNUAL CONFERENCE— PLANNERS AT THE FORKS: LEADERSHIP IN THE FACE OF CHANGE

London, Ontario.
Visit www.ontarioplanners.on.ca for details

MAY 28, 2002

RYERSON PLANNING ALUMNI RECEPTION

Social and Networking Event -

LONDON IS CALLING YOU TO OPPI'S 2002 ANNUAL CONFERENCE

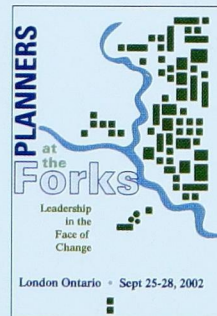
Planning is currently
underway for the 2002
OPPI planning conference
to be held at the London
Convention Centre,
London, Ontario,
September 25 - 28, 2002.

The theme of the 2002
conference is "Planners at
the Forks! Leadership in
the Face of Change."

Watch for your preliminary
program,
to be mailed in April.

We anticipate an exciting
Program dealing with the
changing dynamics of our
profession and of course,
there will be social events
that will be sure to make
this conference memo-
rable.

For more information, spon-
sorship or volunteer oppor-
tunities please contact
Amanda Kutler at (519)
576-3650 or by e-mail at
akutler@mhbceplan.com.



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

The Billboard is supported by

MEDIACOM

An idea whose time has come?

Coming Full Circle Travels on the Road From Brownfield to Smart Growth

A new facility is proposed for the University of Waterloo's School of Architecture with its Institute for Design Technology in the historic Galt City Centre in the City of Cambridge. The people involved are varied, passionate, and dynamic. The potential for tangible and measurable mutual gain is enormous, and the project would transform a brownfield into a leading example of Smart Growth.

At first glance, this project seems entirely contemporary in concept. On further scrutiny, it brings a decades-old vision full circle.

How the Circle Began

Credit for observing this "circle" is due to Dr. Ken McLaughlin, a University of Waterloo professor and local historian. I cannot do better than to quote Dr. McLaughlin's own words that "...without the interest and generosity of spirit of the 'men from Waterloo South'

(Cambridge), the idea for and the reality of a University of Waterloo might never have happened or at the very least, it would have been a very different university from the one we know today as the University of Waterloo."

In the late 1950s, the provincial government was being encouraged by community leaders in Waterloo South to establish an "Institute of Technology" in the Cambridge area. At the same time, community leaders in "Waterloo North" (that is, Kitchener-Waterloo) were encouraging the province to create a new post-secondary entity based on the success of Waterloo College and St. Jerome's College. The province ultimately decided that only one project would proceed. Waterloo South (Cambridge) responded by deferring its project, enabling the funds to be transferred to the Waterloo North initiative, and resulting in the creation of the University of Waterloo.

Waterloo South involvement did not stop there, however, as many of the first board members (including the prominent industrialist Percy Hilborn) and students came from the Cambridge area.

The establishment of the Architectural School and its Institute in Cambridge would consequently see the aspirations of Mr. Hilborn and others in Waterloo South come full circle after almost 50 years.

By Rob Horne

The Opportunity

The University of Waterloo's School of Architecture is a world-renowned training ground for the architectural profession, led by Professor Rick Haldenby, the School's Director. The curriculum includes course work for students on its Rome campus. The School's growth has resulted in undergraduate students being located in less than adequate facilities on the main campus in Waterloo. The addition of a graduate degree-granting program has resulted in even more students and facility needs, and has required the

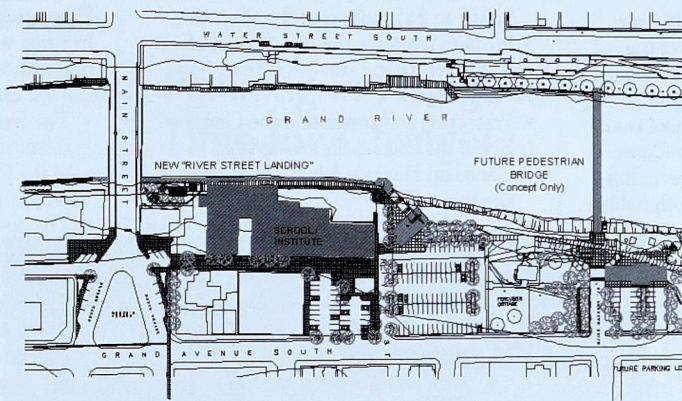
School to temporarily lease space in the City of Kitchener.

The School already has strong ties with private-sector interests, who gain not only from the valuable commodity of graduating architects, but the practical applications and innovations of students and professors, and their high value-added market potential. Such innovations extend well beyond variations in traditional architectural practices to the devel-

opment of new materials, and even the application of architectural principles to the "virtual" industry of computer animation and enhancement.

The growth and prosperity of the School of Architecture prompted University officials to examine other ways to accommodate its burgeoning needs. Through these discussions, a group of Cambridge business interests approached the University with the idea of building a new facility (including an associated "applied" Institute) in the City of Cambridge. Initially, these business interests had a very specific site in mind; more than three acres of vacant, contaminated industrial property at the northern gateway to the historic Galt City Centre. However, a review of other locations eventually led the project to the currently preferred site, an empty building located slightly south and on the west bank of the Grand River, but still in the historic core. The Riverside Silk Mills Ltd. began construction of this building in 1919, and it eventually became a pioneer manufacturing facility in the global conversion from natural to synthetic fibres.

The Riverside building was subsequently used until 2000 by a number of textile operators and other businesses, including Tiger Brand and Galt Knitting. This three-storey building, containing approximately 90,000 square feet of floor area, is expected to house both the School of Architecture and its Institute for Design



Site plan of the preferred location

Courtesy of Fleisher Ridout Partnership

Technology. The Institute will be a key interface between public- and private-sector interests. Space and programming in the facility will also provide the opportunity for community involvement. The building's location, on the banks of the Grand River and in the middle of the historic Galt core, is shown on the cover of this issue, and in the accompanying illustrations. This brown-field site contains a variety of residual contaminants from former uses, and will require some remediation.

The City of Cambridge is also proposing a new boardwalk along the Grand River (between the water and this building) called the "River Street Landing."

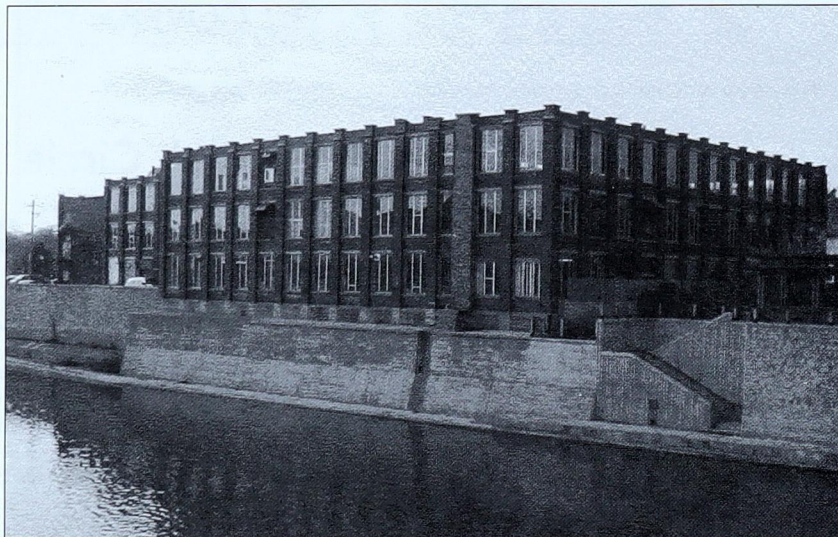
Why the Circle is Closing

Locating the School and the Institute on the proposed site is a remarkable convergence of a variety of interests. The big gains are as follows:

- Effectively accommodating the School and its Institute, fostering applied academic excellence and growth;
- Remediating a contaminated property;
- Accelerating the revitalization of the Galt downtown, including the construction of over 100 new housing units in the immediate short term. The School would be a key addition to Cambridge Council's multi-million dollar core area revitalization strategy, which includes both public- and private-sector financial support;
- Leveraging the School and the Institute to attract benefiting businesses and achieving local, regional, provincial and national-scale economic growth. The University of Waterloo has estimated that in 1999 alone, more than \$668 million in regional economic activity was attributable to "UW" spin-off companies (provincially, this figure climbs to \$910 million).



The preferred site, the former Riverside Silk Mills, circa 1940.



View from the Grand River, present day. A new boardwalk (the River Street Landing) is also proposed between the Grand River and the building.

Associated economic gains are estimated at \$55 to \$65 million in the short to medium terms for the new School of Architecture and the Institute in Cambridge;

- Protecting and promoting the Grand River, the (nationally) designated Canadian Heritage River which abuts the site;
- Using the historic core's building stock as a living laboratory for study;
- Re-using and sensitively retrofitting a historic building which is currently vacant;
- Optimizing the use of existing infrastructure, including sewers, watermains, roads, fibre optic networks and public transit; and
- Achieving the new facility through a jointly funded initiative of public and private sector interests (the provincial "P3" arrangement).

All of this leads to a fundamental conclusion. While we grapple with defining "Smart Growth," the proposal meets most, if not all of its commonly enunciated principles. Implicit to "Smart Growth" is a general move to contain urban sprawl, which the project also achieves.

The City of Cambridge has applied the facility against some nationally-based criteria (see, for the example, the paper published by the Canadian Urban Institute at www.canurb.com), and has made several comparisons with international initiatives. These comparisons have been shared publicly and form an important part of the business case supporting this project.

Working Together

The very idea of the new School and Institute would not have gained any momentum without the concerted efforts of key players. Essential to this process were:

- The vision and commitment of private-sector interests, who have come together as the Cambridge Consortium to see the project through to completion;
- The open-mindedness of the University of Waterloo to consider the proposal and to play an active role in its evolution;
- The responsiveness of Cambridge Council, which both unanimously endorsed and committed \$7.5 million within weeks of the proposal being made public;
- The continuous involvement and staff leadership of the City's Chief Administrative Officer;
- The willingness of the property owner to make the site available for the project; and
- The availability of elected officials at the local, regional, provincial and federal levels to discuss and debate the proposal.

Financial and Logistical Realities

The total cost of the new facility, including long-term asset management, is currently estimated to be approximately \$25 million. The City of Cambridge has committed \$7.5 million, with the Cambridge Consortium moving toward its own multi-million dollar fund-raising goal. The remaining funds are being sought from the provincial and federal governments. Additional forms of financial relief are also being provided through the City of Cambridge, including the waiving of

fees and development charges, and compensation for removing on-site contaminants. It should be noted that these forms of relief are in place for all core area development in Cambridge, and that the Regional Municipality of Waterloo has also waived its development charges in core areas.

There are a number of logistical issues being addressed, not the least of which is the maintenance and enhancement of ties to the main campus. This is expected to involve not only transportation solutions, but will include the opportunity for students to integrate into the larger academic and social fabric of the University of Waterloo.

Lessons Learned

In a project of this magnitude, issues and potential obstacles should be expected. First, there is the issue of having people give serious thought to a new idea. People need time

to reflect and debate. Secondly, there is the sheer logistic of dealing with many people, each of whom communicate and "see" differently, and have individual preferences. Thirdly, projects have a habit of evolving. Even the preferred site was not selected until a great deal of discussion and analysis had occurred. Fourth, such an ambitious project runs the risk of losing momentum, or getting pre-empted by technical issues.

In its entirety, it is a very human exercise, which requires a blend of clear communication, diligence and patience. After all, even the School's Rome campus wasn't built in a day.

A Closing Note

Providing this overview of the School of Architecture and its Institute for Design Technology is at best a thumb-nail sketch of what the project is all about. Those working

to achieve the new facility are passionate and determined, seeing not only the technical feasibility, but also knowing that this is a rare opportunity to enrich the cultural fabric of a community and to achieve a much higher level of economic vitality.

In the end, coming full circle will depend on an entrepreneurial spirit that recognizes, after all things are considered, the return on investment will be there for public and private interests alike.

Rob Horne, M.A., MCIP, RPP, is the Director of Policy Planning for the City of Cambridge, and a member of the team supporting the new School / Institute. He can be reached at 519-740-4650 ext. 4574 or via email at horner@city.cambridge.on.ca. Special thanks to Dr. Ken McLaughlin and City of Cambridge Archivist Jim Quantrell for their valuable input.

5 / FEATURES

More to Hong Kong than meets the eye

Town Planning in Hong Kong: Time for Change?

By Leung Sun Chuen

If the main aims of urban planning are to protect public and environmental health, support the economy, and improve the lives of city dwellers by regulating development, success will prove elusive without effective legislation.

Hong Kong's Town Planning Ordinance, first enacted in 1939, was based on the *Town and Country Planning Act 1932* in British legislation. The ordinance suffers from several major defects. There is no provision for enforcement, publicity or public participation. Worse, the ordinance only provides for plans to be prepared and approved, not implemented.

The Town Planning Ordinance is not as comprehensive as similar legislation in other countries. It covers only existing and designated urban areas and has no direct power of development control, which is regulated mainly through the Buildings Ordinance or through lease conditions on land sold by tender, auction or private



treaty. The separation of planning from development control and enforcement reflects the lack of recognition of the importance of urban planning in Hong Kong.

Under the Town Planning Ordinance, the Town Planning Board can prepare and approve an Outline Zoning Plan and

process planning applications for certain uses. The Board, however, has no power to enforce its plans. Enforcement of the Outline Zoning Plan depends on the Buildings Ordinance. The actions of the Planning Department, the executive arm of the Town Planning Board, must conform with the statutory Outline Zoning Plan, the Buildings Ordinance, and any applicable lease conditions.

Compatibility issues are vertical in Hong Kong

The inability to control changes of use in Hong Kong has led to many incompatible uses within buildings. Hong Kong is a verti-

cally developed city, therefore the compatibility of uses within different units in a multi-storey building is as important as the compatibility of neighbouring land uses on the ground in Canadian cities.

Incompatible land uses within a building can cause adverse environmental effects for the residents and subject residents to

unnecessary fire and other hazards. Unfortunately, under the existing Town Planning Ordinance, the government cannot control uses within multi-storey buildings unless they violate the Buildings Ordinance or lease conditions.

The Town Planning Ordinance also fails to control development. Although government officials are given some discretion to implement plans, development control

development control such as density, height, siting, design and parking. In practice, it can be difficult to draw the line between building regulations and planning. However, all aspects of development control, except those affecting the structural stability and safety of the building, should be incorporated in the Town Planning Ordinance.

Publicity and public participation are other important features of urban planning.

However, in Hong Kong, the public is not clearly informed when the governor gives a direction under Town Planning Ordinance that a plan is to be prepared for a certain area. Thus the public does not know formally when the statutory planning process in a particular district is about to begin.

Affected residents, landowners and developers remain unaware of such a

statutory plan until it is presented in its draft form.

Public participation not standard practice

There is little or no public participation at the plan-making stage, apart from some limited consultation with special interest groups. Even the disclosure to and discussion with District Planning Boards does not involve the general public. Broader planning issues of liveability or the environment are rarely open to discussion. Proposals are usually written in technical language, or presented as specialized maps, and the impli-

cations are difficult for non-planners to understand. Although these reports and maps are usually available for public inspection, the onus is on citizens themselves to interpret the likely effects of planning proposals.

In the last 50 years, few amendments have been made to the Town Planning Ordinance, which still reflects the economic conditions, social attitudes, and planning methods current at the time of enactment.

There is no doubt that the town planning legislation has contributed to the economic development of Hong Kong. Nevertheless, a critical review and reform of the existing Town Planning Ordinance is necessary for the benefit of the entire territory. Some kind of planning committee under the Town Planning Board should be formed to deal with plan enforcement, planning permissions, development control, and detailed implementation of the plan. There should also be representation from the public during the early stages of the plan-making process. Public participation is an important aspect of urban planning, and so its importance should not be neglected if planners are to secure the best interests of Hong Kong's citizens.

Leung Sun Chuen teaches courses in planning, development and land economics at the City University of Hong Kong (Division of Building Science & Technology in College of Higher Vocational Studies).

He has been a chartered surveyor for more than a decade and has extensive experience in land management. He can be reached at ksleunghk@ctimail3.com.



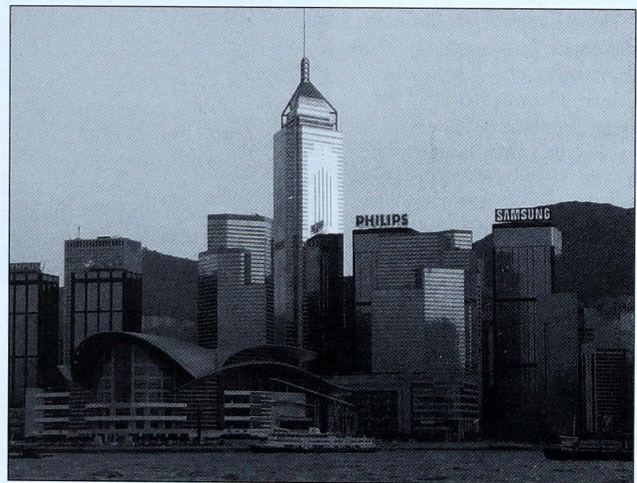
The building code may have more influence than planning legislation

largely depends on the terms of government leases and the provisions of the Buildings Ordinance. Theoretically, a Buildings Ordinance should be concerned only with structural stability and health and safety matters within buildings. However, Hong Kong's Buildings Ordinance contains many provisions related to town planning. In effect, the Buildings Ordinance Office acts as a planning authority and deals with matters of

SGL Sorensen Gravely Lowes Planning Associates Inc.

- Policy Formulation
- Zoning By-laws
- Land Development & Redevelopment
- Commercial Planning
- Expert Testimony

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



Hong Kong is synonymous with high density

Linking PPS Policies to Regional & Local Planning Studies and Reports

By Michael Hynes

This is the second of two articles summarizing a submission to the Ministry of Municipal Affairs and Housing on the Provincial Policy Statement.

To be effective, the "have regard to" provision should be required to be considered in the preparation of all planning studies and reports, not just those leading to an official plan amendment. This would help the integration of important PPS policies and principles into all levels of planning in Ontario. For example, a transportation master plan or a water and sewer master plan should be consistent with the relevant official plan, which should then have regard to the PPS.

Monitoring Performance and Accountability

The existing PPS imposes no accountability on the provincial government to facilitate good land use planning decisions at the regional and local levels. A new PPS should include a provincial commitment to institute programs that support local planning goals and policies, such as public transportation and environmental protection. The Province should create incentives for municipal governments to implement PPS policies and principles. Such programs are crucial to good land use planning decisions at the regional and local levels, but are largely beyond the reach of municipal governments to implement by themselves.

The MMAH has little data on the effectiveness of the PPS and while the present PPS proposes the establishment of performance indicators, or benchmarks, by which municipal compliance with PPS policies may be measured, no provisions for the collection or reporting of data to measure whether or not the PPS is being implemented are in place. This is a deficiency.

The ability of the Province to monitor municipal compliance with the PPS is severely limited. If the PPS is to have value as an instrument of land use planning, then it must include a means of establishing clearly defined performance indicators as

ing desirable communities in which to live, re-investment in urban areas, improvement of economic opportunities and promotion of social equity issues are largely unaddressed.

In addition, the PPS also fails to provide adequate policy consideration such as affordable housing and brownfield development, air quality, noise pollution, the aging population, smart growth concepts and co-ordination of regional cross-boundary issues such as transportation and ecologically sensitive areas. A revised PPS should address these issues.

Lack of Leadership, Vision and Policy Objectives

The Province should provide leadership and vision if PPS policies are to create healthy communities. One way of accomplishing this is by explicitly stating the objectives underlying specific PPS policies as a means of fostering implementation and compliance by all stakeholders.

The Regional Planning Commissioners recognize that the Provincial Policy Statement has the potential to help foster decisions, which will benefit the Province's economic, social and environmental well-being. We welcome the opportunity to contribute to the Statement's five-year review. We look forward to the Ministry's response and are willing to meet you and your staff to elaborate on the points made.

Alex Georgieff
Chair, Regional Planning
Commissioners of Ontario

The submission (see previous issue for part one) was prepared on behalf of the Regional Planning Commissioners by Michael Hynes, MCIP, RPP, who is a planner with the Region of Peel. He can be reached at Hynesm@region.peel.on.ca.



The PPS promotes the notion of strong communities

well as imposing monitoring and reporting requirements on regional and local municipalities.

Policy Gaps

Current PPS policies focus on economic considerations to the detriment of environmental, social and planning issues. Quality of life issues such as creating and maintain-

A Vision for the Historic Centre of Riga

By Andris Roze

Riga, the capital city of Latvia, has a wealth of heritage buildings, some dating from as far back as the 13th century, as well as 19th-century wooden buildings and buildings of Art Nouveau, Eclectic and National Romantic styles, architecture of the 1930s, and examples of Soviet architecture. The State Inspection and Heritage Protection office has classified more than six hundred buildings as important. The urban fabric is formed by streets, public spaces, buildings, parks, hills, and water courses that have evolved over eight centuries.

Riga's historic centre was included in the UNESCO World Heritage List on December 1997, based on "the medieval and later urban fabric, the quality and quantity of its Medieval and Art-Nouveau architecture, which is unparalleled anywhere in the world, and its 19th century architecture in wood." The UNESCO-designated heritage area has three distinctive parts: the Old Town, the Ring of Boulevards and the Art Nouveau Centre.

Since 1991, when Riga was restored to its role as the capital of the independent Republic of Latvia, its economic development has been impressive. The Riga historic centre is "the economic engine" of the city. Although it contains only six percent of the city's area and 17 percent of its population, it provides 50 percent of its employment and absorbs 80 percent of the city's investment. The physical evidence of this activity is seen in the ever-increasing pace of renovation and new building. This is a positive trend for the city's economy, but it exerts pressure on the historic urban fabric. The preservation of Riga's heritage and the need for continued economic growth is therefore the challenge for planning and management of the city.

In December 1995, the city adopted its first land use plan for the new "democracy and free market economy era." The plan was prepared with public participation, adopted by a democratically elected city council in open session, and became the first "new era" official plan in the Baltic States. The Canadian Urban Institute, through a CIDA-sponsored project, assisted in this process.

The official plan identified the city's his-

toric core and the "green-blue" system of open space and water as important heritage elements. The historic city core was delineated as a special policy area, including the application for inclusion on the UNESCO world heritage list.

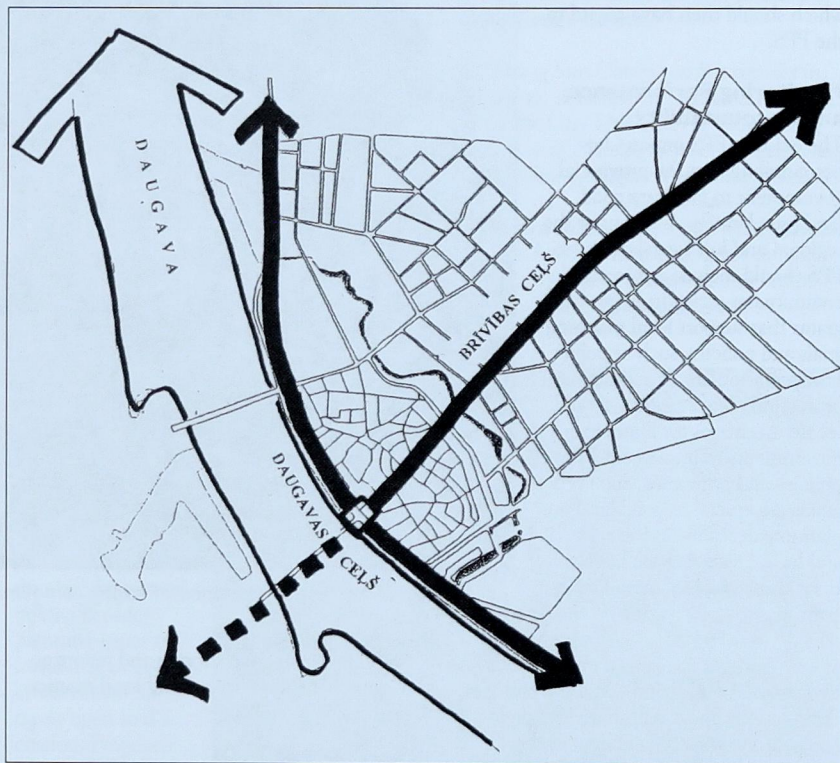
The official plan, however, was very general. The original intent was to adopt a general plan quickly and then proceed with detailed secondary plans, including one for the historic city core. However, the city has not yet started the preparation of a city centre plan. Important decisions on development proposals are being made based on subjective judgements and the ad hoc interaction of various interests, without the guidance of an overall urban design plan.

To assist the city, the State Inspection for Heritage Protection prepared a quick

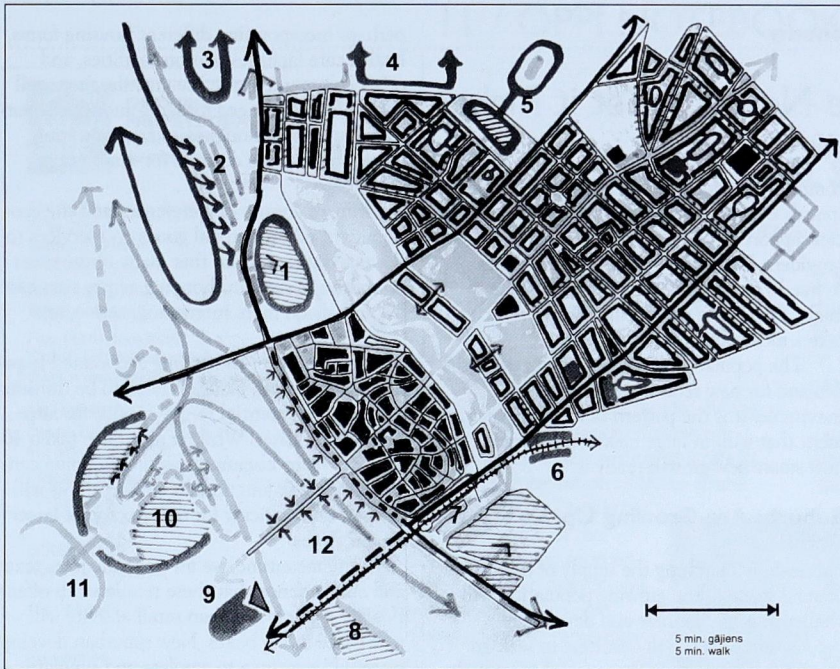
(four-month) urban design study of the preservation and development possibilities of the city core, called Vision 2020. The study focused specifically on cultural heritage and public open space. It did not include policies on transportation, economic activity, or other aspects of development, although the project team was keenly aware of these issues. The study was prepared in consultation with professionals and some interest groups, but the project team did not conduct a full-scale public participation process.

Vision 2020 includes the following goals for Riga's historic core:

1. Through good urban design, guide new development so that it preserves and enhances the unique heritage and high-quality urban environment of Riga's



The Urban Design concept is based on the preservation, enhancement and articulation of the city's built heritage and the two unifying axes of the city—the Daugava river and the Freedom Way.



Vision 2020 recommends that the Old Town, with its medieval streets and squares, become a pedestrian zone.

- historic core.
- 2. Facilitate the development of Riga as a contemporary administrative, business, trade and tourism centre.
- 3. Foster the evolution of a transparent,

- democratic process for managing changes in the urban environment
- 4. Augment the existing public open space network and ensure the preservation of parks and squares.



Historic Riga is a thriving employment hub

- 5. Create pedestrian-friendly streets and an integrated open space system.
- 6. Create a favourable milieu for the restoration of historical buildings and design of high-quality new architecture.

Recommendations for Immediate Action

More comprehensive and in-depth studies are required to produce a full-scale official plan amendment. However, the four-month study identified principles of urban design that respect the city's heritage and can form the basis for new development.

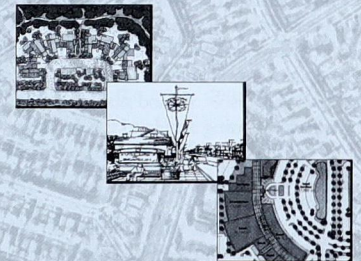
As an interim step, the State Inspection for Heritage Protection will use the policies developed in Vision 2020 and the city council will support these policies until a comprehensive City Centre plan can be prepared and adopted.

Andris Roze, MRAIC, AICP, MCIP, RPP, is a former director of planning in York Region. For the past nine years he has been working in Riga, both for the City and for the Canadian Urban Institute. He is currently a consultant. He can be reached at e-andrisroze@hotmail.com.

respected professionals . . .

. . . insightful solutions

Walker Nott Dragicevic Associates Limited



172 St. George Street Toronto, ON M5R 2M7
T: 416-968-3511 F: 416-960-0172
E: admin@wndplan.com
W: www.wndplan.com

Planning

Environmental
Assessment

Urban Design

Retail is Big Business: We Need to Get it Right

By Gordon Harris

This is the second in a series of articles looking at the impact of national retail trends on the professional practice of planners.

The Hudson's Bay Company's current marketing campaign that tells us "Shopping is Good." Good or bad, shopping is a major part of our economy. This year, retail sales across Canada are expected to approach \$300 billion. This volume of spending generates billions in revenue for all levels of government through GST, provincial sales tax, municipal business license fees and property taxes. Governments also benefit from the taxation of retail earnings since about one in six Canadians are employed in retail and retail-related industries, making retail one of the largest employers in the country.

The retail sector will continue to grow, and, as noted in the first article in this series, as much as 75 to 100 million square feet of new retail space could be needed in Canada in the next 15 years.

The challenge for planners in both private and public practice is not just about calculating the numbers correctly but about understanding the strategic importance of retail in qualitative terms as well.

Shopping is Part of Complete Communities

New urbanism, smart growth, and other contemporary planning movements have refocused our thinking on how communities should look, feel, and work. Like housing, open space, transportation, and other community building blocks, commercial services and activities must be carefully planned as part of the whole community. Many of the big boxes and power centres across the country are where they are more as a result of ad hoc rezoning decisions made at the local political level than as a result of good planning. Subsequent planning and land use decision-making will need to better recognize the role of commercial activity in building more complete communities.

Current approaches to planning such as the new urbanism movement and smart growth give us great ideas about building communities on a personal scale and making those communities places where we can comfortably live, work, and play.

Organizations such as Smart Growth BC have emerged with the goal of creating more livable communities. The means encouraging

compact communities and avoiding urban sprawl. Denser, more compact communities can support an array of local retail and service providers. But not everyone can or will choose to live in the urban core of our cities. For many, the notion of livability will continue to take a more suburban form.

The population growth that will drive the demand for new retail space is virtually inevitable. It is the pattern of future development that will, in large measure, determine how smart new growth really is.

Suburbs Are Growing Up, So Must Retail

Successfully matching the supply of new commercial space to the growing population will challenge both planners and developers because consumers will continue to seek an almost infinite array of shopping choices within easy reach of where they live and work. As a consequence, we see a blurring of the distinction between urban and suburban retail activities. For instance, Overwaita Food's hugely successful Urban Fare grocery store/wine bar/café/singles hangout in the trendy Yaletown district of downtown Vancouver has been followed by a second store in suburban Edmonton and more suburban locations are planned. On the other hand, larger format warehouse style retailers such as Toys R Us, Home Depot, and Costco are now as likely to be found in downtown markets as they are in their original suburban locations.

A more significant process of urbanization of the suburbs is also occurring. Many large regional shopping centres in Canada have added high-density residential buildings, multi-screen cinemas, themed restaurants, and other entertainment uses to previously single purpose sites. This intensification of land uses meets many of the objectives of smart growth. Initially selected for development because of their location attributes of visibility, accessibility, and centrality to the markets they serve, these sites remain as valuable assets that can - and must - play a major role in the continuing evolution of our suburbs.

Not all shopping centres built in the past 40 years will continue to flourish. Many community-scale centres across the country are being eclipsed by other centres or by shifts in customer traffic and preferences. These centres of anywhere from 100,000 to half a million square feet on sites of upwards of 50 acres lend themselves to re-use and redevelopment,

perhaps incorporating different housing forms, health care facilities, seniors facilities, and other community uses. Meanwhile, there will continue to be a need for land-intensive suburban retail stores along major transportation routes to meet the demand for destination shopping.

Shifts in consumer preferences and the economics of bringing retail goods and services to the marketplace mean that many of the older established suburban shopping centre sites can become much more interesting, active, and urban.

Given the ever-shortening economic lifespan of retail concepts, planners need to be thinking today about potential re-use options for large format retail sites. While it may have taken 40 years for many community-scale shopping centres to become functionally obsolete, this will happen more quickly for today's crop of larger format stores.

In the meantime, we all want the jobs, taxes, and convenience that these retailers can offer. But not all new suburban retail activity will take place in big boxes. New suburban development will continue to emulate and simulate cities, with Main Streets and other planned concentrations of local-serving commercial activity, often as part of high-quality mixed-used projects.

As the suburbs take on more urban characteristics and as the demand for larger format retail continues to grow, planners will need to recognize that it is not about big box vs. neighbourhood retail as much as it is about finding an appropriate balance. And just to keep it interesting, retailers keeping changing the "rules." Retail formats once viewed exclusively as "highway commercial" are now just as much at home in our city centres while more intensive, pedestrian-oriented, retail clusters are bringing new life to suburban communities.

Planning for new retail space in the next 15 years will be about much more than just land use. Commercial activity will be an increasingly important part of achieving and sustaining livable communities with strong local economies. Reading the business section of the newspaper should become an essential part of the planner's day in order to closely follow - and respond to - the ever-changing ways in which retailers bring their goods and services to consumers.

Gordon Harris, MCIP, is the principal of Harris Consulting Inc. in Vancouver. He is active with both ICSC and the B.C. affiliate of CIP. He chairs the annual retail trends conference organized by the CUI with ICSC and the Centre for the Study of Commercial Activity at Ryerson (see Billboard for details of this year's event). He can be reached at gordon@harrisconsults.com.



**ONTARIO
PROFESSIONAL
PLANNERS
INSTITUTE**

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

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

Fax: (416) 483-2000
E-mail: info@ontarioplanners.on.ca
Web: www.ontarioplanners.on.ca

PRESIDENT

Dennis Jacobs
613 580-2424 x25521

PRESIDENT ELECT

Marni Cappe
613 241-5221 x247

DIRECTORS

Policy Development,
David Hardy
416 944-8444

Recognition,
Diana Jardine
416 585-7251

Membership Services,
Kennedy Self
905 985-2793

Membership Outreach,
Bryan Weir
705 743-0380 x315

Professional Practice &
Development,
Don May
905 332-2324

DISTRICT REPRESENTATIVES

Central, Cheryl Shindruk
705 734-2538 x225

Central, Martin Rendl
416 291-6902

Eastern
TBA

Northern, Mark Simeoni
705 671-2489 ext.4292

Southwest, Paul Puopolo
519 745-9455

Student Delegate, Pam Anderson
p2anders@hotmail.com

EXECUTIVE DIRECTOR

Mary Ann Rangan

**MANAGER, MEMBERSHIP
MARKETING & DEPUTY
REGISTRAR**

Gerald Smith

**MANAGER, FINANCE &
ADMINISTRATION**

Robert Fraser

**MANAGER, POLICY &
COMMUNICATIONS**

Loretta Ryan

RECEPTIONIST

Asta Boyes

President's Report

The Year Ahead—What's In Store For OPPI?

By Dennis Jacobs

What lies ahead for OPPI and our members in 2002? Last year's over-heated economy was quickly cooled by the slide of the technology sector and the disastrous events of September 11 and their aftermath around the world. Throughout these rapidly shifting times and priorities, the importance of planning and planning professionals in the setting of strategic directions and the implementation of these strategies has never been greater. The recognition of OPPI as the voice of the planning profession is gaining momentum. In the arena of public opinion, we are being sought out for comment. Clearly, 2001 was a year to remember and build on.

In the coming year, the economy will start to rebound (although for many of us it never really slowed down) and the continued need for a comprehensive and integrated approach to managing growth and change will remain strong. OPPI is prepared to meet these challenges as we enter the second year of the Millennium Strategic Plan. At the December meeting of Council, a new budget was approved based on the objectives of the Plan to move us forward. The following are some highlights of the initiatives for 2002:

1. Broadening recognition of planning and the role of planners

To answer the calls for comment from the media, we will establish guidelines for selecting members to become OPPI spokespeople and provide these members with the required training to be effective in delivering the key messages about the profession and the Institute.

The development of the website will continue to promote OPPI as the recognized voice of planners in the province and to provide members with timely and accessible information.

To broaden public awareness, we intend to develop a strong statement or brand for the planning profession and to initiate and participate in community events like World Town Planning Day (November 2002). Other professions blow their horns, so why shouldn't we?

Another priority is to re-define the OPPI Excellence in Planning Awards Programs and investigate OPPI-sponsored community leadership awards for both planners and non-planners.

2. Implementing the policy development program

To maintain our visibility, a third policy paper will be considered later in the year to follow on the successful achievements of 2001.

On the day-to-day front where most of us are, we are revitalizing our watching brief on government initiatives in areas such as the environment, natural resources, agriculture and rural affairs, economic development, provincial governance and legislation, social policy, transportation and urban design.

To broaden our base of support and improve recognition of our efforts, we will establish liaisons and partnerships with organizations that wish to work with OPPI to advance sound planning policies in Ontario and support the policy direction and initiatives of OPPI.

Improving the Membership Process

This is an area that needs attention.

New applicants and those already in the system will begin to see improvements in 2002 and future years.

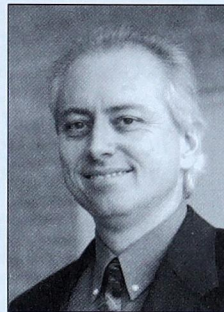
Our outreach strategy for non-member practising planners will continue to be a focus, including the continuation of Executive Practitioners Outreach.

To level the playing field for the membership process, we are preparing and implementing an examiner training program.

To assist new and refresh the memories of longer-term members, we intend to develop a series of advisories on professional practice in the form of Practice Directions.

Staying current with the many demands on our time is difficult but essential to maintaining appropriate professional standards. We will be investigating a program that supports the continuous learning of planners.

So 2002 will be another busy year and we look forward to your ideas and participation in our continuing efforts to grow and enhance the planning profession through OPPI.



Dennis Jacobs

Dennis Jacobs, MCIP, RPP, is President of OPPI. He is Director of Planning with the City of Ottawa. He can be reached at 613 580-2424 x25521.

The Transition from Student to Professional Should Not Be an Overnight Experience

By Pamela Anderson

The recent terrorist activity in the United States of America has people thinking and acting differently about local economies. Some say a recession may be ahead, while others believe that the USA and Canadian economies will prevail. No professional, and especially a student near graduation, wants to hear about an economic slowdown.

Like many close to graduation, I too am concerned about the state of the economy and where planning grads will turn in the future. However, I also understand that getting ahead in any profession, whether it is planning or something else, depends on how much you can do for yourself to support your career.

As OPPI Student Delegate I am here to help all planning students realize that there are many ways that OPPI can help you succeed at the career you always wanted as a planner.

Being a student today can often mean a stressful lifestyle, requiring good time management skills. There are those never-ending lectures, projects and assignments, not to mention the extracurricular activities that keep you going. There is also the part-time job that pays for your education and the occasional social hour, which is a must for your stress relief. Yet, however busy you are, you should always leave time to prepare for your future career. After all, that's why you're in school.

This year approximately 200-300 students in Ontario will graduate with some sort of undergraduate or graduate planning degree. What will make your name stand out among these students? There are many things you can do to help yourself with the transition between being a student and becoming a professional. These things may be the key to your success. The people you meet and the events you attend are often those which will prepare you and provide you with that extra edge for a successful career. Here are some helpful hints for students making the transition between student and professional.

Network at Events

OPPI holds various social events throughout the year for both students and professionals. There is no better way to meet others in your profession than by attend-

ing these events. The more of these events you attend, the more likely planners will recognize you and want to know more about you and your future interests. When attending these social events you must do your part as a student in networking... don't sit beside your friend from school, sit beside some professionals and learn where they work, what kind of projects they are working on and what interests them as planners. A wise man once told me that if you do not collect 10 business cards at every social event, you have not done your job. Networking is the key to learning about the profession.

Stay on Top of Key/Current Planning Issues

It is important not only to understand planning concepts but also to be critical of them. Learn what the current planning issues are, understand them, and know what municipalities and companies are doing about the issues. OPPI can also lend a hand at helping you stay on top of current planning issues. This magazine is a great way to understand who is doing what and which topics are important to the Ontario planning profession at large

Experience Conferences and Workshops

Attending conferences and workshops is essential to finding out more about the profession. They are great places to understand the various realms of planning that you may not be exposed to as a student. Many of the workshops are "hands-on" or "mobile" and will actually expose you to topics which you may have only read about in textbooks. Conferences are also a great way to view other cities and do some traveling.

Get Experience in the Work Field

My first suggestion to students wanting to gain experience in the planning profession is to enter the co-op stream at your Planning School. Co-operative education gives you the opportunity to experience a variety of jobs. I have participated in the co-op degree at Waterloo for the past four years. Some of my greatest experiences have been living and working on co-

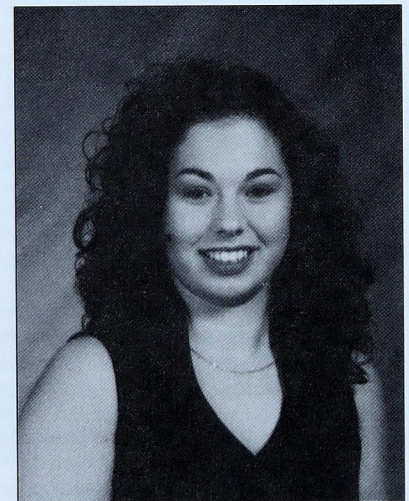
op terms. There is no better way to learn about planning than seeing it first hand. Co-op will give you the experience and skills that you need to find a job in the future.

If you are not lucky enough to join a co-operative program there are always other ways to gain valuable experience. Volunteer: Summer months are also great times to find planning jobs on your own. Many companies look for summer students to partake in fieldwork, or data analysis and help is often needed in the office to cover those who are on vacation.

Also, when you are an OPPI student member, you are also a student member of CIP and have the opportunity to partake in CIP's work abroad program. CIP places aspiring planners in a variety of locations overseas. Working abroad is one experience that many employers appreciate. They will continually ask about your experience overseas as a planner.

Apply for Scholarships

CIP and OPPI also offer a number of scholarships for students. These scholarships provide funding so that both undergraduate and graduate students may further their areas of interest in their studies. The OPPI district scholarship deadlines are in November, and the OPPI provincial deadline is in March.



Pamela Anderson

Overall, there are many ways OPPI can assist students in becoming a professional. It is up to you as a student to take advantage of these opportunities. Watch for mail outs about upcoming district events, plan to attend the OPPI 2002 conference in London and check out the OPPI web site for other student links.

Pamela Anderson is the OPPI Student Delegate 2001- 2002. She is also a Policy Planner with Haldimand County. She can be reached at p2anders@hotmail.com.

2002 Membership Renewal Reminder Notice

Please note that the deadline for membership renewal was January 2, 2002.

Note: You are not covered by the Liability Insurance program until your fees are received by OPPI.

Send in your renewal now and avoid the late fee payment (\$75.00) deadline of April 1, 2002.

Please contact the office at 416-483-1873, or 1-800-668-1448, if you did not receive the annual membership renewal/data guide and form.

Robert J. Fraser, Manager, Finance & Administration. E-mail finance@ontarioplanners.on.ca. or phone: (416) 483-1873 ext. 24 or fax: (416) 483-7830.

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

www.cansult.com

CANSULT
Engineers and Project Managers

60 Renfrew Drive, #300, Markham, ON L3R 0E1
tel: 905.470.2010 fax: 905.470.2060

**HARDY
STEVENSON
AND ASSOCIATES**

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

Tel: (416) 944-8444 Fax: 944-0900
Toll free: 1-877-267-7794
Website: www.hardystevenson.com
E-mail: HSA@hardystevenson.com
364 Davenport Road, Toronto, Ontario M5R 1K6

Anthony Usher Planning Consultant
*Land, Resource, Recreation,
and Tourism Planning*

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

**Michalski Nielsen
ASSOCIATES**
*Environmental Planning
Biophysical Analysis
Lake Capacity Assessment
Resource Management*

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

**engel
consulting
group**

planning
public consultation
communications
socio-economics

@ 801 Eglinton Ave. West, Suite 400
Toronto, Ontario, M5N 1E3
t. 416.485.9700 f. 416.485.4810
www.engelconsulting.ca

**THE
RANDOLPH
GROUP**
MANAGEMENT CONSULTANTS INC.

**Organizational Effectiveness
Strategic & Business Planning
Governance & Restructuring
Research & Policy Analysis**

Carolyn Kearns
Michael Rowland
Susan Wright

111 King Street East, 3rd Floor, Toronto, Ontario M5C 1G6
Tel: (416) 368-7402 Fax: (416) 368-9335
E-mail: consult@randolph.on.ca

**ecoplans
LIMITED**

Environmental Planners & Consulting Ecologists

Environmental Planning & Assessment
Natural Heritage System Planning & Policy Formulation
Ecological Inventories & Evaluation
Watershed Studies
Transportation & Utility Route Selection
Soil Surveys & Agricultural Impact Assessment
Landscape Architecture
Stormwater Management Studies
Phase I & II Environmental Site Assessments
Environmental Monitoring & Inspection Services

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

Land Use Planning Urban Design Special Studies Project Management

**LARKIN
ASSOCIATES**

tel 905.895.0554
toll-free 888.854.0044
fax 905.895.1817
www.larkinassociates.com
1168 Kingdale Road
Newmarket, Ontario
CANADA L3Y 4W1

More Awards for Professional Merit

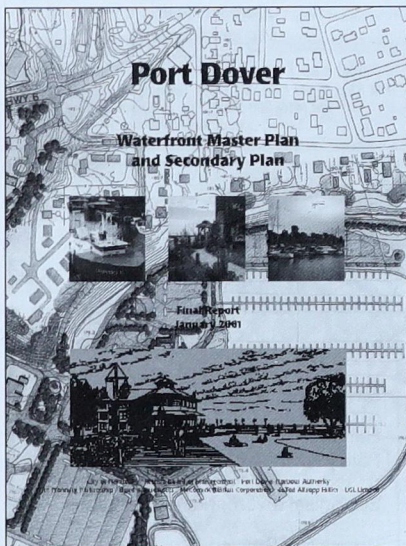
The 2001 Excellence in Planning Awards were presented at the AGM in Kitchener. Some of the winners included the following:

Provincial Professional Merit Award/District Professional Merit Award

The Planning Partnership, duToit Allsopp Hillier, LGL Limited, Baird & Associates, McCormick Rankin
Port Dover Waterfront Master Plan and Secondary Plan

Category: Planning Studies/Reports

Port Dover, a small town on Lake Erie, has long been an active commercial fishing



port and a tourist destination. Extensive development has taken place along the waterfront in recent years, and this plan is designed to guide further development in future. This master plan was developed through a series of charrettes and public workshops that involved planners, urban designers, landscape architects, biologists and engineers. It includes provisions for continuous access to the water along the lakeshore and a history walk along Harbour Street, recommendations for new development, strategies to maintain the commercial fishing port, opportunities to expand a recreational marina and measures to protect nearby residential areas. The judges found the report, which was unanimously endorsed by the City of Nanticoke Council, "well-organized" and "thorough."

Provincial Professional Merit Award/District Outstanding Planning Award

Urban Strategies Inc., Centre for Addiction and Mental Health
A Vision for the Redevelopment of the Queen Street Site
Category: Communications/
Public Education

The property at 1001 Queen Street West in Toronto has long been a centre for

the treatment of the mentally ill. In planning the redevelopment of this site, the planners held workshops attended by more than 200 people, circulated a draft document to 17,000 people, and present-



A Vision for the Redevelopment of the Queen Street Site

ed it to more than 20 stakeholder groups. The vision document has been widely endorsed and the client is now using it to prepare a master plan for the site. The jury admired the way in which the planners had worked to ensure that future facilities on the site would continue to serve the community and had helped the public understand both the planning process and the different ways in which the site could be redeveloped.

Provincial Professional Merit Award/District Outstanding Planning Award

Urban Strategies Inc., Canadian Urban Institute



Noise Vibration and Acoustics

- ◆ Environmental Noise and Vibration
- ◆ Industrial Noise and Vibration
- ◆ Expert Witness Testimony
- ◆ Peer Review Services
- ◆ Transportation and Land Use Planning

2000 Argentia Road, Plaza 1, Suite 203
Mississauga, Ontario L5N 1P7
(905) 826-4044, Fax 826-4940
www.hgcengineering.com

HOWE GASTMEIER CHAPNIK LIMITED



Mark L. Dorfman, Planner Inc.

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

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

Urban Futures: The First in an Occasional Series



Reinvesting in Toronto: What the Competition is Doing

Prepared by Urban Strategies Inc.
March 1999

Reinvesting in Toronto: What the Competition Is Doing

Category: Planning Studies/Reports

Toronto can no longer rest on its laurels as "the city that works." In many ways, it is losing ground to its American competitors. This report shows how American and British cities are investing heavily in upgrading and expanding their urban infrastructure, while Toronto is making only token investments in its infrastructure. It also

examines the contribution of senior levels of government in the United States and the U.K. to urban infrastructure, and the lack of equal levels of contribution from the federal and Ontario governments. The report concludes with a nine-point action plan for boosting the competitiveness of the Greater Toronto Area. The jury commended the research behind the report, as well as the clarity and passion of the writing.

Provincial Professional Merit Award/District Outstanding Planning Award

City of Toronto, City Planning, Urban Development Services
Directions Report: Toronto at the Crossroads: Shaping Our Future
Category: Planning Studies/Reports

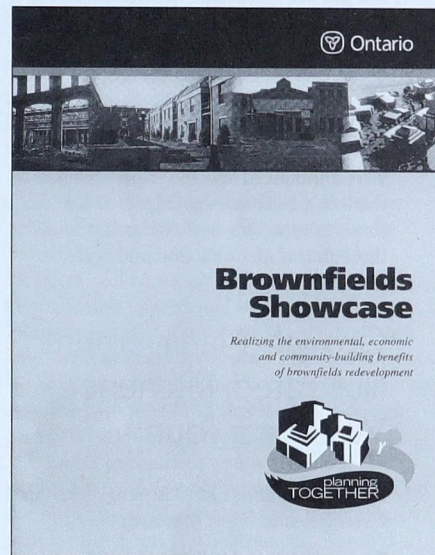
When in 1998 six local municipalities and one regional municipality amalgamated to form the new City of Toronto, planners faced the challenge of creating a new Official Plan for the city. This report suggests policy directions for the amalgamated city, using findings from the city's study of global competitiveness, the future of the downtown, and transportation, and from research reports on social indicators, office markets, employment areas, retail activity and migration. The plan, which takes a sustainable, "smart growth" approach, describes the challenges

facing the city, identifies choices that need to be made, and suggests a direction for the future. The judges appreciated the clear, jargon-free language of the report and the 16-page tabloid summary that briefly encapsulated the report for those who need only a general idea of its contents. The jury found that although "many of the ideas are familiar, they are presented with vigour in a fresh and challenging manner."

Provincial Professional Merit Award/District Outstanding Planning Award

Ministry of Municipal Affairs and Housing, Provincial Planning and Environmental Services Branch
Brownfields Showcase
Category: New Directions

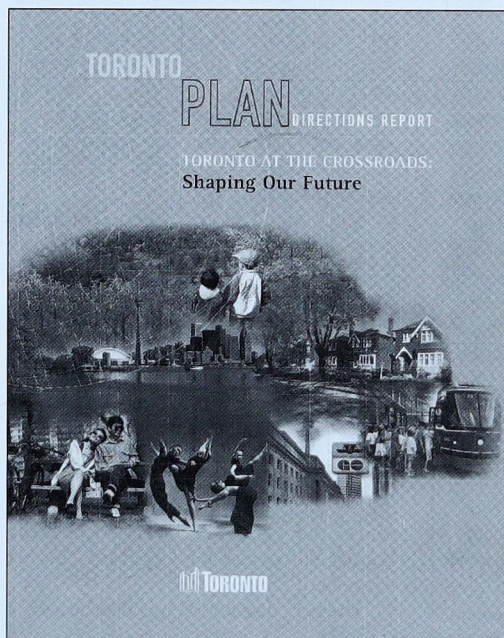
Although the redevelopment of brownfields is widely considered a good idea, many municipalities are unsure how to redevelop their own brownfields areas. This showcase document is intended to offer "road-tested" examples of successful brownfields redevelopment in many different settings. The judges found the document both thorough and practical, and were impressed with the clear explanations of financing and liability issues. They felt it would be useful to both urban and rural municipalities and to both local and regional municipalities, as well as to developers, lenders and the public.



Provincial Outstanding Planning Award/District Professional Merit Award

University of Guelph, County of Huron, Ontario Ministry of Agriculture, Food and Rural Affairs
Rural Planning and Nutrient Management: Issues and Approaches
Category: Communications/Public Education

Given current concerns about the effects of large-scale livestock operations on the environment, this detailed manual is timely. It is designed for planners and elected officials to help them facilitate public participation programs and dispute resolution sessions, and has already been successfully used in 14 workshops around the province. The judges appreciated the quality of the writing and the "user-friendly" approach, and the way in which the manual was organized into modules that allowed planners to tailor a workshop to a particular situation and audience.



Central

Central's Christmas Session a Hit

The Central District Christmas Party, organized once again by David Mackay, attracted a large, boisterous crowd that was a pleasant mix of veterans and newcomers. For the many students in attendance the event provided a wonderful opportunity to meet seasoned practitioners; there is little doubt that OPPI's more "mature" members also enjoyed meeting students and beginning planners. Most of OPPI Council were there too. Central District scholarships were announced and the many sponsors of the event were acknowledged. A significant sum was raised for the scholarship fund through the silent auction and "gate" receipts.

Growth Management Illustrated: Kitchener-Waterloo Tour

By Alex Taranu, Dan Leeming, Michael Crechiolo and Ryan Mounsey

Last October, the OPPI Urban Design Working Group organized a mobile workshop to complement the AGM and the presentation of OPPI's paper on growth management. The tour was a good opportunity to illustrate the way various growth management strategies and policies are reflected in urban form. The event was organized by the authors with help from Scott Nevin and other local planners. Following the New Urbanist concept of Transect, the tour traced a cross-section starting from the inner areas through the older suburbs and the new suburban developments to the rural edge.

More than 100 people participated in the tour, which filled three city buses. Two stops allowed a more detailed discussion of strategies such as downtown revitalization, intensification and infill, brownfields re-development, the urbanization of the older suburbs as well as new types of suburban development. The hand-out included background information, maps, information about the Transect concept, references for urban design and urban form and an introduction to the Working Group's activity.

The Tour started in downtown Kitchener. Regulatory reform, land acquisition, and public-private partnerships have resulted in a new city hall and civic square, vacant retail conversion to offices, warehouse conversions and high-rise apartment developments. We continued through the Victoria Park neighbourhood, a designated Heritage District. Crossing the Warehouse District displayed opportunities for redevelopment of the brownfield areas and re-use of the old industrial buildings. Moving from the city core to the periphery, the tour highlighted the suburbs of the 1920s by visiting the



Tour participants had time to debate

tree-lined streets of Old Westmount and the first shopping street planned to accommodate the car, Belmont Village. The old traditional neighbourhoods within the City cores were healthy and vital areas that should provide strong models for new residential areas.

The stop in Uptown Waterloo included a presentation by Sunshine Chen that highlighted several redevelopment initiatives. The tour included a visit to the Seagram Distillery lands, where the historic buildings have been converted into loft condominiums, a software company head office and an upscale restaurant. Several new developments illustrated the City of Waterloo's approach to redeveloping former industrial properties and examples of successful public-private partnerships - the Waterloo Recreation Complex, Luther Village and Terrace-on-the-Square retirement communities.

The next destination was Beechwood,

B GROUP
 Transportation Consultants
 45 St. Clair Avenue West, Suite 300
 Toronto, Ontario M4V 1K9
 416.961.7110 (tel) 416.961.9807 (fax)
 www.bagroup.com bagroup@bagroup.com

CH2MHILL
 Our evolution continues.
 CH2M Gore & Storr Limited has become
 CH2M Hill Canada Limited. Evolution is Good.
 (416) 499-9000
 TORONTO BARRIE CALGARY OTTAWA NIAGARA VANCOUVER WATERLOO

where the older subdivisions display conventional suburban development patterns. A different design approach is applied to Waterloo's West Side area, where new urbanist-inspired developments are surrounded by open space, wetlands and woodlots. The Columbia Forest neighbourhood incorporates new urbanist elements such as a grid street pattern, smaller lot sizes, mixed housing types and small parottes. A senior's residence has been built in a prominent location. The stop allowed participants the opportunity to discuss Waterloo's environmental policies, growth boundaries and to visit the model homes.

The University of Waterloo area provided a chance to discuss that institution's development role. The University is planning a large research and technology park, while software firms and other knowledge-based companies have revitalized industrial lands north of the University. The future regional transportation corridor was mentioned as an important infrastructure element that could tie the whole region together and offer opportunities for transit-oriented development. On the way back to the hotel, new commercial areas were reviewed, with all the problems associated with big box development.

This event was a great opportunity for the Working Group to contribute to OPPI's activity. Although the time was very tight, we tried to facilitate a dialogue between planners with different interests on issues of policy, growth strategies, urban forms and design considerations. The excellent feed-back included the potential to use this kind of format for professional development and encouraged our group to continue to promote the importance of physical planning, good urban form and good design as a means for achieving high-quality planning.

Alex Taranu, MCIP, RPP, is a Senior Urban Designer with IBI Group in Toronto and a founding member of the Urban Design Working Group. Dan Leeming, MCIP, RPP, is a partner with the Planning Partnership in Toronto and a member of the Urban Design Working Group. Michael Crechiolo, MCIP, RPP, is a Senior Planner for the City of Guelph and is currently completing a Masters of Urban Design at the University of Toronto. Ryan Mounsey, BES, is a planner with Green Scheels Pidgeon Planning Consultants and is also completing his Masters of Urban Design Studies at the University of Toronto.

Southwest

Christmas in the Southwest

In early December, about 80 planners converged on the Festival City for the 2001 Southwest District Christmas social. The Stratford Golf and Country Club provided a picturesque venue for the annual event, which began with an afternoon Provincial Policy Statement review session. During the panel discussion, Bill Green of Green Scheels Pidgeon Planning Consultants Ltd, Larry Mottram from the City of London and Dave Hanly from the County of Perth each provided a summary of their experience with the PPS. Ken Peterson from the Ministry of Municipal Affairs and Housing followed with an overview of the feedback received to date by the Ministry, and offered insights into the next steps to be undertaken during the five-year review. Following the panel discussion, four working groups were established to discuss a number of questions related to the current PPS. The results of the group discussions were summarized by each group, and recorded for the Ministry to take back to Toronto.

All work aside, the social hour and dinner which followed the PPS session provided an opportunity for members to discuss current projects, and reflect on the events of the past year.

As in past years, a silent auction kept everyone in attendance busy inspecting the various donated items and checking auction sheets. A special thanks to everyone who provided donations for this year's silent auction. Southwest District is pleased to report that just over \$1,100 was raised this year for the Student Educational Trust Fund.

Two dedicated members were recognized at the event: John Fleming, past Chair and Vice-Chair of the district, and Laverne Kirkness, past Chair of the Educational Trust Foundation. The awards which were presented provide only a small token of our thanks for all their hard work and dedication throughout the years.

Erick Boyd, B.A., is Vice-Chair of southwest district, and a planner with the Township of Middlesex Centre. He can be reached at (519) 666-0190, or by email at boyde@middlesexcentre.on.ca.

People

Don Baxter is making a move to Burlington, where he will take on the position of Executive Director of the Economic Development Corporation. Don has a long, successful track record in the field, and he leaves a thriving consultancy in order to spend less time travelling across the country on behalf of clients. Before establishing his consulting practice, Don held senior positions with the former Metro Toronto and the Borough of East York.

Doug Caruso, after 28 years with the City of Windsor, is taking a full-time teaching position at Wayne State University in Detroit. Doug was previously an Associate Professor at the University of Windsor in addition to his position of Director of Development Review Services at the City. Doug chaired the committee that organized the "High Stakes" OPPI Conference in Windsor in 1997, at which time he was presented with the OPPI Service Award.

Meridian Planning Consultants is the successor firm to Lehman & Associates and the Barrie office of The Planning Partnership. Meridian will continue to focus on official plans, zoning by-laws and strategic advice on local government, development approvals and land-use transportation issues. The firm currently has 36 municipal clients and is working on an ongoing basis for MTO, dealing with strategic planning issues in Central Ontario.

Projects in the next year will include the preparation of five new zoning by-laws, work on the Highway 407 East expansion, a secondary plan for the Town of Markham and the Mid-Peninsula Corridor route selection. The staff of twelve remain unchanged from the former firm. The partners of Meridian are **Bob Lehman, Jim Dymont** and **Nick McDonald**. **Celeste Philips** is an Associate specializing in the greenfield planning process. Other members of the firm's planning staff include **Chris Jones, Alison Luoma, Tracy Atkinson** and **Lisa Elliot**.

Urban Strategies has named two new partners: **Cyndi Rottenberg-Walker** has been a planner with the firm since 1989 and is currently leading masterplan exercises at McMaster, Brock University and the Port of Hamilton. Cyndi is also active with OPPI as a member of the Provincial Recognition Committee and the Central District Board of Management. **Connie Pasqualitto** is the firm's Chief Financial Officer and has been with Urban Strategies since 1985.

The contributing editors for People are Lorelei Jones, MCIP, RPP, principal of Lorelei Jones Associates (lja@rogers.com), and Thomas Hardacre, MCIP, RPP, a planner with Planning and Engineering Initiatives (thardacre@peinitatives.ca).

Walkerton: the Search for Balance

By Glenn Miller

With its focus firmly on *who* should have done *what* to protect the public's right to a safe supply of drinking water in Walkerton, the commissioner's recently released report gives us unique insights into the landscape of decision making in Ontario. The images sketched in Mr. Justice Dennis O'Connor's report do not inspire confidence.

What can we learn from the Walkerton inquiry's findings, and can these lessons be broadly applied?

The first important message is that the quest for local (read municipal) self-reliance brings with it a requirement to act responsibly. This also suggests that adequate physical resources and human operational capacity are intrinsically related. The second lesson is that the scope of provincial oversight goes deeper and extends further than passing appropriate legislation and issuing regulations. Protecting "brand Ontario" is an enormous responsibility with much at stake in many interrelated spheres. This requires thoughtful, continuous investment from every level in the provincial bureaucracy and political leaders.

A third, less obvious insight is that although a healthy tension between local and provincial interests is necessary to get results, finding the balance between these two extremes can be hard. We

need to understand that the web of relationships involved, not just in water quality but in many other planning matters, is more complex than we thought. The Walkerton experience shows us how little we know about complex systems. The chain of events that killed people in Walkerton was not linear and for that reason the results were hard to predict. Complexity theory is a new field of inquiry that planners would do well to explore.

If the people of Ontario were justifiably shocked by Walkerton, how should they react to what goes on at the OMB? One of the books reviewed for In Print this issue asks this question. The planning policies in the Guelph official plan were clear. But landowners sought to have *new* policies made at the OMB. The local residents naively thought that this was council's job.

Whose responsibility is it to explain the actions of the OMB to the public? Should municipal councils work harder to prevent cases being referred to the OMB? If a council has made the effort to support its own planning policies and concluded that a particular project will help them be implemented, is it fair that an individual or a corporation can challenge this judgement at the OMB?

These and many more questions are being assessed in OPPI's policy paper on the future of the OMB. In the meantime, we might wonder if the bar is set too low for deciding what represents good planning. Consider this: in the U.K., the Secretary of State has the power to "call in" a decision that he feels is inappropriate. A large supermarket chain was recently denied planning permission for a regeneration project because the corporation had not demonstrated that a sufficient proportion of customers would use public transit to get to the supermarket. Even though the company had responded to earlier concerns by increasing the range and mix of other uses on the site, national planning policies were thought to outweigh the benefit of regeneration. To add insult to injury, the corporation had to pay the costs of the local municipality and residents' association for not adequately explaining the improvements they were contemplating. A different world indeed.

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 editor@ontarioplanning.com. For more information about complexity theory, see "Walkerton Water and Complex Adaptive Systems," by Sholom Glouberman, Hospital Quarterly, Vol. 4, No. 4 (www.healthandeverything.org).

WeirFoulds LLP
BARRISTERS & SOLICITORS

MUNICIPAL AND PLANNING LAW PRACTICE GROUP

Mike McQuaid, Q.C.	George Rust-D'Eye
Wayne Rosenman	Lynda Tanaka
Ian Lord, Chair	Robert Warren
Jeff Cowan	Chris Tzekas
John Buhlman	Greg Richards
Jill Dougherty	Bruce Engell
Sean Foran	Barnet Kussner
Sue Metcalfe	Jane Burton
Kim Mullin	Paul Chronis, Planner
Dianne Hipwell, Planner	Susan Rosales, Planner

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

The Exchange Tower	Tel: (416) 365-1110
130 King Street West, Suite 1600	Fax: (416) 365-1876
Toronto, Ontario M5X 1J5	www.weirfoulds.com

LETTERS TO THE EDITOR

Read something that bothers you, puzzles or pleases you? Send your letters to the editor to:

OPPI,
234 Eglinton Ave. E., #201
Toronto, Ontario M4P 1K5
Or,
editor@ontarioplanning.com
Or, fax us at: (416) 483-7830

Operation Clean Water— A Sampling of Government Action

Operation Clean Water is the most comprehensive strategy ever undertaken in Ontario to ensure safe drinking water and the protection of public health.

Operation Clean Water addresses large and smaller water facilities and includes action on several fronts to protect the ground and surface waters that supply Ontario with drinking water.

The objectives of Operation Clean Water, announced last August, are:

- tough and clear standards and requirements to improve and protect the quality of drinking water;
- effective inspection and enforcement to put a stop to activities that threaten water quality;
- tough penalties for non-compliance.

Operation Clean Water is a government-wide initiative being carried out through the efforts of several ministries.

Clean, safe water at the tap

The Ontario Government's goal is to have the safest drinking water in Canada, with high standards, frequent testing, prompt reporting and tough penalties for infractions. To meet this end, the Ontario Government has introduced regulations and standards to ensure clean, safe water at the tap.

The Drinking Water Protection Regulation (Ont. Reg. 459/00), implemented in August 2000, prescribes strict and mandatory requirements. It established tougher drinking water standards and policies for drinking water protection. Certain facilities require a certificate of approval under Section 52 of the

Ontario Water Resources Act.

As mentioned in Volume 15, no. 5, of the Ontario Planning Journal, laboratories that test drinking water must be accredited for the tests they are conducting.

Further consultation with private water-

Ensuring clean, safe water for our most vulnerable citizens

The Drinking Water Protection Regulation for Smaller Waterworks Serving Designated Facilities (Ont. Reg. 505/01) strengthens the protection of sensitive populations, which include the young, the elderly and people with compromised immune systems.

This regulation places strict requirements on schools, day nurseries, nursing and retirement homes and social and health care facilities that have their own water supply system and do not fall under the Drinking Water Protection Regulation (Ont. Reg. 459/00).

Sustainable Water and Sewage Systems

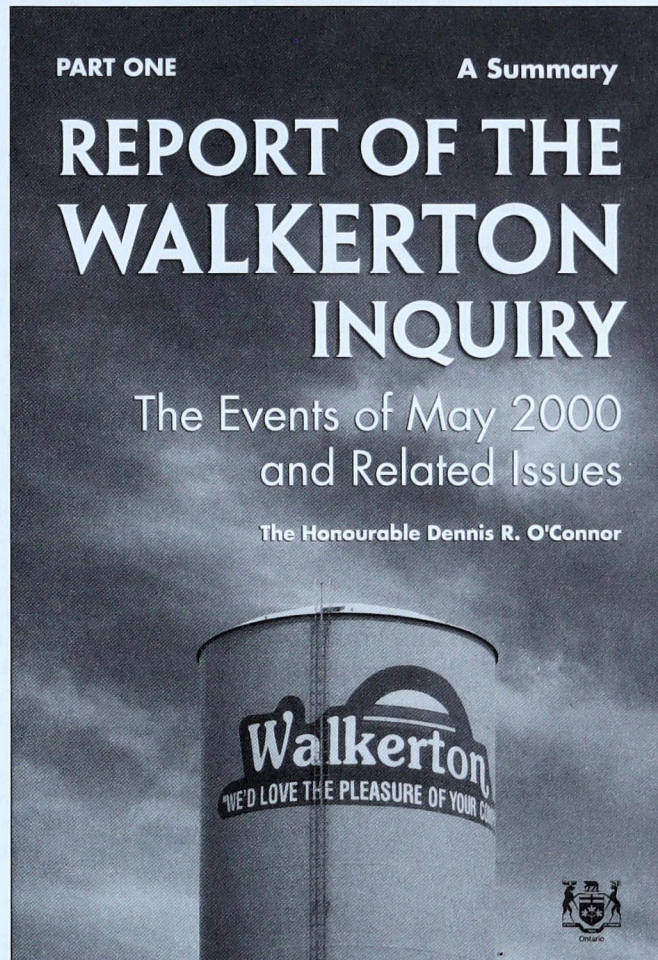
New legislation will require all owners of water and sewer systems—mainly municipalities—to undertake a detailed analysis of their water and sewer systems. This would include a full-cost accounting of all operating and capital costs, all sources of revenue, and the investment required to maintain and expand their systems.

This would also include the development of a comprehensive asset management plan, which includes plans for moving to full-cost recovery. This plan would be submitted to the Minister of Municipal Affairs and Housing, who will

have the authority to approve, reject or change the plan. Details will be provided through regulations.

Clean, safe water at the source (groundwater)

The majority of Ontario's municipal



works owners and the operators of municipal systems is planned.

Tougher penalties for environmental offences include the possibility of jail terms, for failure to report samples that exceed standards and failure to use minimum levels of treatment.

waterworks use groundwater as the source for their drinking water systems. The province is taking decisive steps to protect the province's water supply, including implementing a comprehensive, multi-disciplinary range of actions, linked together as part of a groundwater strategy.

Municipal Groundwater Studies

The government is spending \$10 million for groundwater studies—the largest single investment in groundwater source protection in the province's history.

The primary goal of this funding is to establish important information on groundwater resources at a local and regional level and associated potential risks to those resources. The studies will provide valuable information, including delineation of wellhead protection areas for municipal wells, mapping of groundwater recharge and discharge areas, and other sensitive groundwater areas.

Provincial Groundwater Monitoring Network

The government launched the Provincial Groundwater Monitoring Network in cooperation with

Conservation Ontario, its member authorities and municipalities across the province. The network provides an earlier warning system for changes in water levels caused by climate conditions or human activities and information on regional trends in groundwater quality. The first monitoring stations are already in place; work on others is under way.

Provincial Water Protection Fund

The Provincial Water Protection Fund assisted municipalities to undertake crucial groundwater management studies. Thirty-four groundwater studies across the province were approved with a ministry funding commitment of \$4.3 million. Including contributions from municipalities, the total investment in these studies was valued at over \$6.2 million.

Nutrient Management Act—Bill 81

Last June, the government announced legislation to address the use of livestock manure, commercial fertilizer, municipal

biosolids, septage and industrial pulp and paper sludge. The proposed legislation includes provisions for the development of clear, comprehensive standards for land-applied materials containing nutrients, a proposal to ban the land application of untreated septage over a five-year period, and proposed new requirements such as the review and approval of nutrient management plans and certification of land applicators.

Other initiatives to ensure safe, clean water

SuperBuild is investing \$10 billion in strategic infrastructure projects and will leverage at least \$10 billion or more from private and broader public sector investment partners.

The government is also addressing infrastructure funding needs by providing a minimum of \$240 million through investments in small towns and rural areas for priority health and safety projects.

Water Taking and Transfer Regulation

The Water Taking and Transfer Regulation, the first of its kind, came into effect in 1999, and prohibits the transfer of water from Ontario's major water basins. This regulation takes into account:

- the protection of the natural functions of ecosystems;
- effects of ground and surface water takings on other users of the water;
- the concerns of others who may be affected by the water taking; and,
- the Great Lakes Charter, an international agreement protecting water resources in the Great Lakes basin.

This is summarized from government documents. For the full text of this and Walkerton-related materials, visit www.ene.gov.on.ca/envision.



4th Annual Spring Reception Ryerson Planning Alumni (RPA)

<http://www.ryerson.ca/surp/alumni.htm>

Arcadian Court and Thomson Art Gallery

Tuesday May 28th, 2002

"Everyone Welcome"

Find out how sponsorship can showcase your company!!
For more Information contact Anthony Biglieri at (416) 693-9155



URBAN STRATEGIES INC.

Planning and Urban Design
257 Adelaide Street West, Suite 500, Toronto, Canada M5H 1X9
T 416.340.9004 F 416.340.8400 www.urbanstrategies.com



BLS Planning Associates

SERVING MUNICIPALITIES AND THE DEVELOPMENT INDUSTRY IN ONTARIO
St. Catharines Burlington
(905) 688-1130 (905) 335-1121
FAX (905) 688-5893 FAX (905) 688-5893
E-mail: planning@blsplanning.on.ca

 **Better Land Use Solutions**

Transportation

Public-Private Partnerships Should Include the Private Sector from the Outset

By David Kriger

A recent groundswell of activity could soon result in growing private sector participation in the provision of Canada's transportation infrastructure. Four consortia are in the running to develop and operate, on behalf of Transport Canada, a proposed rail service linking Toronto's Lester B. Pearson International Airport with downtown (Union Station). The Region of York recently engaged engineering and financial consultants to advise it on the privatization of transportation services. And the Québec Ministry of Transportation recently started to plan for the privatized extensions of two Montréal-area expressways.

These public-private partnerships (PPPs) are not new to Canada—Highway 407 is perhaps the best-known transportation example—but they are much more com-

mon in other countries. At least, they have been until now. Decaying infrastructure, growth-led demands for new facilities and a lack of government capacity to fund the necessary investments have, according to some observers, combined to make this approach a virtual imperative in many parts of Canada. A year-end article in *The Globe and Mail's* Report on Business Magazine described the initiatives of Borealis, a Toronto-based, OMERS-backed company focused on transportation and energy infrastructure projects. What caught my eye was a proposal last fall by Borealis and other partners to examine the feasibility of adding a fourth tolled lane to Toronto's Don Valley Parkway, thereby increasing road capacity into central Toronto. City Council turned down the proposal. According to R.O.B., among

other concerns, Council questioned the motives behind the initiative and staff noted that increasing expressway capacity into downtown just wasn't being done anymore.

I have no other information on the proposal, other than the R.O.B. article (and that source, of course, has its own perspective). But that last argument may say it all, as far as planners are concerned. Where did the proponents think support was going to come from, given the historical position of the former City of Toronto and Metro Toronto regarding the creation of additional vehicular capacity into the core? For decades, both the City and Metro plans have been promoting ways for people to leave their cars at home (while having less and less money to supply the needed alternatives to driving).



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

Community
Planners

Land Use
Planning

Development
Analysis

Ontario Municipal
Board Hearings

Subdivisions and
Site Plans

Urban Design

CADD
Applications

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

**THE BUTLER GROUP
CONSULTANTS INC.**

Land Planning Services

David A. Butler, MCIP, RPP
President

11 Hazelton Avenue, Suite 300
Toronto, Ontario M5R 2E1
416.926.8796 Fax 416.926.0045
E-mail dab@butlerconsultants.com



T.M. ROBINSON Associates
Planning Consultants

TOM ROBINSON, MCIP, RPP

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

MACAULAY SHIOMI HOWSON LTD.
MUNICIPAL AND DEVELOPMENT PLANNING SERVICES

*Professional Land Use Consulting
Services since 1981*

293 Eglinton Ave. E., Toronto, ON M4P 1L3
T 416 487 4101 F 416 487 5489
Email mshmail@mshplan.ca Web www.mshplan.ca


THE WORLD'S AUTHORITATIVE
REAL ESTATE ADVISORY SERVICE

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

For more information, please contact
Doug Annand, Rowan Faludi, or Lauren Millier
Phone: (416) 869-1130 Fax: (416) 815-5323

To receive our Real Estate Trends
publication, an insider' report on the
real estate industry, please contact
Angie DaCosta at (416) 869-1130.

www.pwcglobal.com/ca-realestate

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

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

So now we have the emergence of a potential dilemma. Whose transportation vision governs? Should it be that of the public-sector planners or that of private-sector funders? If the former, I have yet to see a transportation plan that accounts for, let alone even acknowledges, the particular requirements of PPP in its implementation. If the latter, what happens to quality-of-life and other issues that have no price tag? Would these fall by the wayside?

Sooner or later, this dilemma will come to a head. Even if municipalities were granted increased revenue-generating capabilities, and even if the federal government came up with more money, there would still be a shortfall. The Canadian Urban Transit Association estimates that billions of dollars are needed just to fix existing transit infrastructure, let alone expand service to capture new markets. It is time to recognize that private participation in public infrastructure is here to stay.

But how can we ensure that public and private infrastructure plans are consistent? We could start by adding a fourth P to the PPP by bringing the two perspectives



Key new infrastructure such as international bridges could be built as PPPs



environmental research associates

Established in 1971

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

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

explicitly together in a private-public 'planning' partnership, with reallocated responsibilities. Among other things, this means rethinking the planning controls and mandates that are available to a municipal government, including revenue generation. It also means bringing all the players into the plan-making process; notably, the business and financial communities (and I have argued before for the need to integrate economic development and official plans). Also, a plan will have to show explicitly how much we value a particular action (however we define the term "value"), who will provide it and who would pay to use it.

Privatization is not the answer to every planning issue. But the danger is that

unless the private sector is integrated into the plan- and policy-making process, public plans will become increasingly meaningless. And the big decisions eventually will be made outside the plan's framework. So why not bring privatization into a true planning partnership? Current provincial (and municipal) Smart Growth initiatives might provide a useful framework to make this happen, because Smart Growth intends to "force" the integration of all public investments, while providing a vehicle for private participation as well. Are we up to the challenge?

I hope so. We need to be pro-active on this. It will take some bold legislative initiatives, perhaps involving all three levels of government. And the planning community must show leadership. Isn't that what planning is all about?



Valerie Cranmer
G A S S O C I A T E S

**Land Use Planning
Municipal Restructuring
Conflict Resolution**

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

David Kriger, P.Eng., MCIP, RPP, is a principal with Delcan, based in Ottawa. David is contributing editor on transportation issues for the Ontario Planning Journal. He welcomes your ideas and can be reached at d.kriger@delcan.com.

Garden Trail Developments Inc. v. City of Burlington

By Paul Chronis

Garden Trail Developments Incorporated is the owner of lands on the western edge of the City of Burlington. These lands are relatively isolated from the rest of the built-up and developing areas and were formerly occupied by a quarry. The owner filed official plan, rezoning and subdivision applications to permit the development of 20 detached residential units as an extension to an existing approved plan of subdivision. The existing zoning permitted two institutional uses: a place of worship and a public or private school. The applications were refused by the City.

From the evidence, the two planning witnesses agreed to the land use merits of the subdivision design and its servicing scheme, but both were concerned that before giving their full endorsement on the merits, assurances were required to ensure that future residents would not be exposed to unacceptable levels of risk from train derailment, chemical spills and the effects of noxious fumes and explosive vapours.

The subject lands were to be accessed by a single bridge connection close to a

hazardous goods transport rail facility and major provincial highway. The City's position, aided by the use of current risk analysis criteria established by the Major Industrial Accidents Council of Canada (MIACC), concluded that with limited resources, budgets and authority to require individual household compliance, houses could not be successfully evacuated. The risk assessment concluded that in the event of rapid releases of gases or fumes following an accident, the impact on the site would be so severe that an emergency response would not be feasible. The applications canvassed measures to keep the risk as low as reasonably possible or to provide measures for mitigating the effects of an accident. The Board considered and discussed a variety of factors.

The Board found that even though the

existing permitted institutional uses would be easier to evacuate than the proposed residential uses, the exposure risk for institutional uses was greater.

The Board also found that the risk assessment analysis conducted by the respective parties contained subjective and unsupported modifications or adjustments to address actual risk. In terms of risk assessment methodology, the Board concluded that in the event of a catastrophic event, the adjustment factors or conditions would offer little relief, regardless of whether institutional or residential uses were permitted. Given the relatively few units, the Board concluded that requiring a second bridge crossing would not be cost effective. The Board decided that constructing a divided two-lane access street would reduce the risks in the event of an accident. The Board concluded that the art of risk assessment in a "dynamic multi-factor and fluid regulatory environment," has not yet evolved sufficiently to be helpful. (Cont. on pg. 24)



Ruth Ferguson Aulhouse
MCIP, RPP, Principal
Urban and Regional Planning
230 Bridge Street East
Belleville, ON K8N 1P1
Voice: (613) 966-9070
Fax: (613) 966-9219
E-mail: rfaplan@on.aibn.com

Planning Consultant

HEMSON Consulting Ltd.

Providing a broad range of services in

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

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

READ, VOORHEES & ASSOCIATES



TRANSPORTATION • TRAFFIC
PARKING
STUDIES • DESIGN

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

Municipal and Land Use Planning Law

Lawyers:

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

Land Use Planners:

Robert Blunt Stacia Muradali Andrea Paterson

For information, please contact pdevine@goodmancarr.com or phone: 416/595-2404

Goodman and Carr LLP

HARD WORKING LAW.

Housing

Update on Municipal Act Amendments Regarding Housing as a Capital Facility

By Linda Lapointe

In the previous issue, I wrote an article on how changes to the Municipal Act and its regulations should facilitate the development of affordable housing. Since that time, further changes have taken place. For example, through Bill 111, the Municipal Act has been amended so that lower-tier municipalities can participate in providing incentives to private sector developers for affordable housing through concessions such as waiving development charges. In case it was not clear in the previous article, until this amendment was made, only upper tier governments could provide concessions in a two-tier system of government. Of course, in a one-tier system of local government (e.g., Toronto, Ottawa, Hamilton), the local government can provide all of the concessions including reducing

local development charges.

I also said that a service manager for a regional level of government could only waive regional taxes if there was an agreement between the lower and upper level of government. Strictly speaking there is no such legislative requirement; but politically, most regional governments are likely to get the support of local governments before reducing their municipal taxes.

As you see, this area of legislation and regulations is still in a state of development as various issues are being flagged and addressed. For further information and clarification, please contact Margaret Wood at the Ministry of Municipal Affairs and Housing, phone 416-585-6500 or e-mail margaret.wood@mah.gov.on.ca.

(OMB cont.)

The applications were approved. Official Plan Zoning and Subdivision Appeals pursuant to s.22(7), 34(11) and 53(14) of the Planning Act, R.S.O. 1990, c. P.13, as amended.

Source: Decision of the Ontario Municipal Board
OMB Case No.: PL000648
OMB File No.: Z000095, O000111, S000061

1000275 Ontario Ltd. v. City of London

Council's refusal to enact a proposed zoning by-law amendment to rezone certain lands in the City of London was appealed by the landowner to the Ontario Municipal Board. The owner wanted to create an automobile repair establishment. A small automobile sales operation would have been permitted (up to six vehicles), but selling gasoline or servicing cars would not have been allowed.

The appellant also owned lands across the street where it was proposed, by private agreement, that six of the required parking spots for the lands subject to the rezoning be located and accessed through a laneway system. Some improvements would have been required to the lane. It was anticipated that these improvements would be secured through the site plan provisions of the *Planning Act*. During the hearing, residents in the immediate area objected to the use of the rear lane for commercial purposes and gave evidence that parking from the subject site spilled over onto their residential streets.

The Board found that adding car sales as a permitted use would make a bad situation worse. The appellant failed to show how the proposed new use was compatible with the well-established residential neighbourhood. In the absence of a carefully crafted zoning by-law and detailed agreements between the owner and the City, the proposed rezoning did not meet the requirements of good planning.

The application was refused.

Source: Decision of the Ontario Municipal Board
OMB Case No.: PL000374
OMB File No.: Z000054

Paul Chronis, MCIP, RPP, is contributing editor for the OMB and a senior planner with WeirFoulds in Toronto. He can be reached at pchronis@weirfoulds.com.



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

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

MacNaughton Hermsen Britton Clarkson Planning Limited

171 Victoria St. N.
Kitchener, Ontario
N2H 5C5
Phone: (519) 576-3650
Fax: (519) 576-0121

630 Colborne St.,
Suite #202
London, Ontario
N6B 2V2
Phone: (519) 858-2797
Fax: (519) 858-2920

545 North Rivermede Rd.,
Suite #105
Concord, Ontario
L4K 4H1
Phone: (905) 761-5588
Fax: (905) 761-5589

IBI
GROUP

professional consulting

Planning • Transportation • Design

affiliated with

Beinhaker/Irwin Associates

Architects, Engineers, Planners

additional services include:

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

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

Squashed Cars and Porkchops: The Two Faces of Jargon

By Philippa Campsie

Every so often, planning reports make me laugh out loud. This sentence amused me: "The site will include an automobile salvage yard as well as areas for the storage of automobile components and the decommissioning of vehicles through the use of an automobile crusher." Well, I suppose that a car that has been reduced to the size of a suitcase could be considered decommissioned.

The sentence got me thinking about jargon. Because I make fun of "plannerese" and because I recommend that planners avoid jargon when they are writing for the public, most people assume that I hate all jargon.

That's not true. There are two kinds of jargon, technical and pseudo-technical. Technical jargon has its place as a form of shorthand among professionals. For example, I recently learned the word for a roughly triangular traffic barrier designed to ensure that cars entering or leaving a parking lot can turn right and not left. It's called a "porkchop." Now this is a handy and memorable way to refer to something that doesn't otherwise have a formal name. It would, of course, baffle anyone who isn't a traffic planner, but within the profession, it serves a useful purpose.

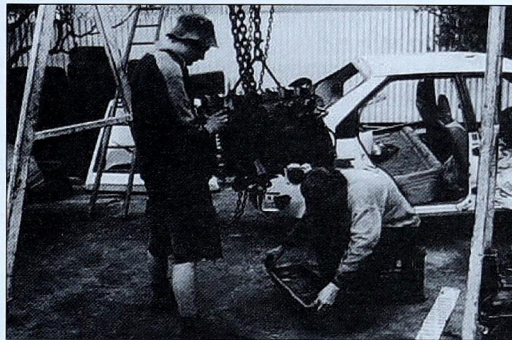
I use technical jargon myself, when I'm working with typesetters or printers. We chat about "prelims" and "tip-ins" and "full bleeds" and the like.* Meaningless to outsiders, but perfectly clear to us.

Technical jargon gives its users a warm feeling of being an insider, which is why students are particularly attracted to it. When I gave a class on effective writing skills at the University of Toronto, several planning students vigorously defended jargon and acronyms because they thought it a sign of professionalism. At the time, I didn't realize how important it was to them to feel like professional planners by using as much arcane lingo as possible. When you are just getting started in a career, it is thrilling to be able to speak the language of the pros. Perhaps we all have to go through this stage at some point.

So I don't hate all technical jargon and I don't tell people to abandon it altogether,

merely to remember their audience and adjust their writing accordingly. It may warm the insiders, but it chills outsiders. And if the outsiders are contributing to your salary, you really shouldn't provoke them.

It's pseudo-technical jargon that irks me. This is language designed to sound impressive without adding meaning. The word "decommission" adds nothing to my understanding of what happens in an automobile wrecking yard. It simply represents



*Some traffic circulation solutions
are just a dog's breakfast*

a futile attempt to make a noisy activity sound more respectable.

Some pseudo-technical planning jargon even confuses other planners. In a recent Plain Language for Planners workshop, we discussed the sentence, "The proposed development is not surrounded by height-sensitive land uses." Several planners had no idea what the sentence meant, and several

thought it meant that the development was surrounded by low buildings such as small houses. In fact, it turned out that it meant that the development was surrounded by parking lots and warehouses of varying heights, and it wouldn't matter if the shadow of a tall building fell on them.


We also spent some time interpreting the sentence: "The provisions of the MCR zone require access for all vehicles to be from secondary streets if the property abuts a flanking street.." Eventually we drew a diagram and figured out that the writer meant to say that if a property is on a corner lot, access should be from the smaller or less-well-travelled of the two streets.

When even trained planners have difficulty translating the jargon in a report, I consider it pseudo-technical jargon, or bafflegab.

Here's one last example for you to chew on. "All vehicular turning movements except outbound (northbound) left turns will be permitted opposite Park Road, contingent upon the construction of a right-turn channel to physically preclude outbound (northbound) left turns." What does it mean? It means someone has to put in a porkchop.

* Prelims are the opening pages of a book, usually numbered with small Roman numerals. Tip-ins are pages that are pasted into books after they have been bound. A full bleed is an illustration that extends to the very edge of a page.

Philippa Campsie is Deputy Editor of the Ontario Planning Journal. She teaches Plain Language for Planners and Presentation Skills for Planners and also coordinates a class in the Planning Program at the University of Toronto. She can be reached at 416-686-6173 or pcampsie@istar.ca.



gsi
Group

Advisors to Government, Development & Investment Sectors

VALUE OUR OPINION

- Expropriation and Damage Claim Assessment
- Litigation Support Valuation Studies
- Forensic Review
- Acquisition and Negotiation Services
- Retrospective Valuation Studies
- Contamination Loss Valuations
- Highest and Best Use Studies
- Comprehensive Valuations for Mortgage Financing

- Request for Proposal (RFP) Administration
- Expert Witness Testimony and Appeals
- Land Use Planning Studies
- Feasibility Studies
- Development Applications

- Municipal and Departmental Organization
- Work Flow & Process Assessment
- Customer Service Plans & Training
- Fees Rationalization
- Municipal Economic Development
- Strategic Plans & Strategic Location Analysis
- Official Plan & Zoning By-laws

Contacts

Kenneth F. Stroud, AACI, P.App., PLE
GSi REAL ESTATE & PLANNING ADVISORS INC.
5307A Yonge Street, 2nd Floor, Toronto, Ontario, Canada M2N 5R4
tel: 416-222-3712 fax: 416-222-5432

William S. Hollo, MCIP, RPP

A Class Environmental Assessment Primer: Municipal Roads

By Janet Amos

This article will assist planners to identify when a municipality needs to follow the "Class EA for Municipal Projects." A second article will discuss how to choose from various implementation methods to meet the requirements of the Class EA.

Consider this typical municipal scenario: You know that the town engineer has a public meeting planned next week for the proposed Class EA study on the new collector road in the new secondary plan area. You also are hosting a public meeting next week on the same new secondary plan.

When you get to your public meeting, someone asks you for your opinion on how the Town engineer's Class EA study will fit into the secondary plan. You wish you

knew a little bit more about the Class EA process, why the road is subject and how it all works. You wish that there was a better way to get the required public input. Now what?

What is the Class Environmental Assessment?

The "Class EA for Municipal Projects" (Class EA) is a Ministry of the Environment approved document. It establishes a process so that municipal road, water and wastewater projects can be planned, designed, constructed, and operated in accordance with the *Environmental Assessment Act*. Provided that the municipality follows the approved process set out in the document, no further approvals are required under the *Environmental Assessment Act*.

The key steps in the Class EA process include:

- identification of the problem or opportunity;
- evaluation and selection of a preferred solution which gives due regard to the need to protect the environment; and,
- involvement of affected stakeholders, including agencies and neighbouring municipalities, in the decision-making process.

The "Class EA for Municipal Projects" was approved in October 2000 for use by Ontario municipalities.

Planners' Involvement

In most municipalities, the municipal engineer coordinates the Class EA studies. Can planners assist by understanding and being involved? Yes, planners can ensure that the public consultation is comprehensive, share information to make sure the Class EA study is complete and assist engineers to provide a process which best fits the municipal circumstances.

How to tell if a project is subject to the Class EA?

The Schedules in Appendix I of the Class EA provide a complete list of projects that



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

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

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

are subject to the Class EA process. For example, a new road (local, collector or arterial) is listed as either item 21 or 22 on page I-5. These items look like this:

Project 1. Construction of new roads or other linear paved facilities (for example, High Occupancy Vehicle lanes, bus lanes or transit lanes). Cost \$1.5 million.

Project 2. Construction of local roads that are required as a condition of approval on a site plan, consent, plan of subdivision or plan of condominium which will come into effect under the *Planning Act* prior to the construction of the road. No limit. Cost is specifically defined in the Class EA as the capital cost, excluding studies and land acquisition.

These items confirm that "construction of roads" is subject to the Class EA. Item #21 shows us that a new road is subject to Schedule B of the Class EA when the road is estimated to cost under \$1.5 million or to Schedule C when the road is estimated to cost more. Item #22 tells us that "local roads" that are required as a condition of a specified development application are subject to Schedule A of the Class EA, with no limit on the estimated cost of the road.

The Class EA should be consulted to see whether there are any special considerations that may warrant voluntarily conducting a more extensive study of the project. For example, environmentally sensitive features or public concerns may suggest that greater than the minimum planning process should be conducted.

In looking at our road scenario noted above, the Class EA calls for a municipality to conduct a Class EA study— either a Schedule B or C-type, depending on the estimated cost of the new collector road. This is the case regardless of the presence of a secondary plan for the new growth, since the secondary plan is not mentioned.

What Do the Schedules Mean?

Projects are classified into three types in the Class EA (listed as Schedule A, B or C). Associated with each type of project is a specific Class EA process to follow. Schedule A projects are called pre-approved activities. In this case, once a municipality identifies that the project is listed in Schedule A, it is not required to take any further steps pursuant to the Class EA.

Schedule B projects must follow a planning process called a "project screening." It includes one public meeting and public notice of the completion of the project file as well as the opportunity for members of the public to review the project file. People who are dissatisfied may request that the Minister of the Environment call for additional work on the project (such as an Individual EA) before construction. This is called requesting a Part II Order (formerly a "bump-up" request).

Schedule C projects must follow the full planning process. This environmental review includes two public meetings and public review of an Environmental Study Report prepared to document the process. Again, dissatisfied persons may request a Part II Order from the Minister of the Environment.

Easy Framework

Determining the status of a potential Class EA project can be perplexing.

Here is an easy framework to use each time you identify a municipal project that may be subject to the Class EA. Make a note to file for later reference with the answers to the following ques-

Planning and Environmental Management

- ▶ Environmental management
- ▶ Public involvement
- ▶ Transportation and municipal planning
- ▶ Land development
- ▶ Landscape and urban design

▶ Offices Worldwide ◀

1223 Michael Street, Suite 100, Ottawa, Ontario, K1J 7T2
(613) 738-4160 Fax: 739-7105, ottawa@delcan.com

133 Wynford Drive, North York, Ontario, M3C 1K1
(416) 441-4111 Fax: 441-4131, toronto@delcan.com

www.delcan.com

DELSCAN



589 Erbsville Road Waterloo ON, N2J 3Z4
(519) 888-0594 landsaga@sentex.net

*Innovative solutions to vegetation
assessment, management,
and monitoring*



*Infrastructure
Environment
Communities
Facilities*

*Offices across Canada and International
235 Yorkland Boulevard, Suite 800,
Toronto, Ontario M2J 4Y8
(416) 229-4646
www.dillon.ca*



LEA Consulting Ltd.
Consulting Engineers & Planners
Tel: 416-490-8887 Fax: 416-490-8376
251 Consumers Road, Suite 1200
Toronto, Ontario, M2J 4R3 CANADA
www.LEA.ca

Providing engineering, planning and project management services for:

- | | |
|--|---------------------------------------|
| ↳ Transportation & Transit Planning | ↳ Transportation Systems (ITS) |
| ↳ Traffic Engineering & Signals | ↳ Parking & Servicing |
| ↳ Construction Administration | ↳ Roads & Highways |
| ↳ Municipal & Development Engineering | ↳ Bridges & Structures |

tions and your opinion.

What is the project? List all the characteristics of the proposed project such as type, size, cost to construct, existence of a municipal road allowance and environmental features, and relevant *Planning Act* documents. This will help you determine how the project matches the list of projects.

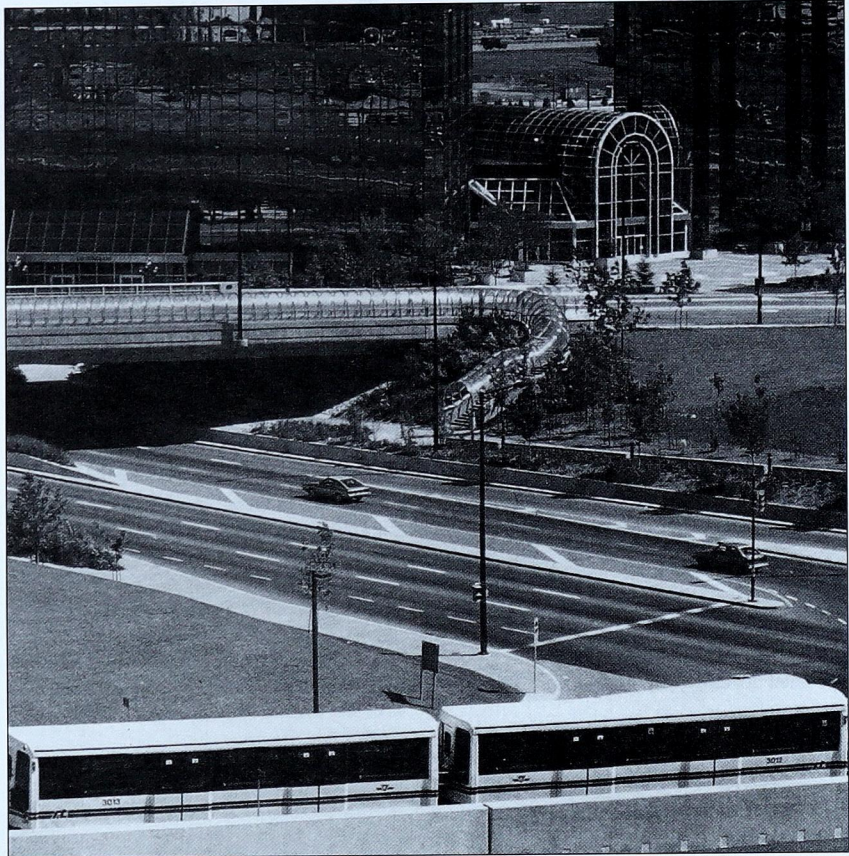
What schedule is the project? Review the Schedules of the "Class EA for Municipal Projects" carefully to determine the item which best fits your project. Examine the entire list of projects. You may find overlap or a lack of clarity among the projects. Use your best professional judgement.

Once you have determined the most suitable Schedule, you will be able to identify the steps needed to satisfy the requirements of the Class EA and, thus, comply with the *Environmental Assessment Act*.

A variety of ways to fulfil the Class EA requirements?

In our collector road scenario above, the municipality is planning a new road, and, at the same time, is about to undertake a secondary plan for the new growth. There are opportunities for the municipality to combine the *Planning Act* and *Environmental Assessment Act* processes, saving time and money and ensuring that public consultation is comprehensive. The next article will address those opportunities, highlighting the choices for meeting the requirements of the Class EA and examining the following questions: What are the optional processes? Are there advantages associated with each process? Which one best suits your municipal needs?

To get your own copy of the EA document, ask your municipal engineer or check out the website of the Municipal Engineers Association (MEA) at



Understanding how the Class EA fits with statutes is key

www.municipalengineers.on.ca. to order your own. Unfortunately, the Class EA is not published on any website.

Janet Amos, MCIP, RPP, Principal, Amos Environment + Planning, led the task force on the integration of the Planning Act and the Class EA for the MEA/MOE Steering Committee which drafted the new Class EA. In her new business, Janet consults for the private and

public sectors and provides Class EA training workshops. This article builds on case studies used in Janet's training workshop provided at the Ottawa CIP/OPPI Conference in July. You can reach Janet at 705-764-0580 or amosj@primus.ca.

Steven Rowe, MCIP, RPP, is contributing editor for Environment. He is a consultant based in Toronto. Steven can be reached at deyrowe@sympatico.ca.



MALONE GIVEN PARSONS LTD.

Planning and Market Research Consultants

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

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

THE PLANNING PARTNERSHIP

Town and Country Planning
Landscape Architecture
Communications
Development Approvals

1255 Bay Street, Suite 201
Toronto, ON M5R 2A9
416.975.1556
info@planpart.ca

Urban Design

UDWG Organizes Urban Design Forum

By Sophie McKenna and Daniella Kiguel

Following its series of successful workshops at OPPI and CIP conferences, the Urban Design Working Group (UDWG) hosted an Urban Design Forum in Toronto last November for practising planners and academics to share their ideas on the role and importance of urban design.

Participants were enthusiastic about the chance to meet with colleagues and share ideas about the role that design plays in creating desirable places to live and work. Participants considered several key questions posed by the UDWG: Where is the urban design impetus coming from? Is the municipal planning sector demanding more urban design? Is urban design a stand-alone profession? Discussion of these issues reflected how people's professional backgrounds (namely planning, architecture, landscape architecture, academia, engineering) influence how they see urban design. Some key themes emerged: defining the nature of urban design; training for professionals and students; interdisciplinary dialogue; public awareness, education and participation; the need for government policy to ensure good urban design is carried out; broadening how we look at and apply urban design.

This was a dynamic start to a critical debate about how we shape the places in which we move and interact. Participants felt encouraged to be part of a growing movement to bring urban design to the forefront of the planning agenda. In the coming months, the UDWG will be organizing other events to move forward on some of the ideas raised at the initial Forum. The Group also renewed its commitment to provide articles for the Ontario Planning Journal.

The Group intends to hold these events at least twice a year and hopes that the next one will be organized in conjunction with the urban design events at the OPPI Conference to be held in London in September.

The Group is committed to increasing dialogue on urban design issues, both among planners and across disciplines.



High quality public space is the hallmark of urban design



80 Commerce Valley Dr. E.
Thornhill, Ontario L3T 7N4
t 905.882.1100 • f 905.882.0055
www.mmm.ca
e-mail planning@mmm.ca

Plans

- communities
- environment
- transportation

**Marshall
Macklin
Monaghan**
PROJECT MANAGERS • ENGINEERS • SURVEYORS • PLANNERS

While currently working through OPPI, the UDWG hopes to carry its mission to the CIP level, involving planners across the country. Check the CIP web site for news and details (www.cip-icu.ca).

For more information, contact Anne McIlroy (chair) at 416-504-5997, e-mail amcilroy@brookmcilroy.com or Alex Taranu (activities coordinator) at ataranu@rogers.com. Sophie McKenna and Daniella Kiguel are with the Canadian Urban Institute.

PLANSCAPE

BUILDING COMMUNITY
THROUGH PLANNING



MARGARET WALTON M.P.I. MCIP RPP
RICHARD HUNTER MCIP RPP

104 Kimberley Avenue,
Bracebridge, ON P1L 1Z8

T 705.645.1556 **F** 705.645.4500
E info@planscape.ca
W www.planscape.ca

Formerly Walton & Hunter Planning Associates



C.N. WATSON
AND ASSOCIATES LTD.
ECONOMISTS

Planning for Growth

4304 Village Centre Court
Mississauga, Ontario L4Z 1S2
Tel: (905) 272-3600
Fax: (905) 272-3602
e-mail: info@cnwatson.on.ca

- Municipal/Education Development Charge Policy and Cost Sharing
- Financial Analysis of Municipal Restructuring Options and Rate Setting
- Long Range Financial Planning for School Boards and Municipalities
- Fiscal and Economic Impact, Needs Assessment and Land Market Studies
- Municipal Management Improvement – Benchmarking and Performance Indicators

PLANNING CONSULTANTS

201 MILLWAY AVENUE, UNIT 19,
VAUGHAN, ONTARIO L4K 5K8

Tel. 905-738-8080 1-800-363-3558

Fax. 905-738-6637

email: wgeneral@westonconsulting.com
www.westonconsulting.com

PETER J. WESTON

President

MARK N. EMERY

Vice President

JAMES B. CLAGGETT

Vice President

PETER J. SMITH

Senior Associate

ROSEMARIE L. HUMPHRIES

Associate

MICHAEL W. TELAWSKI

Associate

VINCENT P. BAFFA

Associate



**WESTON CONSULTING
GROUP INC.**

planningAlliance

planning
urban design
infrastructure
housing

formerly *John van Nostrand Associates*

205 - 317 Adelaide Street West
Toronto, Ontario M5V 1P9
t 416 593 6499
f 416 593 4911
www.planningalliance.ca

John van Nostrand, MCIP, RPP, FRAIC
Jill Wigle, M Sc Pl

jvannostrand@planningalliance.ca
jwigle@planningalliance.ca

BROOK McILROY INC.
Calvin Brook
Anne McIlroy

135 Tecumseth Street, Suite 10
Toronto, Ontario Canada M6J 2H2

T. 416.504.5997
F. 416.504.7712
E. mail@brookmcilroy.com
www.brookmcilroy.com

Formerly Cochrane Brook
Planning and Urban Design

New offices located in downtown
Toronto one block west of Bathurst
and Richmond.

PLANNING & ENGINEERING INITIATIVES LTD.

- | | |
|-------------------------------------|-------------------------------|
| <input checked="" type="checkbox"/> | MUNICIPAL PLANS / STUDIES |
| <input checked="" type="checkbox"/> | MUNICIPAL ENGINEERING |
| <input checked="" type="checkbox"/> | LAND DEVELOPMENT |
| <input checked="" type="checkbox"/> | STORMWATER MANAGEMENT |
| <input checked="" type="checkbox"/> | RESOURCE / AGGREGATE PLANNING |
| <input checked="" type="checkbox"/> | LANDSCAPE ARCHITECTURE |
| <input checked="" type="checkbox"/> | ENVIRONMENTAL STUDIES |
| <input checked="" type="checkbox"/> | WATERSHED STUDIES |
| <input checked="" type="checkbox"/> | URBAN DESIGN / REDEVELOPMENT |

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

VISIT OUR WEBSITE:

www.peil.net

KITCHENER

379 Queen Street South, Suite 200
Kitchener, Ontario N2G 1W6
Tel: (519) 745-9455 Fax: (519) 745-7647

HAMILTON

360 James St. North, Suite 200, East Wing
Hamilton, Ontario L8L 1H5
Tel: (905) 546-1010 Fax: (905) 546-1011

GREATER TORONTO AREA

450 Britannia Road East, Suite 450 A
Mississauga, Ontario L4Z 1X9
Toll Free: 1-877-822-3798
Tel: (905) 890-3550 Fax: (905) 890-7081

A Cautionary Tale?

Goliath Winning Out in Guelph

**Guelph Against Goliath:
A Community Stands up
to Wal-Mart and Other
Big Box Stores**

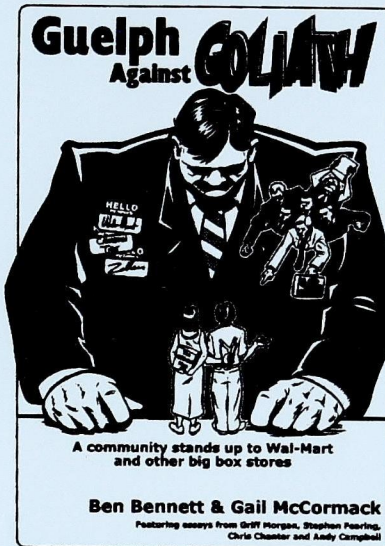
Author: Ben Bennett and Gail McCormack
Date: 2001
Publisher: Ben Bennett Communications,
 www.bbc.guelph.org
Pages: 118
Reviewed by Stephen Gardiner

David vs. Goliath, the notion that the little person can triumph against the longest odds, is a theme that has been seen throughout human history. Since biblical times, people have compared themselves to the young boy with a stone and a sling battling the behemoth.

In this case, Ben Bennett and Gail McCormack and the residents who believe that "Guelph is Special" are the "David." "Goliath" takes the form of the world's largest retailer, Wal-Mart, and some of Canada's other big stores, Zellers and Canadian Tire. The citizens have chosen to go against some of the richest and most powerful companies and to try and enforce the planning regulations in place in their city. The notion of common citizens as a David becomes even

stronger as the troubles of unfunded/unaided resident groups fighting at the Ontario Municipal Board is revealed throughout the narrative of their experiences.

Guelph Against Goliath chronicles the battles waged against three big box stores by residents of the City of Guelph, or perhaps, more accurately, their battle to enforce the existing official plan and zoning by-law of the



Transportation Planning
 Transportation Safety
 Transportation Systems
 Highway Planning & Environmental Assessments
 Toll Highways & Transportation Economics

iTRANS

iTRANS Consulting Inc.
 email: itrans@itransconsulting.com
 phone: 905-882-4100
 fax: 905-882-1557
 www.itransconsulting.com

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

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

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

Clara Consulting

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

Lynda Newman
 3192 Sideroad 5 RR #2
 Bradford, Ontario L3Z 2A5
 T: 705-458-0017 F: 705-458-4123
 claraconsulting@sympatico.ca

Toronto
 Barrie
 Mississauga

Tel. (705) 737-4512

Fax (705) 737-5078

plan@meridianplan.ca



**When Mike Keenan was looking for Planning Consultants,
 he picked the Meridian Team.**

**ONTARIO
PROFESSIONAL
PLANNERS
INSTITUTE**

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

(Return
Requested)

Canadian Publications Mail
Product Sales Agreement No. 40011430

City. They clearly acknowledge that the laws allow for Big Boxes, but not where the developers are seeking to locate. While there is ample land zoned for commercial activities, both development consortiums sought to use land zoned for other uses. The group called "Residents for Sustainable Development in Guelph" has fought tirelessly, sometimes with, and sometimes against, their own city. They have lost part of the battle already, with one of the stores proposed for Stone Road already under construction.

This book provides a detailed review of the process involved when amateurs appear before the Ontario Municipal Board, and the difficulties faced by lay people in attempting to deal with the bureaucracy, the "Old-Boys Club" of the OMB and Bay Street Lawyers. Throughout, there is an attempt made to provide a lay person's insights into the process, and the many problems and roadblocks that can be encountered. They also level some heavy criticism at the OMB and its practices. Suffice to say the experience of fighting big boxes in Guelph has not been an easy one for the residents. Legal roadblocks and the inability to afford a lawyer have put them through a process where they had to learn what they were doing as they went. It tested their ability to press the board and witnesses without looking like "rabble rousers," something they were called by their opponents.

While most practising planners who have been before the Board should be familiar with the process, it certainly could not hurt to see the perspective and the difficulties in being an unfunded community group attempting to have their voices heard. The comprehensive CD of Motions and legal documents used in the cases that is included would certainly be of help to any community group fighting a big box or any other planning decision. Any community group or

planner who is considering fighting against any proposal, not just a big box, could benefit from the experiences related in this book.

This fight was based on acknowledgement that the law allows for large format stores, but that the citizens feel that the duly adopted planning policies of the city should be enforced, and those lands used before developers attempt to re-zone other lands simply because it is cheaper to do so. The conclusion of the authors is that even if they lose, they have made the outside companies work for their money. In the six years, hundreds of millions of dollars in revenue from a Wal-Mart in Guelph has stayed in local businesses instead of in a courier bag bound for Arkansas. If nothing else, the residents will be able to hold their heads high despite the outcome, and know that they did what they thought was best for the City of Guelph.

Stephen Gardiner is a 4th year Undergraduate Planning Student at the University of Waterloo. He can be reached at sjgardin@fes.uwaterloo.ca

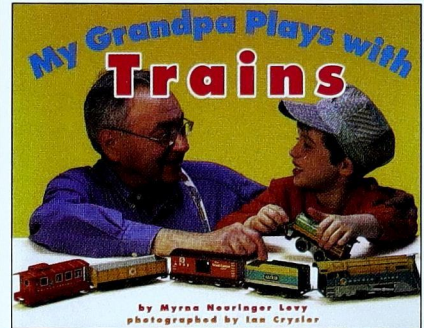
For the love of trains

My Grandpa Plays With Trains

Author: Myrna Neuringer Levy
Publisher: Scholastic Canada,
Pages: 32 pages, \$14.95

Ed Levy is one of the most respected senior transportation consultants in Ontario. Although his passion for the history of rail-based transportation and model trains is legendary, the release in December of *My Grandpa Plays With Trains*, written by Levy's wife, Myrna Neuringer Levy, surprised and

delighted his friends. For anyone needing to find presents for very young children, this slim volume is a find indeed. The illustrations give readers a glimpse of how one family manages to co-habit with a train collection that could easily fill the main hall of Union Station (well, almost). Reasonably priced and filled with gorgeous photography by Ian Crysler, *My Grandpa* is available direct from the publisher or through Detour Publications at www.detourpublications.com.



BOOK PIX

By Margaret Aquan-Yuen
(maqunyu@library.uwaterloo.ca)
and Suzette Giles (sgiles@acs.ryerson.ca)

Innovative cities

Author: James Simmie (ed.)
Publisher: London; New York: Spon Press
Date: 2001
Description: 254 p.
ISBN 0415231841 (hard cover)
0415234042 (paperback)

The practice of sustainable development

Author: Douglas R. Porter, et al.
Publisher: Washington, D.C.: Urban Land Institute
Date: 2000
Description: 162 p.
ISBN 0874208319

Urban development: the logic of making plans

Author: Lewis D. Hopkins
Publisher: Washington, DC; London: Island Press
Date: c2001
Description: 292 p.
ISBN 1559638524 (cloth), 1559638532 (paper)

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

