

Are tall buildings in the public interest?

Jeff Lehman asks:
Should planners acknowledge the market's preferences, or reject them in favour of buildings that meet other policy goals?

Page 3

Features/6

- New Municipal Act could help Smart Growth* p.6
Are we the Health Champions? p.8
Parking lot returns hard to beat p.9
New routes improve access to data p.11

OPPI Notebook/12

- OPPI improves membership process* p.12
Miami Cappe moving to UK p.13
Meet Melanie Williams p.13
Navigating tips for new website p.14

Districts & People /15

- Central* p.15
Eastern p.15
Southwestern p.17
People—Meet New Fellows p.18

Commentary/19

- Editorial: Sgro's interim report on target* p.19
Opinion: Transportation Redux p.20

Departments/21

- Transportation* p.21
Urban Design p.23
Housing p.26
Environment p.28

In Print/30

- Old Ontario Houses* p.30
Landscapes of Old Ontario p.32
Meet T.J. Ciccurra p.32

ONTARIO PLANNING JOURNAL

Volume 17, Number 3, 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*;
Marcia Wallace, *Provincial News*;
Paul Chronis, *The OMB*;
T.J. Cieciora, *In Print*;
John Farrow, *Management*;
Nicola Mitchinson, *Economic
Development*;
Jim Helik, *Professional Practice*;
Steve Rowe, *Environment*;
Thomas Hardacre
& Lorelei Jones, *People*

District Coordinators
Northern (vacant);
Erich Boyd, *Southwest*;
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

B I L L B O A R D

JUNE 27

**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.

JULY 16-19

**ONTARIO PARKS ASSOCIATION
50TH ANNIVERSARY CONFERENCE**
Brantford
E-mail vhergott@city.brantford.on.ca

AUGUST 18-21

2002 AMO ANNUAL CONFERENCE
Toronto
E-mail: conference@amo.municom.com

SEPTEMBER 25-27

**ONTARIO EAST MUNICIPAL
CONFERENCE 2002**
Kingston
Register at www.oemc.ca

SEPTEMBER 25-28

**OPPI'S ANNUAL CONFERENCE—
PLANNERS AT THE FORKS!
LEADERSHIP IN THE FACE OF
CHANGE**
London, Ontario.
Visit www.ontarioplanners.on.ca for details

OCTOBER 17

**CUI'S 3RD ANNUAL
BROWNFIELDS CONFERENCE**
Toronto
Information from: www.canurb.com.

CONTINUING EDUCATION, OPPI CONFERENCES, PARTNERSHIP EVENTS AND DISTRICT EVENTS

Information on these events is posted on the OPPI website. All members are encouraged to check often to find out the latest about these dynamic educational and networking events. Go to the Members' Area at www.ontarioplanners.on.ca, and click on "Networking & Education." Conference and partnerships information is also available in the main home page in the "What is OPPI" section.

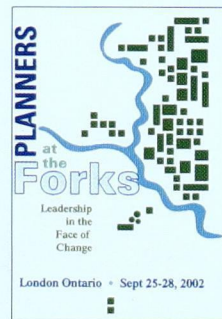
LONDON IS CALLING YOU TO OPPI'S 2002 ANNUAL CONFERENCE

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."

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 memorable.

For more information, sponsorship or volunteer opportunities please contact Amanda Kutler at (519) 576-3650 or by e-mail at akutler@mhbcpplan.com.



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

The Billboard is supported by

VIACOM
O U T D O O R

Are tall buildings in the public interest?

By Jeff Lehman

Tall buildings are not an issue that tends to raise the heart rate in many Ontario cities. Toronto is a clear exception. This analysis provides an international context to the debate, looking at the situation in London, capital city of a country where new tall buildings are rising as quickly as older, less successful ones are being demolished.

There is a story, possibly apocryphal, about the reaction of Charles, Prince of Wales, to his first look at plans for One Canada Square, the eight-hundred-foot tower now at the centre of London's Canary Wharf. "Why," said the Prince, "does it have to be so tall?"

Do we have a good answer to that?

The Prince's comments catalyzed a fierce debate about the virtue of building tall buildings in England's capital, where a skyscraper is the architectural equivalent of Barry Manilow's music—you either love it, or you really, really hate it. With the Prince of Wales' Trust and other conservationist organizations on one side and London's development community, led by Canada's Reichmann brothers on the other, skyscrapers became a focal point for a broader debate about critical planning issues—heritage planning, strategic views, density, transportation infrastructure, and the aesthetics of modern architecture all came under the lens. Now, 20 years later, a new round of proposals for tall buildings has once again brought tall buildings to the forefront—and once again, planning policy is the arena in which the battle is being fought.

More than any other element in the urban environment, skyscrapers have come to symbolize big cities. Although skyscrapers are seen as a 20th century phenomenon, they are in fact the product of a series of technological advances in the last two decades of the 19th century. The first high-speed elevator was developed in 1887, at the same time that new methods of production were creating longer, stronger iron and steel beams for construction. New methods of refining—the Bessemer process in particular—made mass production of structural steel possible, leading to the all-steel/curtain wall structures that dominate skylines today. For decades, the imagination of architects had to play catch-up to the rate of technological advancement. This process is still going on, with recent advances in materials leading engineers to claim that the height of skyscrapers is only limited by

money, not by any technological limitation.

For some very particular parts of the world, the reasons for building tall are straightforward—a great many people want or need to live in a very restricted area. A limited supply of land and a high demand for space equate to very high property values, making tall buildings economically viable. Manhattan and Hong Kong are the best examples, but nearly every major North American city sees the same forces at work to one degree or another. Certainly Bay St. and Place Ville Marie in Montreal would not exist without this powerful combination of forces.

In late 19th century Chicago and New York, the demand for skyscrapers was fuelled by a strong sense of community among business leaders and the desire to have corporate headquarters located as close as possible to each other. For a while, from the post-war boom until the late 1980s, it seemed this trend would continue unabated. Larger buildings continued to spring from the ground in central New York, Tokyo, Miami, San Francisco, Toronto. Even in places where they had formerly been anathema, like London, a centuries-old height limit of 100 feet was abolished in 1962, leading to bank towers, tall hotels, and ultimately, the very North American skyscrapers of Canary Wharf.

Yet the centralizing force has shown some well-documented signs of weakening. Some of Canada's flagship corporations have not only abandoned the financial district of our big cities, but

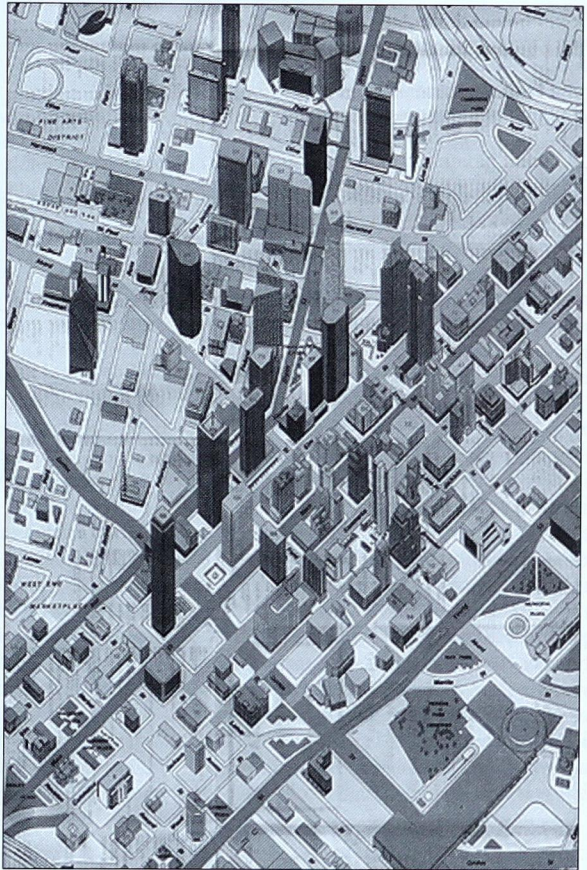


Photo: HOK Consulting

Vertical and horizontal planes mesh in downtown Dallas

abandoned tall buildings as well—Nortel Networks, for three years the darling of the TSE and the largest Canadian company by revenue ever—has its headquarters in a complex of one-story buildings in Brampton (any comparison between the height of Nortel's head office building and the height of its stock price are pure coincidence). Certainly the rise of edge cities as employment centres is well known, with the result that a large proportion of new employment growth takes place in sprawling, inexpensive structures.

The impact of 9/11

The September 11th attacks were seen by some opponents of tall buildings as a symbol of the end of the skyscraper era. In the weeks following the attacks, American author James Howard Kunstler teamed up with a professor of mathematics at the University of Texas, Dr. Nikos Salingaros, to publish an essay entitled "The end of tall buildings," arguing that "tall buildings create urban pathologies," Kunstler and Salingaros announced that "... the age of skyscrapers is at an end. It must now be considered an experimental building typology that has failed." Their essay argued passionately that by separating man from nature, by monozoning entire neighbourhoods, and by overloading urban systems, skyscrapers are a scourge on the city landscape. The events of September 11th exposed "an underlying malaise with the built environment." Looking at Manhattan, they noted that: "Virtually all of these pre-1930 ultra-tall buildings thrust skyward with towers, turrets, and needles, each singular in its design, as though reaching up to some great spiritual goal as yet unattained. and there, in contrast stood the two flaming towers of the World Trade Center, with their flat roofs signifying the exhaustion of that century-long aspiration to reach into the heavens, their failure made even more emphatic in the redundancy of their banal twin-ness."

Certainly, New York's property sector has suffered from the attacks. Despite the destruction of over 14 million square feet of office space, vacancy rates in Manhattan more than doubled in 2001. The vacancy rate in the tallest building in New York, the Empire State Building, tripled during 2001 to 12.8 per cent—mostly on the upper floors. The increase is attributed by many to tenants fearing a repeat of the terrorist attacks. For architect Ken Drucker of HOK's New York office, the demand for very tall buildings is now limited. Drucker believes

that "people are afraid. If someone built a 120-story building, no one would want to occupy the top floors." Tall buildings are symbols, and in New York, there is real fear that the city's symbolic buildings will again be targets.

But, perhaps surprisingly, the September 11th attacks have not created as much of an impact on the worldwide debate as might be expected. In New York's only peer city, London, there are many new proposals for towers taller than any others in the city—and London is a city that is more than familiar with terrorism.

The London debate has been sparked by two very prominent sets of planning guidance regarding tall buildings; one issued by the government's champion of architecture, the Commission on Architecture and the Built Environment (CABE); the other by the office of the new Mayor of London, Ken Livingstone.

Who defines the public interest?

CABE came into being in 1999 to act as "the government's champion for design quality in buildings, spaces, and places" across England. CABE comments on all proposals for buildings in London that are above 75m in height (25m in the historic City of London). In mid-2001, CABE issued guidance on tall buildings in a consultation paper. Their position is (predictably) that tall buildings must be of the highest quality design, held to a higher design standard than nearly any other building type. Without entering the muddy waters of the debate about the regulation of aesthetics, CABE suggested that an urban design study be required as part of any proposal to build a new building. That study must address:

- *Relationship to context*—tall buildings should have a positive relationship to topography;
- *Effect on existing environments*, including historic buildings and open spaces;
- *Relationship to transport infrastructure*, particularly public transport;
- *Architectural quality*—scale, form, massing, silhouette, facing materials, and relationship to other structures. The design of the top of the tallest buildings is key, as this defines the skyline;
- *Contribution to internal and external public space*—there should be a mix of uses on the ground floor, making the building part of the public realm and contributing to a sense of place;
- *Physical effect on the environment*—microclimate, overshadowing, and related issues;

- *Permeability of the site*—opportunities to offer improved linkages on foot.

Few of these criteria are new—microclimate impacts such as wind and shadowing, the relationship to transportation infrastructure, and the relationship of the building to its context have been established elements of the planning case for a new skyscraper for decades. But in codifying the desired nature of the impact of skyscrapers on public space, CABE formalized an understanding that tall buildings must, at their base, be part of a permeable public realm. The consultation paper goes on to argue that "where tall buildings have proved unpopular, this has generally been for specific rather than abstract or general reasons. "One of the principal failings is that many were designed with a lack of appreciation or understanding of the context in which they were to sit."

"Understanding context" means locating tall buildings where their intrinsically high density supports, rather than stresses urban infrastructure. For this reason, CABE and others continue to push for tall buildings to be located only where extensive transportation infrastructure exists and where that infrastructure is capable of supporting more intense use, particularly at the largest rail or subway stations.

Jon Rouse is the chief executive of CABE. As part of an interview with the *Ontario Planning Journal*, Rouse indicated that CABE believes strongly that tall buildings are part of a wide variety of building typologies that characterize London's rich architectural heritage. The ability to offer this diversity is a unique selling point for the city. For Rouse, tall buildings can provide benefits through "densification, support to infrastructure, bringing more people into an area, and adding visually to the skyline—they can have a strong role in defining places. They are difficult to get right but, when done right, are very successful."

Who calls the shots?

But who makes that assessment? In the past 18 months, responsibility for making sure that tall buildings are done right seems to have been centralized to the office of the Mayor of London, as the head of the newly formed Greater London Authority (GLA). Although the planning system under the GLA is still in its teething stage, the Mayor's office made clear that proposals for tall buildings were going to land on Ken Livingstone's desk, under the legislative authority given to the Mayor when the GLA was formed in 2000.

Dubbed "Red Ken" for his far-left policies

as head of the Greater London Council in the early 1980s, Livingstone was widely feared by London's property sector as an anti-development and anti-corporate icon. However, with his ideological allegiances swinging strongly toward the free market, Mayor Livingstone declared in fall 2001 that "I support high buildings, both as clusters and as stand alone buildings where they are in close proximity to a major public transport interchange and contribute to the quality of London's environment. I have no objection to London having the tallest of buildings."

In contrast, a consultants' report to London's planning advisory committee argued that "we can find no support for the strong body of opinion which argues that without state-of-the-art high office towers, London's image as an international commercial centre could suffer." On somewhat thin semantic ground, the Mayor's office dismissed the report saying that there was a difference between "need" and "demand." While tall buildings might not be *needed* to house office space, there was a *demand* for them that was not being met: "For over 800 years St. Paul's Cathedral, in either its Norman/Gothic or classical form, was London's biggest and tallest building. London would be unthinkable without it. Yet in the purely functional sense there is no actual need for it. The activities for which it was built could be carried out just as efficiently in a far more modest building. The point is that there is a demand for it as spiritual inspiration, an architectural icon, and a tourist destination."

This is a critical distinction: whether policy should be based on the need for tall buildings, or the demand for tall buildings. The distinction gets right to heart of the ideology that drives planning policy. Should planners acknowledge the market's preferences, and work to ameliorate the negative impacts of that market preference, or should they reject the market preference in favour of a building typology intended to meet other policy goals?

Of course, the first approach is subject to the now-familiar accusation that planners are "handmaidens" of capital. Certainly many British planning authorities have

adopted the latter approach. But is there anything intrinsic to tall buildings that cannot be overcome with proper siting and design? As CABE's Rouse argues, "policy should not flow from need. There are lots of things we don't need but people still build them. The planning system is not just about need—there is a genuine issue of demand for these buildings."

Indeed, the Mayor's office attributes London's recognition of this demand through the granting of permission for tall towers among the reasons why it has maintained its position as Europe's top financial

quality of life in a city. There is a broad literature surrounding the effects of density, but few examining, for example, the sociological impacts on groups of living and working in tall buildings. There are also few attempts to assess the success of tall buildings in generating spin-off economic activity (such as retail or personal services). This work would help inform the debate.

The "demand versus need" is worthy of much greater discussion, but one component of the source of the demand should not be forgotten; man builds tall things partly as an expression of his essential driving force: ambi-

tion. HOK's Drucker believes that "there will also be people who want to build tall, and in some places, there will always be a demand." Until the 20th century, the skyline of cities around the world was dominated by the steeples, domes, and minarets of churches, symbolizing man's ambitions toward heaven. While religion may have been overtaken by business as the vehicle for the realization of these ambitions, the demand to build higher does not seem to have abated, even after the shock of September 11th. In the same way that the Olympics urge us to go higher, faster, farther, ambition drives us to build bigger, taller, and, it should be added, more beautiful.

If the demand is there for tall buildings, if the lessons of the past are learned (and who better to codify those lessons than planners), and if the impacts on the city are understood and respected—why

should we put limits on ambition?

Jeff Lehman is a senior consultant with HOK Ltd in Ottawa. During his stay in London in the late 1990s, as a student and later a lecturer at London School of Economics, his "Letters from London" for the Ontario Planning Journal provided commentary and insights into planning culture on that side of the Atlantic. His most recent piece last year examined conversion trends in the Ottawa high-tech sector. Starting now, Jeff becomes our contributing editor for "the New Economy," with a mandate to provoke debate and provide critical commentary on issues of the day.

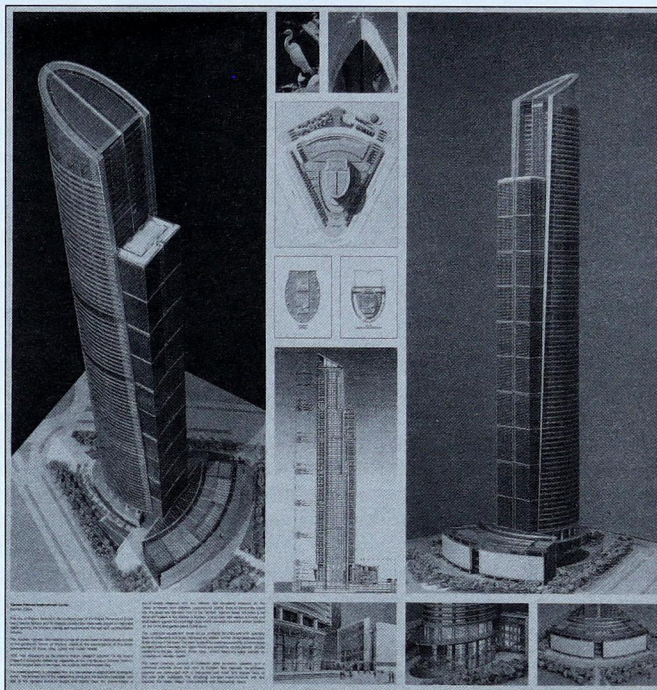


Photo: HOK Consulting

Fairwell Xiam International Center

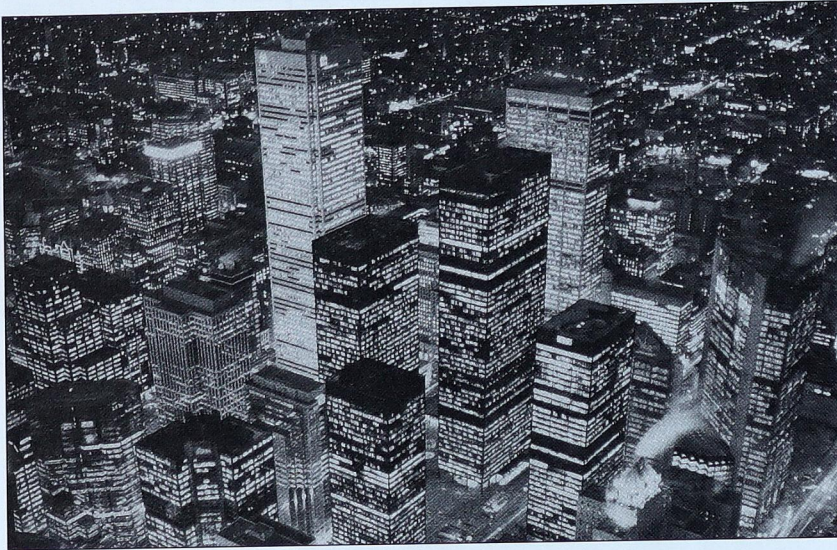
centre: "Cities such as Paris, Rome, Venice, Vienna, Prague, and St. Petersburg are often cited as evidence that there is no need for tall buildings, at least in the historic city centres... these cities pay an economic price for their largely heritage-based policies. They can beat London in the "city as a museum" stakes, but are not in the same league in the international financial, insurance, trading, banking, and legal markets."

This issue—the degree to which planners recognize demand for a building type in evaluating development proposals—is a debate that requires more quality and more quantity. For example, there are relatively few attempts to outline all the impacts of tall buildings as a building typology on the

New Legislation A Promising Start

Smart Growth in the new Municipal Act, 2001

By B.S. Onyschuk



Would Canadian cities benefit from DEVCOs that spur reinvestment?

This is the first of two articles.

Smart Growth is a concept that has swept the U.S. At its core is the use of a panoply of municipal powers and smart financing techniques to assist in the key city-building strategies considered crucial by the U.S. government and U.S. cities to the development of strong cities and city regions for the 21st century. Those strategies include the provision of affordable housing, the development of good transportation infrastructure (including transit), the revitalization of the central cores and waterfronts of the major U.S. cities, and the renewal of municipal infrastructure.

Many of these same elements are at the centre of Ontario's Smart Growth policy, although that policy still requires considerable definition. But as Premier Harris made clear when he announced his government's policy in January 2001, Ontario's Smart Growth vision was a policy designed to promote "a strong economy" based on "strong urban communities," which would help Ontario stay "strong, growing, and ready to compete in the 21st century," the same philosophical underpinnings found in the U.S. Smart Growth municipal agenda. The province's vision includes transportation

choices (including transit, although the policy still needs definition), a renewal of municipal infrastructure, promoting green spaces, brownfield rehabilitation, and a higher quality of life.

The new Municipal Act is an avowed part of that policy. But it needs to be put up against the background of the U.S. Smart Growth strategy to assess its efficacy in achieving the key goals of building strong, vibrant cities and city regions in Ontario that can effectively compete against their American cousins. This article presents an overview of the main areas where the two concepts intersect.

The Municipal Act expands the powers of local municipalities in the following important areas, all of which are a part of American Smart Growth:

1. Natural person powers and the role of public-private partnerships

Many U.S. cities have long had the equivalent of natural person powers through the U.S. concept of "home rule," or by way of legislation that essentially allowed them to do everything except that which is specifically prohibited by the state legislature. More importantly, however, U.S. cities have in recent years made extensive use of pri-

vate-public partnerships, in conjunction with urban development corporations, to revitalize their cores and waterfronts, and to finance and renew their infrastructure. Some have gone further—outsourcing important municipal services, where the private sector could demonstrably do the job better and more efficiently.

The new Act, under section 8, provides municipalities with the powers of a natural person; but sections 11 and 17 then put limits on the extent of those powers. The new Act does, however, through a combination of sections 8, 17, regulations yet to come under section 203, and sections 110, 195 and 202 (dealing with joint servicing boards) provide the necessary legislative powers for municipalities to enter into PPPs for matters over which they have spheres of jurisdiction under section 11 of the Act.

One of the key issues that should be followed closely by municipalities is the set of regulations yet to come under section 203. Municipal participation in PPPs through the ownership of shares in a corporation was generally prohibited under the old Act. Section 17 of the new Act prohibits municipalities from creating a corporation or holding shares in it, unless permitted by Ministerial regulations under section 203. Many PPPs in the U.S., Canada and elsewhere, are structured through corporate vehicles. The Ministerial regulations will be an important part of permitting a full range of PPPs, with full municipal options for the municipal toolkit.

2. Municipal corporate subsidiaries (Servcos and Devcos)

In the U.S., municipalities create new municipal corporate structures to undertake large, complex urban development projects (usually called urban development corporations, or "devcos") aimed at revitalizing their urban cores and waterfronts, or redeveloping brownfields; and they use similar structures to renew and improve their municipal infrastructure (usually called urban service boards or corporations, or "servcos"). The rationale for both is to enable American cities, particularly the major ones, to deploy the necessary professional, organizational and financial resources

to meet the complex urban challenges they face. It then allows them to use a whole series of "smart financing" techniques to attract private sector capital for their infrastructure projects, including housing and transit.

Sections 17, 203 (and the regulations yet to come under it), and section 401 (the debt instruments section) are the key sections that provide the structure for both "servcos" and "devcos" for Ontario municipalities, including innovative financing techniques in the form of new debt instruments (see part 2 in the next issue). Section 110, dealing with "municipal capital facilities" and sections 195 and 202, allowing the establishment of municipal and joint servicing boards, round out the powers to organize or reorganize key municipal service and capital facilities to allow municipalities to better meet their modern requirements and to harness much-needed private-sector capital and investment in these key areas.

There appears to be some debate as to whether the Minister will permit "devcos" to be established under regulations under section 203. This will be a key consideration, particularly for Ontario's larger municipalities with challenging downtown, inner-city, and waterfront problems. There is absolutely no reason why the Minister, or his Ministry, should not allow "devcos" to be established under appropriate regulation. In the U.S., these "urban development corporations" have been the key development tool and the defining reason why specific central core and waterfront projects in U.S. cities that have use of this tool have succeeded, while other projects in other cities that did not use the tool failed. Regulations permitting urban development corporations in Ontario should be monitored by municipalities with keen interest.

Also of interest should be the powers that are given these urban development corporations by the Minister under section 203 reg-

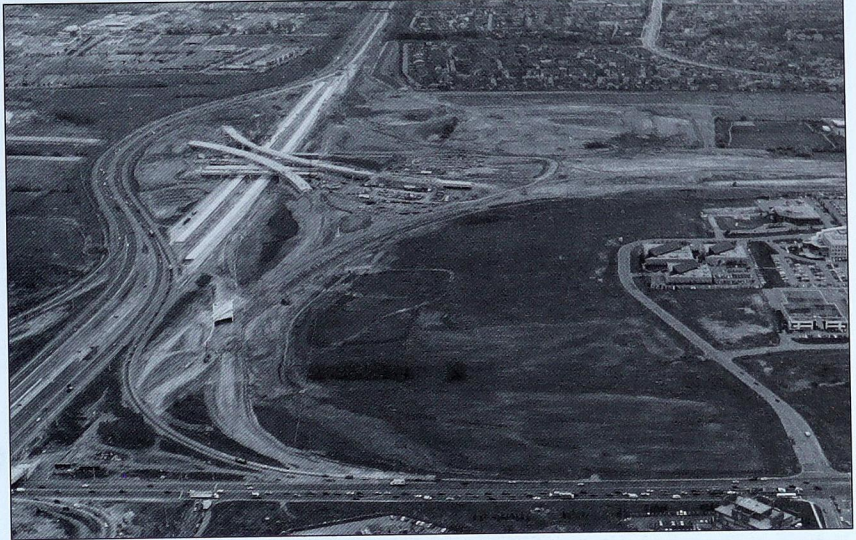


Photo: M. Manett

Natural person powers will support more PPP initiatives

ulations. Section 17(2) seems to say that the regulations under section 203 can deal only with items (a), (b), and (c) in sub-section (1), but not the tax and financial items set out in items (d) through (h) of the same sub-section. In the U.S., urban development corporations have a broad range of powers to issue debt, provide financial assistance, guarantee loans to facilitate redevelopment, administer federal, state and local funding programs and tax incentives, purchase and sell real estate, and even to expropriate in certain instances. Most of the same powers allow municipalities to issue "prescribed financial instruments" and to enter into "prescribed financial agreements for or in relation to the debt." The scope of these financial instruments and agreements will be set out in regulations yet to come under section 401; however, allowing innovative financial instruments and agreements potentially removes the long-standing practical restrictions on borrowing for Ontario munic-

ipalities. In the U.S., municipalities have long had the power to issue general obligation and revenue bonds, tax increment finance bonds, and the like, either directly by the municipality or through its development or service subsidiaries. The extent to which these and other instruments will become part of the financial toolkit of municipalities will be a matter of great interest in the next couple of years.

Of particular interest will be the development of such financing techniques as asset-backed securities for some of the key infrastructure services provided by municipalities, such as sewers and water systems, other utilities, roads, bridges, transit, parking garages and the like. The provisions setting up separate utility service boards in section 195, and joint service boards in section 202 of the new Act, together with the service boards' ability to deal with their assets, will allow municipalities access to new pools of

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

**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

capital for the much-needed renewal of some of these key infrastructure items.

The capacity of any 21st-century city to renew and maintain its municipal infrastructure is a key consideration internationally in the attraction of new economy companies and new knowledge economy workers. Smart people and smart, successful companies locate in smart cities that provide a high and attractive quality of life for their citizens and corporations. The financing of municipal infrastructure through new, innovative and enhanced financial instruments is

a key component in creating smart successful cities.

Part two of this article will address tax increment financing, transit and housing. The full text of this article was first published in *Municipal World*. It is reproduced with permission. Visit municipalworld.com for details on how to order back issues.

B.S. Onyschuk, Q.C. is Chair of the Real Estate, Environment and Urban Development Law Department in the Toronto offices of Gowling Lafleur

Henderson, with over 30 years experience in these fields. He acts for many municipalities and development companies alike. His research into Smart Growth, entitled "Smart Growth in North America," was published by the Canadian Urban Institute in June 2001. Visit www.canurb.com to order this publication. Bob Onyschuk is also chair of the Canadian Urban Institute's fourth Smart Growth conference, to be held in Toronto on May 30 (see billboard for details).

Planners invited to look beyond land use

Planners: The New Public Health Champions

By Tina Atva

Active living is a concept that values and integrates physical activity into daily life. It emphasizes the links between physical activity and emotional and social well-being. Through active living, the planning and health fields may rebuild their once close alliance.

Active living has many benefits

Human bodies are meant to be active. Many of the chronic diseases we face today are associated with the sedentary nature of modern life. Diseases and health conditions that may be positively affected by physical activity range from cardiovascular disease to cancer and osteoporosis.

The social and emotional benefits of active living may include enhanced independence, greater confidence and self-esteem, opportunities for socializing, a sense of belonging and control over one's life and health, and less stress and depression.

The Canadian Parks and Recreation Association has stated that parks, open space and natural areas—places where active living often happens—are essential to ecological survival. Active transportation, such as cycling and walking, has multiple possible benefits including improved air quality.

It has been estimated that 2.5 percent of the total direct health care costs in Canada in 1999 were attributable to inactivity. The proportion attributed to smoking was 3.8 percent. A 10-percent increase in activity could save an estimated \$150 million per year.

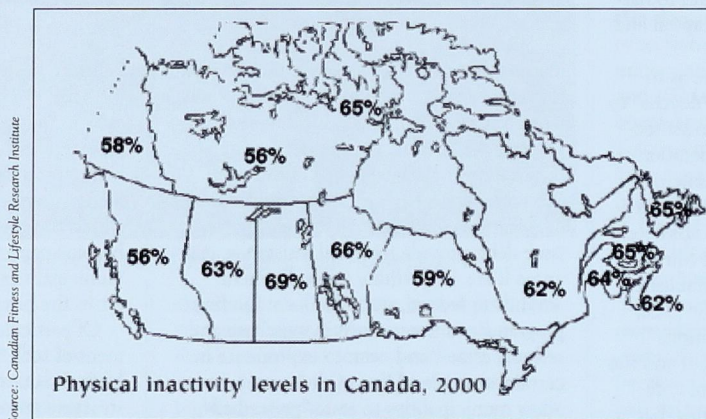


Fig. 1: Percentage of inactive Canadians in each province and territory

Most Canadians, however, are not active enough to obtain health benefits. Figure 1 shows the percentage of inactive Canadians in each province and territory in 2000.

Health Canada recommends that most people obtain between 30 and 60 minutes of physical activity most days of the week. These amounts of moderate activity may be accrued in segments as short as 10 minutes. As people exercise more, they may improve their physical condition, feel happier, increase productivity and contribute to a cleaner environment. The cumulative impact this may have on both individual and community well-being should be a call to action for planners concerned about healthy and sustainable communities.

CIP & ALCOA

The Canadian Institute of Planners (CIP) has belonged to the Active Living Coalition for Older Adults (ALCOA) since 1995. ALCOA is a partnership of national, provin-

cial and local organizations that share an interest in health, aging, physical activity and the creation of healthy communities.

Although it is relevant to people at all stages in life, active living for older adults is particularly important. Fifty percent of so-called age-related losses such as balance, endurance and mobility are not due to the aging process alone, but to reduced physical activity. With the number and proportion of older adults set to increase significantly, there is an urgent need to

ensure environmental supports are in place so that current and future seniors may lead more active lifestyles.

Planning for Active Living

Planners who work in housing, land use, social planning, development, transportation, architecture and urban design all have a role to play in facilitating active living. Here are a few illustrations.

In the late 1990s, the City of Regina explored the creation of senior-friendly zones. The goal was to find planning mechanisms that would encourage seniors' housing to be located within 500 metres of shops, public transportation and medical and recreational facilities. Using the Census and other sources, the proportion and concentration of seniors in each city neighbourhood were mapped so that senior-friendly zones could be identified.

Harris Green is a mixed-use, high-density neighbourhood on Yates Street, Victoria,

B.C. Through cost sharing with adjacent property owners, the City redesigned one long block of road right-of-way to include almost half a hectare of green space, mosaic-tiled sidewalks and narrower traffic lanes. Harris Green was identified as a pleasant walking and cycling environment for nearby older residents, and indeed, all people in the community.

In Toronto, several small parks have proven to be popular meeting and activity spaces for older adults. Behind Eaton Centre Mall at Trinity Square Park is a labyrinth pattern in the grass (Figure 2). Both the mind and body may be exercised in this spiritual place.

By expanding on the above policy, housing and urban design possibilities—to name only a few—and by developing partnerships within the active living community, planners may help address the problems associated with sedentary lifestyles. Such efforts are crucial if we are to truly become the new public health champions.



Source: T. Atwa

Fig. 2: Seniors benefit from activity (Trinity Square Park Labyrinth, Toronto, Ontario)

Further Information

The sources listed below may be of interest to planners concerned about healthy and active communities:

Frank, Lawrence D., Engelke, Peter O. The Built Environment and Human Activity Patterns: Exploring the Impacts of Urban Form on Public Health. *Journal of Planning Literature*. Vol.16 No. 2. November 2001.

Kreyling, Christine. Fat City: Are You an Enabler? *Planning*. June 2001.

Frank, Lawrence D., et al. *How Land Use and Transportation Systems Impact Public Health: An Annotated Bibliography*. www.cdc.gov/nccdphp/dnpa/pdf.aces-workingpaper2.pdf.

www.hc-sc.gc.ca/hppb/paguide, Health Canada's site on physical activity .

www.cflri.ca/cflri/research/env.html, The Canadian Fitness & Lifestyle Research Institute's recent study on how conducive Canadian communities are to walking and cycling.

www.alcoa.ca, The Active Living Coalition for Older Adults (ALCOA).

Tina Atwa works as a planner with the City of Surrey, B.C. She also represents CIP at ALCOA. The above article is based on Tina's 2001 graduate project, "Planning's Links to Active Living for Older Adults," at UBC's School of Community and Regional Planning. Tina may be reached at (604) 737-7977 or tatwa@direct.ca.

Does a counterproductive tax structure hinder growth?

Downtown Parking Lots: An Interim Use That Just Won't Go Away

By Antoine Belaieff

When I arrived in Montreal from Switzerland nine years ago, one of the first Canadian urban peculiarities I noticed was the abundance of parking lots throughout the downtown area. Obviously, something had been there before that was no longer. An office building, a church, a house? Who knows?

Then I moved to Calgary and noticed the same phenomenon. Except that Calgary parking lots were lovingly landscaped and nicely paved. A legacy of the Winter Olympics, I was told. So the "temporary use awaiting development," had been there since at least 1988. A "temporary use" that encourages driving, contributes to the urban heat island effect, blights neighbourhoods and impairs the agglomeration economies that make downtowns so special.

My most recent move took me to Toronto, where the parking lot craze seemed to be out of control. I recently found out that 24 percent of the area bounded by Queen, Simcoe, Front and Spadina is surface parking! While planners extol the virtues of Smart Growth, insisting that we should develop our serviced land close to existing amenities, we are still using our best land for the storage of vehi-

cles. Admittedly, surface parking has been a key factor in the success of the redevelopment of the King-Spadina area. Without parking, no one could rent space in these buildings. But that doesn't mean that these spaces could not go underground now.

So why is so little surface parking being redeveloped when the demand for developable land in the GTA is so high? I set out to find out why, knowing from the outset that there was no single answer to this question.

First, and this will surprise no one, surface parking close to Toronto's financial district is immensely profitable. The "24-hour city" is a reality in our downtown. The result is parking at prices that may prompt out-of-towners to wonder for a second if the space is for sale or rent. On one particular property, zoned at three times the area of the lot, the estimated capitalized value of parking is equivalent to selling the land to build a condominium at a density between 6.06 and 8.08, depending on the tax rate for the parking use.

As I investigated further, I found that the required redevelopment density would drop to a range of 4.76 to 6.35 if parking lots were actually charged full Current Value

Assessment taxes. Currently, as a result of provincial capping legislation, office buildings subsidize the property taxes of parking lots. Although parking lots are moving towards Current Value, it will take certain properties I studied more than 100 years to get there. A hundred years of tax dollars flowing surreptitiously from office buildings to parking lots. From a policy point of view, assuming the market is willing to provide both, which would you prefer? The office building or the parking lot?

Conversely, for a building with a floor area ratio of 7.34 under construction on a former parking lot, I found that the as-of-right density was less than half this figure. The value of the land at this density was just about equivalent to the estimated capitalized value of parking revenues at a standard rate of return for surface parking. This means that the developer had to seek a much higher density in order to pay the owner of the land a price that would be competitive with the parking use.

Understandably, many long-time parking lot owners are reluctant to sell for fear of being hit with staggering capital gains taxes. Not to mention that parking lots provide a



Photo: A. Belaieff

The tax bill for parking lots is subsidized by commercial buildings

safe and steady source of income without precluding future development.

Are buildings still being demolished to create surface parking lots? Although new lots are illegal in the King-Spadina reinvestment area, they are legal in most areas of the city. Demolitions still occur here and there. Owners have an incentive to demolish underused office buildings and pave the lot for parking, since they can stop subsidizing other properties through their property taxes and start benefiting from tax subsidies from other commercial owners. In one case, I found that an owner's tax bill dropped from about \$103,000 to about \$20,000 after

the demolition of a commercial building and the creation of a parking lot.

Besides asking the province for a minimum effective tax rate on parking lots to return some fairness to the property tax system, there are other measures that the City of Toronto can take to deal with surface parking. First, the City needs better information. A GIS-based survey of parking supply was conducted in 1996 but never repeated.

Second, planners, urban designers and municipal licensing officials should work to harmonize their standards and policies. Why not bring the standards up to date to improve the appearance of these lots and

start a yearly inspection program? Renewal of the licence would be contingent on the lot meeting certain standards and funding would be ensured through cost recovery.

Third, it is time to revisit the 1980 Parking and Loading Study and bring some flexibility to the parking standards for new buildings, taking into account the level of local transit. Lowering the parking requirement can make a project much more economical. Encouraging the provision of public-access parking would also replace some of the lost spaces.

Finally, without a concerted effort to curb automobile use and improve transit service at the regional level, demand for parking will continue to grow, making surface lots ever more profitable and more difficult to redevelop.

Parking lots will not, and should not, disappear overnight. Cities are all about organic growth. But doing nothing will push more development to greenfield sites, outside the City of Toronto, leaving the country's most connected and best located land idle.

Antoine Belaieff, winner of the OPPI Central District Scholarship, has just completed his master's program in urban planning at the University of Toronto.

This article is based on research for his degree. He can be reached at antoine@belaieff.ca. Antoine was recently hired by Metropole Consultants.



Photo: A. Belaieff


24 percent of developable land in part of King-Spadina is devoted to parking lots



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**

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

Spatial Data Warehousing: A Portal to the Future

By John Knowles

This is the first of two articles exploring the potential of spatial data warehousing.

In 1998, 23 separate municipal entities in southwestern Ontario amalgamated to form the Municipality of Chatham-Kent. They brought over 100 different data sets together, created in a variety of standards and specifications, to form a new Automated Mapping and Facilities Management (AM/FM) system. This presented a significant challenge for the newly formed Municipality.

A geographic information system (GIS) is a major tool for delivering the benefits of amalgamation but GIS is only as useful as the available digital land base or mapping information.

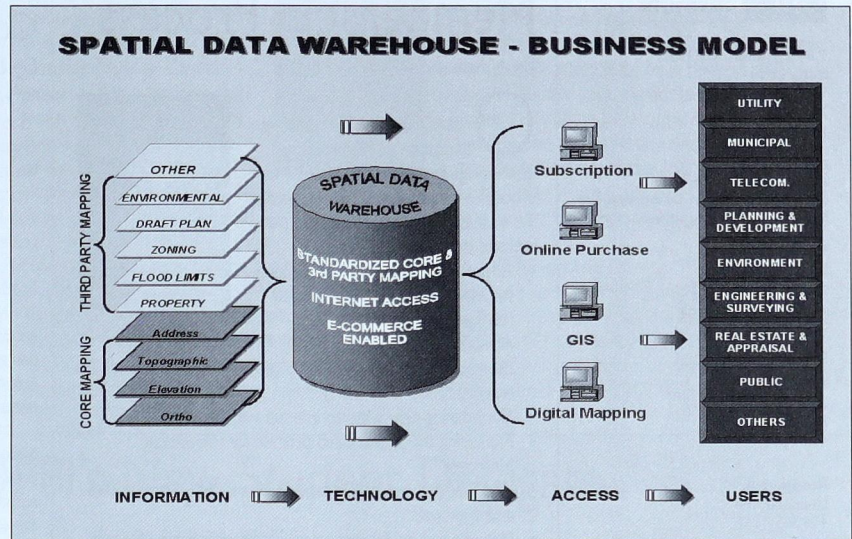
Chatham-Kent explored the purchase of a digital image land base or orthophoto mapping of the 2500-square-kilometre area as the first step to creating a robust, fully functional GIS. The cost was prohibitive for a municipality with a population of only 110,000.

But there was a solution at hand. First Base Solutions (FBS), a division of Markham-based J. D. Barnes Limited, offered Chatham-Kent the orthophoto mapping at a reduced cost. In exchange FBS would get the right to resell the Chatham-Kent digital land map data to other users such as utilities as well as to the private sector. In addition, FBS would provide a royalty for each sale of the data that, in turn, would generate revenue for the municipality.

It was an offer too good to refuse.

"We would get the full value of the orthophoto mapping for our GIS at an affordable price," says Jeff Ham, Manager of Chatham-Kent's Municipal GIS. "FBS would take full responsibility for selling and monitoring access to the data. There would be no risk or administrative overhead for the municipality."

Today, several departments in the municipality are getting their money's worth from the system. When a resident calls to report sidewalk damage, measurements and estimates for the repairs can be generated directly from the orthophoto. The data plays an integral role in all planning functions. Police services are able to implement intelligence gathering of incident scenes from the data files on their computer. Eventually, permits will be issued from the information displayed



The First Base Solutions spatial data warehouse model opens new doors for accessing digital image land base mapping data

on the computer screen.

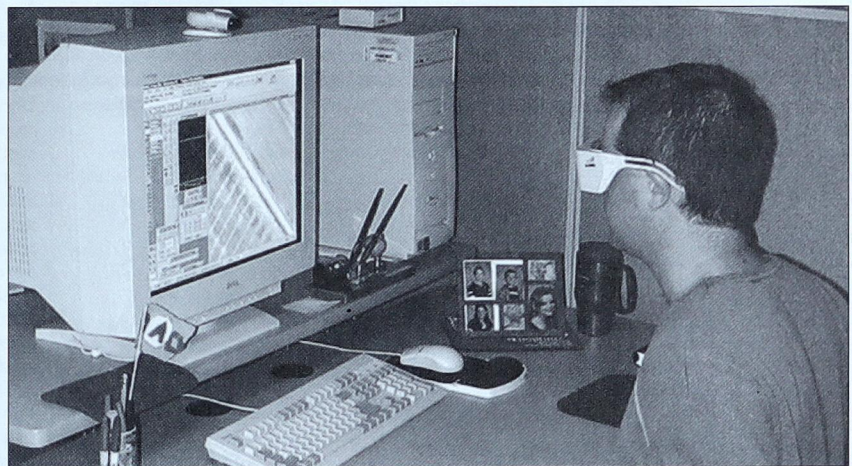
"The value of this digital data is growing exponentially. The Mayor and Council have embraced the system as a growth asset," says Ham.

The Chatham-Kent data is stored in the FBS Spatial Data Warehouse where it is available for review and purchase through their e-commerce web site.

In fact, Chatham-Kent is a working example of the Spatial Data Warehouse

business model developed by First Base Solutions. It has been identified as the next stage in the evolution of spatial technology.

*John Knowles O.L.S., O.L.I.P., is General Manager of First Base Solutions. First Base Solutions is a division of J.D. Barnes Limited, 145 Renfrew Dr, Markham, ON L3R 9R6
Tel. 905-477-3600,
www.firstbasesolutions.com*



The hi-tech world of data warehousing



**ONTARIO
PROFESSIONAL
PLANNERS
INSTITUTE**

234 Eglinton Ave. East,
Suite 201
Toronto, Ontario,
M4P 1K5
(416) 483-1873
1-800-668-1448
Fax: (416) 483-7830
E-mail: info@ontarioplanners.on.ca
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
Ann Tremblay
613-237-2925 x164

Northern, Mark Simeoni
705 671-2489 ext.4292

Southwest, Paul Puopolo
519 745-9455

Student Delegate,
Melanie Williams
melanie.williams@sympatico.ca

EXECUTIVE DIRECTOR
Mary Ann Rangam

**MANAGER, MEMBERSHIP
MARKETING & DEPUTY
REGISTRAR**
Gerald Smith

**MANAGER, FINANCE &
ADMINISTRATION**
Robert Fraser

**MANAGER, POLICY &
COMMUNICATIONS**
Loretta Ryan

RECEPTIONIST
Asta Boyes

OPPI Improves Its Membership Process

By *Kennedy Self*

One of the key messages we heard from members during the Strategic Plan exercise was to improve the membership process. As a result, we have created a 3-5 year plan to do just that. The plan is based on:

- Addressing the need to move long-standing Provisional Members to Full membership status.
- Adopting a new philosophy for developing members professionally by reducing reliance on examinations.
- Considering new ways to interact with Students.
- Nurturing the sponsorship process for Provisional Members.
- Reducing the processing time for membership application and approvals.
- Planning and implementing an Examiner Training Program.

The first wave of proposed improvements brings OPPI in line with the national standards of CIP, and will result in better customer service, particularly for Provisional Members and graduates of Recognized Planning Schools. Improvements are proposed in the following areas:

- Criteria for membership regarding educational requirements.
- Provisional Member Exam (Exam B) requirements for graduates from Recognized Planning Schools.
- Logging of work experience requirements.
- Time requirements for a Provisional Member to become a Full Member.
- More opportunities to take the Full Member Interviews (Exam A).
- Faster processing of Provisional Membership documents.
- Shifting Student Members to a calendar year.
- Streamlining the application process to include a cost-saving annual membership-processing fee for Provisional Members.

Please read the detailed notice mailed to you this month on this topic. You can also view it at www.ontarioplanners.on.ca by clicking on the Members' Area. If you have questions, please contact either Jerry Smith, Deputy Registrar or me.

In order to serve the profession better, some of these improvements will require amendments to OPPI's By-law and will need your support. Watch for your mail ballot in September with your Annual Meeting notice.

Another initiative launched this year is an Examiner Training Workshop, which is currently offered to all Full Members who are Examiners for the Full Member Interview (Exam A). This program provides all current and new Examiners with the tools they require to conduct examinations. OPPI Council thanks Andrea Bourie, MCIP, RPP for volunteering to develop the workshop. Those who attended the workshop found it to be a valuable experience.

Kennedy Self, MCIP, RPP, is an independent planning consultant and Director of Membership Services.



Kennedy Self

Privilege to Move Professional Practice and Development Committee Forward

By *Don May*

This was the first term for this new committee within our restructured organization. The purpose of the committee is to provide education and tools to improve professional practice and provide members with opportunities for professional development.

A new course in ethics has been developed and is being programmed for delivery in a number of formats. Practice standards are being developed for discussion and adoption as guides to our code of conduct. The first standard on Independent Professional Judgement is being released on the website and circulated for comment.

It has been my privilege to be the first director of this committee. I would like others to get involved at both the district and provincial levels. Our profession is as strong as our collective commitment and OPPI depends upon volunteer involvement. We are well served by the members that I have worked with over the last six years and we have a great staff, who provide the necessary support and resources to allow OPPI to serve the needs of our members and the community.

Thank you for the opportunity to move our organization forward at an important stage in our evolution to become a recognized professional institute that encourages collective excellence.

Donald May, MCIP, RPP, is Director, Professional Practice and Development



Don May

Membership Outreach Prepares for Next Steps

By *Bryan Weir*

One of our goals last year was to bolster our membership base. We focused on trying to attract new members by asking you, our current members, for assistance. Last fall, we distributed a short questionnaire, asking you to list a couple of names of people you thought might wish to become members and return the names to the OPPI office. This direct approach proved to be a great start, providing 50 names. We were not just interested in beginning planners but also in those who had perhaps 20 years or more of experience. These are the planners who could be eligible for the Executive Practitioner's Course, a streamlined process to membership for experienced practitioners. We were given the names of 17 individuals in that category.

This spring we will moving to the next step. An "Institute Introduction" program will be initiated that is intended to provide initial contact with potential new members, with the ultimate goal of having beginning planners join as provisional members, or to have experienced planners join and enrol in the Executive Practitioner's Course.

If you know of anyone who is not yet a member, and think



Bryan Weir

that he or she may be interested in OPPI, please contact Gerald Smith, Manager, Membership Marketing/Deputy Registrar at the OPPI office.

We would like to thank you for your efforts in promoting the Institute and for assisting us in carrying out those Membership Outreach activities contained in OPPI's Business Plan.

Bryan Weir, MCIP, RPP, is Director, Membership Outreach Committee

Off to London to See the Queen

President-elect Marni Cappe will be stepping down from Council in July to "pursue an extraordinary opportunity in London." Her husband, Mel Cappe, has been appointed as Canada's High Commissioner to the United Kingdom and Marni will be joining him there. "Rest assured that I could never (in my wildest dreams) have anticipated this when I accepted the nomination as President-elect last summer," she noted in a letter

to her colleagues on OPPI Council.

Now in her second term on Council, Marni emphasized how impressed she has been with the progress made by OPPI. In her view, this is "largely attributed to the dedicated focus on carrying out (and resourcing) the Strategic Plan." She plans to keep in close touch with planning issues in Canada, suggesting that she is "only a click of a mouse away" by e-mail. London is also one of the few international destinations available direct from Ottawa by Air Canada.

In her work with FCM, Marni has played a key role in advancing the "urban agenda," and her stay in London will provide an excellent opportunity to follow first-hand local policy innovations and different approaches to planning practice. Marni is also experienced in the machinations of planning in a capital city, having spent a number



Marni Cappe

of years with the former City of Ottawa before joining FCM. In addition to the two levels of local and regional government in Ottawa, and the adjacent equivalent governments on the Hull side of the border, Ottawa co-exists with the National Capital Commission. In London, there is a newly established Greater London Authority, which has overall responsibility for planning in the nation's capital. However, in the past decade numerous partnerships have been established that undertake planning and economic activity under the watchful eye of both the Mayor of London and the national government. Another important element is the role of the European Community, which funds a variety of environmental and regeneration initiatives in European cities.

OPPI Executive Director, Mary Ann Rangam, summed up the mood going into an all-day Council session, saying "We are all very excited for Marni." Marni will resign in July, paving the way for her position to be filled through an election process at the 2002 AGM.

Meet OPPI's New Student Delegate

By Melanie Williams

My name is Melanie Williams. I am a graduate student completing my first year of a Master of Science degree in Rural Planning & Development (Canadian stream) at the University of Guelph. I came into planning after graduating with a BA Honours degree in Rural & Development Sociology in June 2001 from the University of Guelph because I wanted to expand my interest in Ontario's rural



Melanie Williams

countryside. This interest emerged while growing up in rural Southern Ontario and as a result of being actively involved in the Ontario 4-H program. Currently, I am doing my thesis on the relationship between intensive livestock operations and neighbours for the development and recognition of best management practices as related to land use. I am pursuing this topic while working as a graduate research assistant to Dr. Wayne Caldwell, an acknowledged expert in the field.

What influenced my decision to run as a student delegate for the OPPI? I have had the opportunity to participate in leadership roles with student organizations, such as the

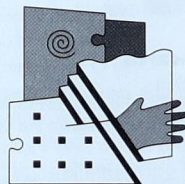
Hugh O'Brian Youth Foundation, and with the University's student planning and international development society (PLAIDS). I have enjoyed working with other students in these organizations to make positive changes in our student community and greater environment.

I am excited about this new opportunity and have many visions of the opportunities emerging in the forthcoming year between OPPI and its student members. As a representative for students I will strive to increase the voice of the student group in the Institute. I see this in the increased promotion of enrolment in the OPPI student association, a higher student profile on the OPPI website as well as a new drive for more student participation at the division and provin-

cial level meetings and conferences. In the student body, I see the chance to bring more unity into our community. There are many opportunities to open lines of communication and collaboration between the schools in the province through the Internet and at student-focused sessions at both the district and provincial levels.

I would like to thank former student delegate Pamela Anderson for her work and efforts over the past year. Pamela has been active in meetings with the student body throughout the year and has helped in the organization of OPPI events.

I welcome any questions or comments from other students and from members of OPPI. Please feel free to reach me by e-mail at melanie.williams@sympatico.ca



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

OPPI's web site was re-launched in late February. This initiative is a key part of the Strategic Plan and will help to broaden public awareness of planning and the role of planners, and, at the same time, better meet the needs of members.

Improvements to the web site include a completely new look, more content, easier navigation, and better search capabilities. Additional features, including a searchable database called 'Find a Member' and the ability to update your member profile online, will be added over the coming months. Another key change is a new 'members-only' area.

At the moment, both the public side and the members-only area of the web site are accessible to anyone visiting the web site. This will soon change and in June, all OPPI members will receive in the mail a password to access the Members' Area. This will allow members to continue to access to all areas of the web site.

The public area of the web site is targeted to key stakeholders, media and the public. This area of the web site contains a general overview of the planning profession; information on the Institute, including upcoming conferences and partnerships; how to become a member; how to hire a planner, including an online version of the Consultants Directory; submissions and reports on key planning issues; and a list of links and resources. The public side of the web site will assist the Institute's ongoing efforts to build recognition of OPPI as the voice of planners and the planning profession in Ontario.

The Members' Area includes access to additional online information about: OPPI policy development; becoming an RPP; networking and education; planning practice tools; news, the *Ontario Planning Journal*, and job postings; services and awards; and a special students section. This is an important service to members well worth the visit.

The chart highlights the key features of the Members' Area.

Redesign of the web site involved extensive participation from the Recognition Committee, Council and staff. Special thanks to the volunteers that made this happen.

Loretta Ryan, MCIP, RPP, is the Manager of Policy and Communications at OPPI.

She can be reached at policy@ontarioplanners.on.ca.

OPPI Web Site Members Only Area

Inside OPPI

Quick Facts

Find out quick facts on the Institute.

Governance

Read key Institute documents—OPPI By-Law & Schedules, OPPI Act and Strategic Plan.

Policies and Protocols

Learn about the Institute's policies and procedures.

Districts, Committees, Council and Staff

Go to this section for an overview of OPPI's organizational structure and a description of OPPI and staff positions and responsibilities.

Volunteer Opportunities

Get involved! OPPI volunteer opportunities.

Annual General Meeting

Obtain information on OPPI's Annual General Meeting.

Policy Development

Innovative Policy Papers

Read about the Institute's public policy efforts, including the Innovative Policy Papers, and the role of the Policy Development Committee.

Watching Briefs

Read OPPI's Watching Briefs.

Drafts & Feedback

Review drafts and provide your input on key planning issues.

Working Groups

Get involved! Information on the Policy Development Committee's Working Groups.

Becoming an RPP

Membership Qs & As

Read the most asked membership questions and answers, including a schedule of exam dates.

Membership Course Information

Obtain information on Exam B.

Logs

Find out about Logbooks. Learn how to fill one out and check out sample entries.

Exam A Schedules and Application Form

Check the schedule of exam dates.

Services & Awards

Awards and Scholarships

Learn about the Excellence in Planning Awards, Member Service Awards, and Student Scholarships and Awards

Services and Benefits

Find out about the dynamic package of services and benefits for members.

Networking & Education

OPPI Conferences

(linked to OPPI Public Site)

Download information on OPPI's Conferences.

District Events

Read District news and find out about upcoming events.

Upcoming Events—OPPI Partners

(linked to OPPI Public Site)

Learn about upcoming partnership events.

Continuing Education

Commit yourself to lifelong learning. Find out about upcoming workshops and courses.

Mentoring Program

Become a protégé or protégée!

Find a Member

Lost touch? Looking for a contact? Networking? Go to this section for the member directory. (coming soon)

Your Personal Profile

Have you changed jobs or moved? Go to this section to view your profile and make changes to your own profile. (coming soon)

Planning Practice Tools

Code of Conduct

Read OPPI's Code of Conduct.

Practice Directions

Obtain sound practice advice.

Practice Directions Drafts

Review draft Practice Directions.

Planner at the OMB

Be better prepared for hearings or simply know more about the board through OPPI's Planner at the OMB Course.

News, Journal & Jobs

Classifieds

Looking for a job? Wanting to post a position? Go to the classifieds section for the latest on planning jobs.

Ontario Planning Journal

Find out more about Ontario's premier planning publication.

Newsletter

Keep up on the latest! Go to this section for OPPI newsletters, 'Members Update' and District News.

Students

The Student section contains links to:

- Student Delegate
- Student Representatives
- Recognized Planning Schools
- Become an RPP
- Student Scholarships and Awards
- Services and Benefits
- Conference and Partnerships
- District News and Events
- News, Journal and Jobs
- Canadian Institute of Planners (CIP)

www.ontarioplanners.on.ca

Central

Landscape Architects Helping to Set New Standards for Environmentally-Based Design

By Diana Crosbie

The environmental challenges facing decision-makers on the Oak Ridges Moraine are helping to spotlight the role played by landscape architects, David Leinster, President of the Ontario Association of Landscape Architects (OALA) told the association's annual meeting in April.

"Landscape architects help define where and how development occurs within the context of natural features," he said.

"The scale of the Oak Ridges Moraine, along with pressures to preserve natural resources, retain the rolling countryside and enhance the historic communities that dot the Moraine, open up extraordinary opportunities for landscape architects."

Canadian Urban Institute President and CEO, David Crombie, who gave the keynote address to the meeting, confirmed this view. On behalf of the province, Crombie has played a key role in mediating agreements to redirect development from the Moraine to the Seaton lands. The Moraine also figured prominently in the messages contained in Crombie's *Watershed*, the seminal treatise published by the Royal Commission on the Future of the Toronto Waterfront. The work of the commission later formed the basis for the Waterfront Regeneration Trust. The former Toronto mayor and federal cabinet minister explained that only 12 years ago maps by citizens' groups led by Save the Oak Ridges Moraine (STORM) first showed where the Moraine was and its connection via several watersheds to Lake Ontario. "It is remarkable how fast conservation issues have become central to planning on the



David Crombie

Moraine," he said. Crombie is an Honorary Member of the OALA.

A panel of experts, chaired by Landscape Architect Carolyn Woodland, discussed natural features along the Moraine, legal issues, community considerations, and implications for landscape architects and planners. Participants included Brian Denney from the Toronto & Region Conservation Authority, David Donnelly, a lawyer with the Environmental Defence Canada and Counsel for Save the Rouge Valley System; Jim Robb, of Friends of the Rouge Watershed, and OPPI's Ann Joyner, a partner with Dillon Consulting and chair of OPPI's Oak Ridges Moraine Group.

The Moraine is the 160 km-long height of land stretching along the northern edge of the Greater Toronto Area that is the headwaters to 35 river systems flowing south to Lake Ontario and north to Georgian Bay over to the Kawartha Lakes.

OPPI will be holding its 2003 conference in Muskoka in cooperation with OALA.

U of T planning alumni event well attended

More than 200 alumni, planning professionals, faculty and students mixed and mingled at the sixth

annual University of Toronto Friends of Planning Spring Social held at Hart House on the main downtown campus in April.

The Spring Social is now well established as an important event on the planners' calendar. The event helped to establish a new scholarship for U of T planning students and raised a record amount in donations for the Friends of Planning Fund, which is dedicated to enriching and improving the learning experience of students in the Planning Program. The fund is used to send students to conferences, finance research projects and bring in guest lecturers.

Judy Sgro, MP for York West and Chair of the Prime Minister's Task Force on Urban Issues outlined the challenges facing



Judy Sgro, MP

Canada's large urban regions. The interim findings of the Task Force were released a couple of weeks later. The organizers thank individual donors and corporate sponsors for their generous support: Aird & Berlis; Cassels Brock & Blackwell; Fraser Milner Casgrain; Hemson Consulting; PricewaterhouseCoopers; Urban Strategies; Bousfield, Dale-Harris, Cutler & Smith; Lea Consulting; MacNaughton Hermsen Britton Clarkson Planning; Fasken Martineau; the IBI Group; and Wittington Properties. The U of T Planning Alumni Committee would like to thank OPPI and the Faculty of Arts and Science for their promotional support of the event.

Members of the Planning Alumni Committee for 2001-2002 are: Michael Skelly (Chair), Andrew Brown, Catherine Cieply, Jason Ferrigan, Thelma Gee, Joe Guzzi, Stephen Lue, Antony Lorius, Nancy Mudrinic, Loretta Ryan, Peter Thoma, Tony Volpentesta, Professor Larry Bourne and Susan Werden.

Eastern

Shaping Change in the Eastern District

By Ann Tremblay

This time last year, the Eastern District Executive Committee's chair, Ron Clarke, reported on changes in eastern Ontario, highlighting the amalgamation of 11 local municipalities and the former Region of Ottawa-Carleton into the new City of Ottawa, the transformation of the planning context, and the inevitable reshaping of the professional planning community.

Two months into the job of District Chair, I am still trying to catch up on yesterday's news and can already see pressure continuing for further change in the next year and beyond. Three areas come to mind: the role of the Eastern District Executive Committee; the policy and planning framework of the City of Ottawa; and the employment context for the District's planning profession.

Eastern District Executive Committee—Restructuring

I'm going to start by confessing that I became chair of the Eastern District more or less by default. Here's the story. After the

end of Ron Clarke's term, Alan Gummo served as chair from October 2001 to February 2002. Alan was forced to leave the Eastern District under great pressure; he murmured something to me about career advancement, a warm climate and the lure of Central District palm trees (in Niagara-on-the-Lake?). We in the east wish him all the best and thank him for having done his duty. In the same spirit, special thanks go to Ron Clarke whose dedication to the Eastern District over the last few years has led to significant benefits for the membership, not the least of which is greater representation and connection to OPPI in Toronto.

Flowing from OPPI's Strategic Plan are deliberate changes to the composition of the Eastern District Executive Committee. The structure of the committee now substantially mirrors the composition of OPPI Council. In addition to a chair, the Executive Committee has a secretary-treasurer and representatives on the Membership, Nominations, and Discipline standing committees. The Executive also has representatives on most of OPPI's working committees, including Recognition and Publications; Policy Development; Professional Practice and Development; Membership Outreach; and Student Liaison.



Ottawa busy charting a new course

Now the Eastern District Executive is ready to turn its attention to improving service to the membership in the east and implementing the Strategic Plan at the district level, including pursuing greater recognition for planners in society, reaching out to non-active members, providing value-added services to members, and taking a leadership role in planning policy.

Eastern District's Evolving Role

Current initiatives in the Eastern District include the delivery of an Examination B course in April and May to encourage and assist provisional members advance to full membership. The committee is also working to offer an Alternative Dispute Resolution Course to members in the east in late spring or fall to support and promote professional practice development.

A program on the federal government's Urban Issues Task Force is in the works for late spring, along with policy activities related to the Ministry of Municipal Affairs and Housing's proposed review of the Provincial Policy Statement. Eastern District hosted a workshop in last September that allowed planners to hear first-hand about the review from Ministry representatives. After that session, the Eastern District provided comments to the Policy Development Committee for submission to the Ministry. The committee will continue to track the review and to consult the membership as appropriate.

The Executive Committee will continue to address policy issues, identify ways to improve outreach and think creatively about how to broaden public awareness of planning. To date, some terrific ideas have been discussed, including outreach programs to interest school-aged children in professional planning by illustrating the role planners play in the construction of their schools and houses. The Eastern District will also explore opportunities to promote public awareness through a "World Town Planning Day" in November. The Committee hopes to partner with stakeholders to promote the value of principled planning by showcasing communities with innovative and sustainable development features.

In terms of improved service to the membership, the Eastern District is committed to ensuring information about OPPI and local district activity is conveyed effectively through the continued delivery of Vibrations, special mailouts and the timely postings on OPPI's District web pages.

The New City of Ottawa: "Charting a Course"

The City of Ottawa held a Smart Growth Summit last June, from which evolved its "Charting a Course" initiative. City staff are currently developing a set of principles that will underpin the City's official plan, master servicing plans, human

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

services plan, arts and heritage plan and economic strategy. The proposed principles will be presented to City Council on May 22. A draft outline for the new official plan is scheduled to be presented to the City's Planning and Development Committee on June 27. The outline will be circulated to stakeholders and interest groups, and released to the public for review and comments. Staff anticipate the completion of a draft official plan by October. The Eastern District will monitor the formulation of these events and provide comment.

The amalgamation continues to affect professional planners in the east. Those of you not plugged into Ottawa news may not be aware of the delays experienced by the development industry as a result of backlogged planning approvals. The media has profiled these delays at every opportunity. I for one am glad of the publicity, because the media has correctly identified the problem to be one of scarcity. The new City simply does not yet have the supply of development planners it needs to get the job done. Sources at the City tell me all is being done to rectify the situation and that relief is on the horizon.

Ann Tremblay, MCIP, RPP, is the Eastern District representative on Council.

Southwest

Southwest District: Greening Planning

In early March, Stewart Chisholm of Evergreen's Common Grounds program entertained and educated about 50 Southwest District members at Waterloo's Grey Silo golf club.

Evergreen started in 1991 as a local organization committed to improving urban environments through tree planting projects in Toronto. Today it is a national non-profit organization supported by three core programs: Common Grounds (public spaces), Learning Grounds (schoolyards and playgrounds) and Home Grounds (residential landscapes). Evergreen works to bring nature to cities through land stewardship and community-based environmental remediation projects at the neighbourhood and subwatershed scale.

Stewart Chisholm's presentation emphasized that natural area restoration provides more than ecological benefits, such as increasing urban wildlife habitat and reducing the demand for pesticides. It also

provides social and economic benefits. Evergreen supports projects that create a sense of empowerment for participants, strengthen communities, reduce crime, and improve community and individual health. Studies show that naturalization also reduces landscape costs in the long term, despite initially higher investment (compared to conventional turf landscapes), improves air quality, provides shading and promotes groundwater infiltration and a notable increase in land values of nearby properties.

Realizing these benefits however, can be a challenge. Successful community naturalization initiatives require considerable up-front planning and design. These challenges can be met by:

- engaging the community throughout all stages of the project;
- involving other professionals such as landscape architects and ecologists;
- developing new partnerships with a diverse range of community members.

The presentation further reinforced the importance of planners in the community naturalization process as facilitators, educators and champions.



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

PLANSCAPE

BUILDING COMMUNITY
THROUGH PLANNING



MARGARET WALTON M.PI 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

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

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



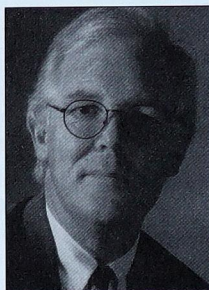
**WESTON CONSULTING
GROUP INC.**

More information on Evergreen projects, publications, workshops and conferences can be obtained from www.evergreen.ca or by contacting Stewart Chisholm at stewartc@evergreen.ca or by telephone at 416-596-1495 ext. 34. (toll-free 1-888-426-3138).

People

Berridge, Bedford Join Ranks of Fellows

The OPPI is very pleased to announce that two members of the Institute have been elected as Fellows of the Canadian Institute of Planners. Joe Berridge, a partner with Urban Strategies, and Paul Bedford, Toronto's chief planner and executive director of Urban Planning Development Services, will be presented with their certificates in Vancouver during the CIP conference, schedules permitting. Both individuals are well known to Journal readers. Commenting from Ottawa, OPPI



Joe Berridge

president, Dennis Jacobs, said, "To win election to this elite group, Joe and Paul received support from colleagues across Canada as well as from their own affiliate. Everyone on Council is delighted on their behalf, and they deserve our heartfelt congratulations." Joe can be reached at jberridge@urbanstrategies.com and Paul's e-mail is pbedford@city.toronto.on.ca.



Paul Bedford

Dan Burns, who until his recent retirement was one of the most senior OPPI members in the provincial civil service, has taken on a short-term assignment in the Ministry of Municipal Affairs and Housing to implement land swaps from the Oak Ridges Moraine to the Seaton lands. Dan was Deputy Minister at the Ministry before moving to Health a few years ago.



Dan Burns

Kim Warburton has joined Bell Canada as Associate Director, Government Relations and New Business Development. She can be reached at kim.warburton@bell.ca.

Bronwyn Krog has been promoted to Vice President of Land Development and Planning for Wittington Properties Limited. Bronwyn has been with Wittington for ten years and is responsible for the company's development activities in the GTA. Before joining Wittington, Bronwyn worked for Cineplex Odeon and the City of Toronto. Bronwyn has been a trustee at the Royal Ontario Museum for the past five years and is currently involved in the Renaissance ROM program. Bronwyn can be reached at browyn.krog@weston.ca.

Bryan Hill has joined the CAO's office at the City of Toronto, as a senior corporate management and policy consultant, working on governance and corporate performance. Bryan was previously research director at the GTSB. Joining Bryan is Anna Pace, a transportation specialist who previously worked for Metro and most recently for Urban Development Services at the City.

Anna is also a senior corporate management and policy consultant, working on strategic and corporate policy as well as for the Healthy City Office. Also making the move from planning to corporate services are Steve Woodward and Mark Bekkering. Tom Ostler, one of the key members of the official plan team for the new city, recently won the competition for the position of Manager, Research and Information in Urban Development Services. Another recent recruit to UPDS is Carlo Bonanni, who is now a senior planner in Central Waterfront Community Planning. Jane Naiman has moved from the City's waterfront office to the newly formed Waterfront Secretariat.

Nancy Frieday has joined Halton Region as a Senior Planner. Ms. Frieday has returned to the land use planning profession after a period of absence. She was previously a planning associate with May, Pirie & Associates Limited in Burlington.

Jodi Melnick has moved from the Weston Development Consulting Group Inc. to become Development Manager at Sobeys. Located in Mississauga, Sobeys owns IGA, PriceChopper and Sobeys grocery stores. Jodi's responsibilities will include getting development approvals for conversions and new stores throughout Ontario.

Rob Horne has left the City of Cambridge to take on senior responsibilities with the Region of Waterloo. Rob's most recent article for the *Ontario Planning Journal* was the cover story on the planned relocation of the School of Architecture. His replacement at the City is Alain Pinard.

Sylvie Grenier is now Program Manager, Travel Demand Management, for the new City of Ottawa. Sylvie has been a leader in program development for the Eastern District and is an active member of the urban design working group that was recently established on a national basis. She can be reached at Sylvie.Grenier@city.ottawa.on.ca. Sharp-eyed readers will also have spotted that the previous issue placed fellow urban designer Alex Taranu in more than one location. To confirm: Alex is now working with the Town of Markham and can be reached at ataranu@city.markham.on.ca.

Lorelei Jones is principal of Lorelei Joines Consultants. She can be reached at lja@rogers.com. Thomas Hardacre is with Planning and Engineering Initiatives in Kitchener. He can be reached at thardacre@pei.net.

MACAULAY SHIOMI HOWSON LTD. MUNICIPAL AND DEVELOPMENT PLANNING SERVICES

Professional Land Use Consulting
Services since 1981

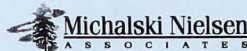
293 Eglinton Ave. E., Toronto, ON M4P 1L3
T 416 487 4101 F 416 487 5489

Email mshmail@msplan.ca Web www.msplan.ca

Anthony Usher Planning Consultant

Land, Resource, Recreation,
and Tourism Planning

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



Environmental Planning
Biophysical Analysis
Lake Capacity Assessment
Resource Management

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

Editorial

Prime Minister's Caucus Task Force on Urban Issues Makes a Solid Debut

By Glenn Miller

Five or more years ago, when the editorial pages of the *Ontario Planning Journal* began pounding on the drum of planning opinion about the importance of the "urban agenda," there was precious little support for such ideas. No longer. The recent release of Judy Sgro's interim caucus task force report, "Canada's Urban Strategy," is the latest addition to a growing body of evidence that Canada's prosperity is tied to the competitiveness of its cities.

Many observers have been pleasantly surprised with both the substance of the report and its forthright tone. The report recommends a 15-year commitment to infrastructure, a national affordable housing program, a national transportation program and several other important initiatives. The report calls for the federal government to work cooperatively with all levels of government and suggests how government should change its attitude and practices in its dealing with others. This opens the door to working with the private sector, NGOs and other stakeholders with vested interests in the future of our cities. To underscore this philosophy, Judy Sgro was joined by Ontario's newly appointed Associate Minister of Municipal Affairs and Housing, Tina Molinari, MPP for Thornhill, and deputy Toronto mayor, Case Ootes, at the National Trade Centre in Toronto early in May.

Another strength of this report is the emphasis on the importance of urban regions, effectively shedding the unproductive baggage of constitutional wrangling over municipal auspices. When the constitution was written back in 1867, our cities counted for little. Sustained growth since the Second World War has seen the emergence of several large city regions and many smaller ones. Urban regions are the

appropriate scale for the federal government to be working at.

A lesser known but potentially equally important task force has also been at work while Judy Sgro and her colleagues have been crisscrossing the country. Led by George Anderson, deputy minister of intergovernmental affairs, this task force has been polling government departments with a view to developing the capacity and preparing the machinery needed to put policy into action. Simply put, Mr Anderson has been looking at the potential to calibrate the existing federal effort with respect to cities so that government initiatives complement each other and build on existing strengths.

Another point not lost on anxious city watchers is that Judy Sgro and her colleagues have served notice that there is more to come when the final report is released this fall. This will, in the words of fellow task force member Alan Tonks, "Put meat on the bones of this new framework."

Taken together with strongly worded remarks by the Minister of Finance in support of a "new deal" for cities, the release of a major report on the importance of cities from the TD Bank and the impending debut of FCM's proposals for urban fiscal reform, the urban agenda seems to be maturing quickly.

Glenn Miller, MCIP, RPP, is editor of the *Ontario Planning Journal* and director of applied research with the *Canadian Urban Institute* in Toronto. He can be reached at editor@ontarioplanning.com.

To get the interim report online, visit www.liberal.parl.gc.ca/urb.

The TD report is available from www.td.com/economics.



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 & Storrie Limited has become
CH2M Hill Canada Limited. Evolution is Good.
(416) 499-9000

TORONTO BARRIE CALGARY OTTAWA NIAGARA VANCOUVER WATERLOO



Planning Consultant

Ruth Ferguson Althouse
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

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

- 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

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

Transportation: Recapturing the Limelight in our Picture of a Positive Urban Future

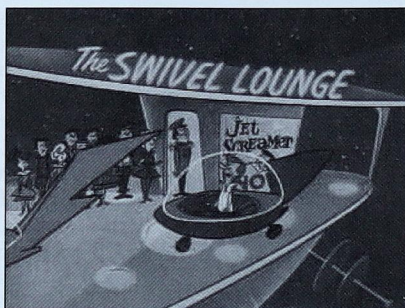
By Sue Zielinski

Back in the Jetsons era, transportation played a starring role in the popular fantasy of our urban future. But since then it has slipped to a supporting role at best, and villain at worst—congestion and smog, downloading and inter-jurisdictional gridlock having clouded our creative capacity to see transportation as the super-hero it could be in our evolving smart growth epic.

Fortunately, there are signs of a comeback. In Bogota, Colombia, for example, the visionary mayor of this city of six million saw progressive transportation planning as a framework for addressing its many social, economic, and environmental problems. After his three years in office, Bogota now enjoys (among other things) a brand new environmentally-friendly transit system; over 200 kilometers of new commuter bike lanes; an ongoing public spaces program transforming parking lots into parks; significantly fewer traffic deaths; and a marked boost in Bogota citizens' pride and involvement in their city.

In the same vein, transportation—especially sustainable transportation—is increasingly seen as an investment in urban competitiveness rather than a pesky public cost. One World Bank Study found that the world's wealthiest cities also have the best sustainable transportation systems and actually spend less per capita on transportation. The World Business Council on Sustainable Development (WBCSD), representing many of the world's major car and oil companies, has recently committed \$12 million to exploring the future of sustainable mobility globally. Closer to home, reports by Toronto's Board of Trade, the Canadian Urban Transit Association (CUTA) and Ontario's Urban Development Institute (UDI) focus on sustainable transportation's key role in the future economic health of our major Canadian cities.

But while the sustainable transportation we know will help keep our economy going, a little innovation and ingenuity promises an even bigger payoff—both here at home and for export. In a study prepared by Moving the Economy in collaboration with ICF Consulting, "data suggest a global market demand for New Mobility services and tech-



Back to the Future with Jetsons

nologies that is already measured in tens of billions of dollars annually and increasing rapidly."

The study looks at the emerging "seed cluster" of industries that are transforming our current transportation system into the "next generation" of mobility products that are integrated, smart, clean, service-oriented, and user-focused. Represented by a range of industries including telecommunications, e-business and new media; tourism and retail; logistics and supply chain management; real estate development; and more, new mobility innovations include:

- smart card and wireless applications linking a range of transportation modes with other urban services to enhance the urban door-to-door trip;
- mobility service packages that bundle urban and interurban transport including car sharing, regional trains, local transit, and shared bicycles;
- integrated urban goods networks that link logistics and freight campus solutions with inter-modal options, local production and distribution, human power and marine modes, all enhanced by Intelligent Transportation Systems (ITS);
- real-time interactive traveller information that provides urban journey planning and

fare payment for local and tourist markets through the Internet, wireless devices, on-street kiosks, electronic signage, and even watches;

- land use and real estate development that integrates telework, teleshop and innovative financing options to reduce unnecessary trips.

Within the planning field, new mobility embraces new community and street design and beautification, mixed use zoning, inter-modal design standards, transit-oriented corridors, pedestrian pathways and greenways, local agriculture, urban goods movement planning, and decision-support system tools that enable innovative planning and development practices.

The study also notes that the Toronto region already has many of the building blocks required to support a competitive new mobility industry. Are we ready to bring transportation back into the limelight?

Sue Zielinski (MES) is co-founder and Director of Moving the Economy (MTE), a partnership that promotes and develops the new mobility industry. She has worked for over ten years developing sustainable transportation initiatives and policies in the Planning Department at the City of Toronto. She is a founding member of Transportation Options and the Green Tourism Association and a member of the board of Canada's Centre for Sustainable Transportation. She advises on a range of local and international sustainable transportation initiatives, including the World Business Council on Sustainable Development Mobility project. MTE's most recent publication (in collaboration with the Canadian Urban Institute) is "Moving Goods in the New Economy: A Primer for Urban Decision Makers" available at www.detourpublications.com.

LETTERS TO THE EDITOR

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



385 The West Mall, Suite 303
Etobicoke, ON M9C 1E7
Tel: 416.626.5445
Fax: 416.620.6665
Email: Mail@DesignPlan.ca
Web: www.DesignPlan.ca

Specializing in Community
and Neighbourhood Design

Transportation

National Vision for Urban Transit to 2020

By Neal Irwin

The following is excerpted from "National Vision for Urban Transit to 2020," a report prepared for Transport Canada by IBI Group Ltd. The report examines the existing context for transit in Canada's cities, focusing on key differences in cities and towns of different sizes, and provides insights from other jurisdictions.

By 2020, Canada's urban transit/transportation policies and initiatives will have achieved: more competitive transit service, delivered in a safe, effective and cost-efficient manner that attracts users from their cars for a wider variety of trip purposes; improved transit accessibility for those who, by reason of age, income or physical disability, are unable to drive; a reduced level of motorized travel per person and less dependence on the private automobile; a more energy-efficient and less polluting transit/transportation system; and, resulting from the above, more capable, compatible, clean, conserving and cost-efficient urban transit/transportation systems.

The following systems describe the range of improvement needed to match the vision.

A Capable System

1. Door-to-door, "seamless" travel by public transit and related modes within the entire urban area, unimpeded by jurisdictional boundaries or intermodal barriers, through integration of transit services, pricing, and passenger information systems, as well as intermodal coordination and parking policies.
2. Increased transit speed, capacity, frequency, coverage and connectivity to compete more effectively with the automobile and reduce automobile dependency in serving a wider variety of trip purposes, through general improvements in the network of transit services and increased integration of public and private transportation activities.
3. Improved accessibility to transit service for the disabled and seniors through modifications to new vehicle and infrastructure designs, retrofitting of existing infrastructure, and special services for

these individuals in communities with modest or no conventional transit services.

4. Increased comfort, convenience and safety for transit users in both vehicles and waiting areas, through general improvements in the amenities of transit vehicles and waiting areas.
5. Improved transit service in currently transit-deprived areas, including use of appropriate service structures and technologies to provide transit services in an efficient and cost-effective manner.

A Compatible System

6. Fewer and shorter motorized trips per person and more trips by transit, walking and cycling, largely through management of urban development, regardless of city size, in ways that lead to compact urban form and greater mixed land use plus more pedestrian-, transit- and cycling-friendly streetscapes.
7. More transit-friendly and walkable/cyclable streets and streetscapes through integrated planning, design and delivery of those services and facilities.

8. Greater opportunities for accommodating bicycles in connection with transit services through special features of transit stations and vehicles.

A Conserving and Clean System

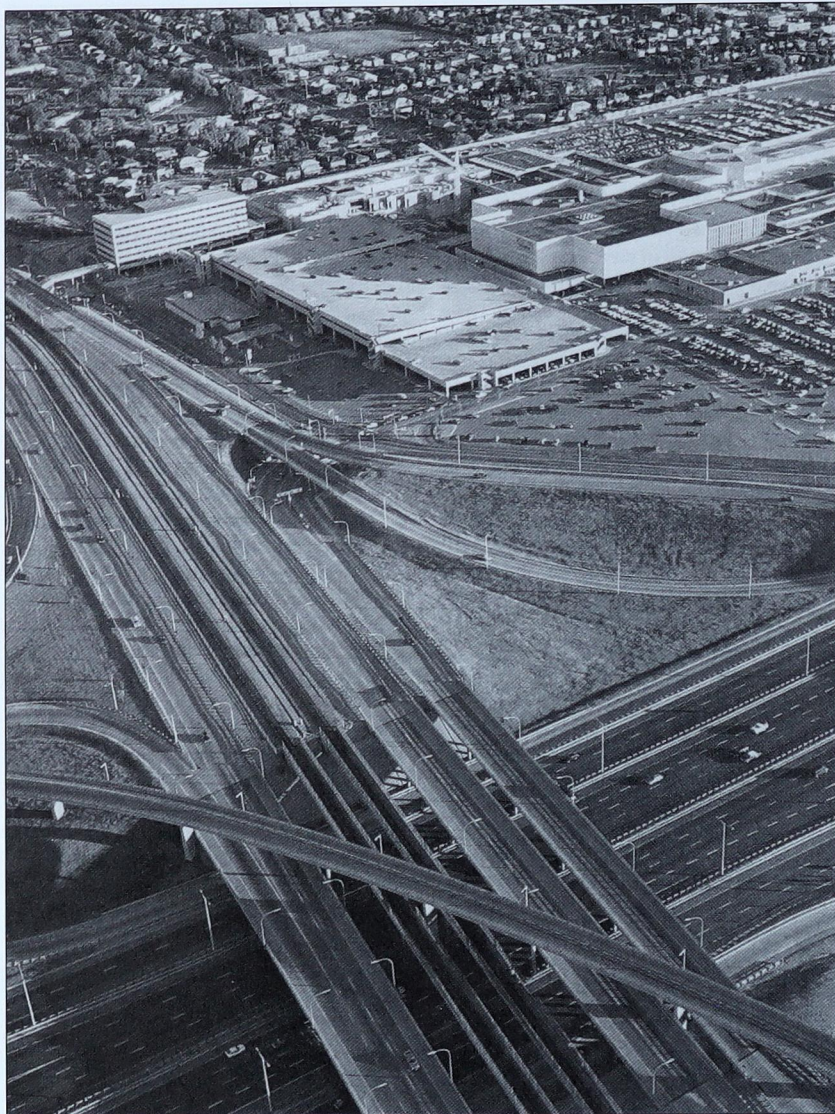
9. Reduced transit/transportation energy consumption and resource depletion through an increase in the proportion of vehicle-km involving more energy-efficient vehicles and the use of alternative propulsion systems.
10. Reduced emissions of greenhouse gases and other pollutants from transit/transportation through use of alternative fuels and propulsion systems plus greater reliance on transit, walking and cycling.

A Cost-Efficient System

11. More efficient operation of transit vehicles and higher vehicle productivity, through road design and traffic engineering policies, urban development patterns that are more favourable to transit and consideration of alternative service delivery approaches.
12. Transit priority policies that improve



Rapid transit in large cities must continue to meet the public's expectations



Much of our urban fabric is auto oriented

average transit travel speed and net revenue per vehicle, thus increasing vehicle and driver productivity, as well as the attractiveness of transit relative to the private automobile, leading to increased transit ridership and revenues and reduced net costs per rider.

13. Cost-effective planning and delivery of new and/or expanded levels of transit service as well as maintenance and rehabilitation of existing services and facilities based on appropriate governance which enables an integrated approach to urban development and provision of transit/transportation.
14. A level playing field from the standpoint of transit versus auto travel decisions based on consideration of real costs and affordability, including underpriced parking and rationalization of income tax regulations affecting allowable deductions and taxable benefits.
15. Generation of reliable, performance-based revenue streams to fund urban transit thereby making possible more cost-efficient capital investment programs, through public funding policies and drawing on road pricing and/or other user pricing mechanisms that account for the external costs imposed on society by road users and the co-benefits to society of achieving improved and more widely used transit.

Not all elements of this vision statement are applicable in every situation or even within different communities of the same jurisdiction. Transit priority in large cities that operate high-frequency services in mixed traffic, for example, is not a policy that is likely to be as relevant in small municipalities or even in low-density communities of a large metropolitan region where existing or potential transit ridership would not justify such measures. Similarly, alternative services that may be appropriate in these latter situations (e.g. smaller, more demand-responsive vehicles) are not likely to be relevant for major transit corridors.

Neal Irwin was principal author of the National Vision for Urban Transit to 2020 report. He is Managing Director of IBI Group, a position he has held since the firm was founded in 1974. During that period IBI grew from 30 people to over 500 people providing consulting and design services relating to land development, transportation, facilities/built form, and information technology systems.



Noise Vibration and Acoustics

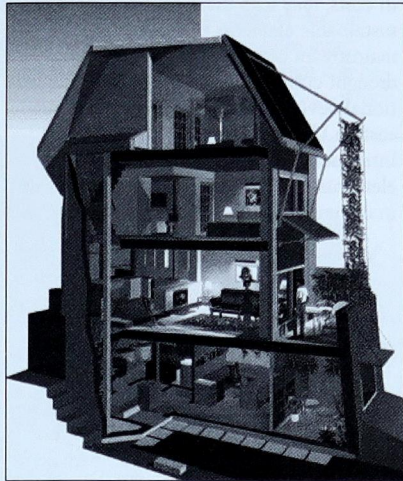
- ◆ Environmental Noise and Vibration
- ◆ Expert Witness Testimony
- ◆ Industrial Noise and Vibration
- ◆ Peer Review Services
- ◆ Transportation and Land Use Planning

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

HOWE GASTMEIER CHAPNIK LIMITED

Green design: Reducing our impact

By Maya Harris and Peter Nikolakakos



CMHC's solar house

A recent survey showed that more Canadians are becoming concerned about the state of our natural environment. Many of these worries stem from health concerns arising from increased smog and air pollution, or reservations about water quality. Are these changes natural, or the result of human impact? There is evidence on both sides, but if it is human impact, what can we do about it?

In the early 1990s CMHC announced its Healthy Housing Design Competition. One of two winners was the Toronto Healthy House. It was designed to be completely self-sufficient: meaning it did not depend on existing energy, water and sewer systems. The house was expected to use one-tenth the amount of water consumed in a typical household; solar panels provided electrical energy that could be stored; energy efficiency was achieved through airtight wall and roof construction.

With all of its apparent environmental and economic advantages, this type of construction remained largely in the realm of pilot projects. Recently, the desire for environmental sustainability, energy efficiency, and ecological sensitivity has spurred a number of new developments in Ontario.

The Town of Milton is in the first phase of envisioning a new community, an "Eco-Tech" village, which would be incorporated into the Sherwood Secondary Plan. This pilot project

is to be built on a 20-ha. parcel of land, and the built design would incorporate low-impact, high-performance green buildings. In Toronto, the owner of a property at Yonge and Bloor Streets has proposed the development of a 57-storey tower, and is interested in ensuring that it is a green building with leading environmental technology.

Internationally, two high-profile projects in Germany and England have highlighted environmentally sustainability: the Reichstag in Berlin and the Greenwich Millennium Village in London. Both are very different in scale and purpose, but are based on the fundamental goals of:

- quality and thoughtful urban design, taking advantage of site context and natural features;
- efficient use of materials to create high performance buildings;
- decreasing the consumption of energy through on-site production;
- recycling of water and wastewater;
- providing amenities and community facilities that encourage participation, which can help create a sense of ownership and empowerment.

The Berlin Reichstag

Soon after the fall of the Berlin wall, an international competition was held to find a design for the Berlin Reichstag, which had been abandoned and neglected for over 50 years. It was up to the winners of the competition, London's Foster and Partners, to rebuild and transform this building back into the German seat of government.

Foster and Partners rooted the Reichstag's transformation on four themes: "the sig-

nificance of the German government as a democratic forum, a commitment to public accessibility, a sensitivity to history and a rigorous environmental agenda."

The redesigned Reichstag acts as a mini power plant, providing energy for itself and the surrounding government quarter. The Reichstag uses renewable bio-fuel (vegetable oil) that is burned in a co-generator, which produces electricity and heat and reduces carbon dioxide emissions by almost 100 percent. Excess heat is stored in a hot-water tank below ground, which keeps the water warm. It can then be pumped back to the surface for use in the building. An absorption cooling plant helps produce cold water that is also stored below ground.

The building's new dome acts as a lighting and ventilation mechanism while providing the public a view of the municipal chamber down below. The light sculpture at the centre of the dome is capable of reflecting natural light into the council chamber and allows for natural ventilation in the building.

Greenwich Millennium Village

In London England, the Greenwich Millennium Village is an example of sustainable residential infill, and is one of the largest

WeirFoulds LLP
BARRISTERS & SOLICITORS

MUNICIPAL AND PLANNING LAW PRACTICE GROUP

Mike McQuaid, Q.C.

Wayne Rosenman

Ian Lord, Chair

Jeff Cowan

John Buhlman

Jill Dougherty

Sean Foran

Sue Metcalfe

Kim Mullin

Dianne Hipwell, Planner

George Rust-D'Eye

Lynda Tanaka

Robert Warren

Chris Tzekas

Greg Richards

Bruce Engell

Barnet Kussner

Jane Burton

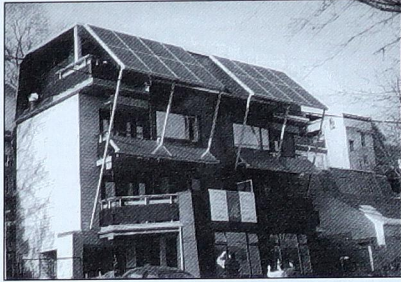
Paul Chronis, Planner

Susan Rosales, Planner

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

The Exchange Tower
130 King Street West, Suite 1600
Toronto, Ontario M5X 1J5

Tel: (416) 365-1110
Fax: (416) 365-1876
www.weirfoulds.com



Experimental housing more suited for remote location?

regeneration projects in Europe. English Partnerships, the agency responsible for handling the funding for the project, works on behalf of the central government with municipalities, regional development agencies and the private sector to regenerate and develop English urban centres. The agency organized a series of competitions that saw the consortium of Countryside Properties, Taylor Woodrow, Moat Housing Group and Ujima Housing Association win the opportunity to develop the 13-hectare Greenwich Millennium Village site. The village will contain approximately 1,400 dwellings on a reclaimed brownfield site and includes com-

munity and commercial uses.

An ambitious energy strategy was put in place to reduce development costs by incorporating quality alternative or pre-fabricated materials. As well, the design uses natural features, such as the massing of buildings, in a manner that would prevent northeasterly winds from penetrating the village, while positioning the buildings to allow sunlight to enter the numerous courtyards. A combined heat and power system provides energy for the village and is supplemented with solar panels and wind power, which is used mainly for water pumps. Water consumption is also reduced by 30 percent by using grey (recycled) water and dual flush toilets.

Back home, ideas used in the Toronto Healthy house have not, by and large, been applied to urban development projects. However, some of these ideas were incorporated into a project known as the Eagle Lake Healthy House, which was tailored to meet the needs of northern native communities. According to researchers at CMHC, many of these green technologies, such as grey water recycling, are currently more suited to remote locations not connected to the municipal water supply and wastewater systems. Some northern locales pay to truck in

water and haul out wastewater, and the costs of these services to remote communities can be great. Therefore these types of stand-alone systems could create positive cost savings for these areas.

The success of these projects, and improvements in technology and reduction in costs, may lead these environmentally sustainable elements to become part of mainstream construction. And with drought currently limiting erection of traditional development projects in the north-eastern United States, the timeline on introduction of such sustainable building elements might arrive sooner than we think in communities near you.

A graduate of Waerloo's School of Urban and Regional Planning, Maya Harris is a reporter with NRU Publishing, which produces *Novae Res Urbis* and *GTA Municipal News*. She can be contacted at mayah@nrupublishing.com.

Peter Nikolakakos is a planner with Dillon Consulting Ltd. He can be reached at pnikolakakos@dillon.ca. Peter graduated from Ryerson's School of Urban and Regional Planning and completed a Master's Degree in Urban Design from the University of Newcastle.



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

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



professional consulting

Planning • Transportation • Design

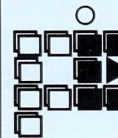
affiliated with

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



PLANNING & ENGINEERING INITIATIVES LTD.

PLANNERS
CONSULTING
ENGINEERS &
LANDSCAPE
ARCHITECTS

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

Urban Design Recognized in Barrie

By Chris Jones

One of Canada's fastest-growing cities recently took the time to appreciate and acknowledge some of the elements that make our communities more interesting through an urban design competition. The intent of the competition, which

was coordinated by Meridian Planning Consultants and the McLaren Art Centre, was to provide an opportunity for citizens, developers and urban design professionals to show-

case examples of good urban design. The qualifying categories used to distinguish the entries were buildings, spaces, urban form and heritage.

After a call for submissions produced 25 worthy entries, a panel of judges met to view and assess the entries. The panel included David Crombie, Eb Zeidler, Paul Bedford, North Bay architect



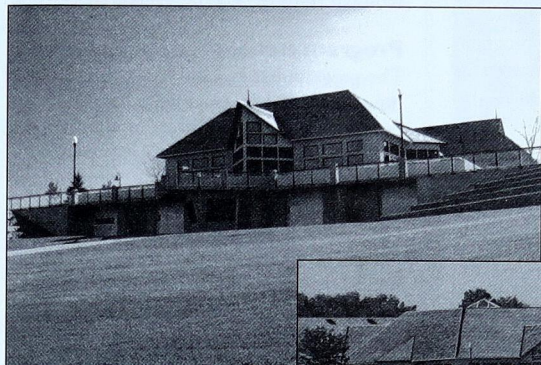
Photo: Ted Handy Architects

Ted Handy designed the Barrie Public Library

Jean Laroque, landscape architect Donna Hinde and Barrie Planning Director, Jim Taylor. Ten awards were made. The City of Barrie was the big winner, taking home awards for the Barrie Library as well as Heritage Park and the Southshore Community Centre, the latter two demonstrating Barrie's commitment to its waterfront. Also receiving an award was the Downtown Barrie BIA which was acknowledged for a successful main street façade improvement program completed over the last ten years.

A successful event was topped off with an awards night held at the new McLaren Art Centre. Good urban design is an essential element to good planning. This competition helped to raise the profile of urban design and public space in a city that has grown so quickly that little effort has been devoted to good design. Meridian looks forward to hosting another competition in the future and encourages other municipalities to also acknowledge good urban design.

Chris D. Jones MCIP, RPP, is a senior planner with Meridian Planning Consultants and a Director of the City of Barrie Downtown BIA. He can be reached at chris@meridianplan.ca



A former train station, the centre is a popular venue



**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



**DILLON
CONSULTING**

*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**

Housing

Encouraging Investment in Small Rental Buildings

By Linda Lapointe

As part of its overall housing strategy, the City of Montreal recently introduced an innovative plan to encourage moderate-income households to purchase and live in small rental properties (up to five dwellings per property). The program, funded jointly by the City of Montreal and the Province of Quebec, is one of a number of initiatives to upgrade and stabilize priority neighbourhoods in Montreal.

Many of these small rental properties are referred to as "plexes" (maisonnettes, duplexes, triplexes and so on). In Montreal, these types of dwellings account for half of the housing in the City of Montreal (pre-amalgamation) and were built mostly between the First and Second World Wars. Such housing forms offer many advantages including high density (up to 350 persons per hectare) in a socially and environmentally sound form—they foster social interaction, a sense of belonging and promote energy-efficiency. Because of their age, however, many plexes have begun to deteriorate and are in need of upgrading. Also, many are located in declining or distressed neighbourhoods.

Martin Wexler, Director of Housing Programmes for the City of Montreal, gave the keynote address on the Domicible Programme at a conference on Affordable Rental Housing in the Inner City sponsored by the Winnipeg Homeless and Housing Initiative in November, 2001. The program has potential for urban areas in Ontario that wish to encourage new and/or renovate existing plexes.

How the Domicible Works

The City will provide a subsidy of between \$3,000 and \$8,000 to owner-occupants to help them purchase a building with one to four rental units (two to five units overall). The subsidy can be used to provide extra cash for a downpayment or to pay for

expenses associated with renovations. If there are any outstanding orders on the property, the payment of the subsidy is conditional upon the completion of such work.

Buildings have to be located in one of the eight "priority" sectors that have been identified as experiencing "disinvestments," including boarded-up buildings and generally poorer physical environments. Not only does the program help individuals purchase a dwelling, it also provides them with the required skills to become a landlord.

Program Benefits

The program has benefits for both individual households and targeted neighbourhoods. For individual households of modest income, the Domicible Program enables them to achieve more financial security, accumulate wealth and enjoy greater security of tenure. Domicible is designed to increase the proportion of owners in the targeted neighbourhoods, thereby helping to stabilize them, increase investment through positive externalities and increase the City's tax base.

Amount of Financial Assistance for Purchasing "Plexes"

	2-dwelling building	3-dwelling building	4-dwelling building	5-dwelling building
Upper Limit of Value of Building	\$135,000	\$185,000	\$190,000	\$205,000
Financial Assistance Available	\$3000	\$6,500	\$6,500	\$8,000

Source: City of Montreal



Valerie Cranmer & Associates

Land Use Planning Municipal Restructuring Conflict Resolution

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

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@cybor.ca

READ, VOORHEES & ASSOCIATES



TRANSPORTATION • TRAFFIC
PARKING
STUDIES • DESIGN

2 DUNCAN MILL ROAD • TORONTO
ONTARIO • M3B 1Z4
TEL: 416.445.4360 FAX: 416.445.4809
readvoorhees@rva.ca



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

William S. Hollo, MCIP, RPP

GSI REAL ESTATE & PLANNING ADVISORS INC.
5307A Yonge Street, 2nd Floor, Toronto, Ontario, Canada M2N 5R4
tel: 416-222-3712 fax: 416-222-5432

When introduced, there was a considerable amount of scepticism regarding the program as Montreal has traditionally been very tenant-oriented. Concerns were expressed that the areas would be subject to "white painting" and that lower-income tenants would be pushed out. To date, the program seems to be very effective. Half of the applicants are from the priority areas and another 20 percent are from adjacent neighbourhoods; 80 percent of applicants are tenants. Two-thirds of tenants renovated the buildings prior to moving in.

Adapting Domi-cible

This is just one of Montreal's housing programs designed to improve older residential rental buildings. For example, the City has a program for modestly priced rental buildings with 12 dwellings and a maximum subsidy of \$100,000. Similarly, assistance is available in central neighbourhoods for the renovation and demolition-reconstruction of residential buildings through a program funded by the City of Montreal, the Quebec Housing Corporation and CMHC. Financial assistance is available for basic repairs to the structure, electrical system, plumbing system, central heating, fire safety or masonry façade. (These are the normal

types of improvements permitted under the Residential Rehabilitation Assistance Program operated by CMHC.)

The Domi-cible program can be adapted

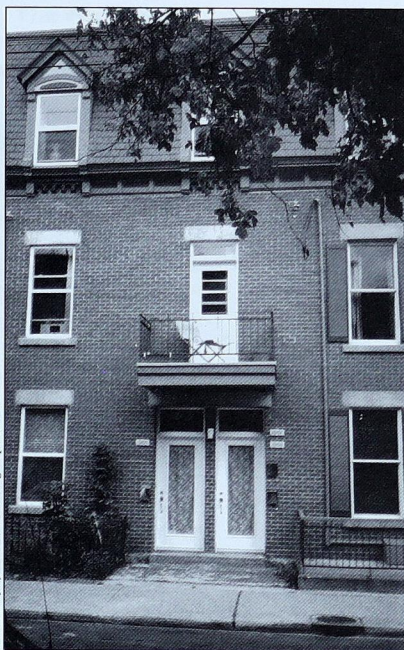


Photo: City of Montreal Housing Department

to various conditions in municipalities across Ontario to encourage investment in smaller rental buildings such as duplexes, triplexes and four-plexes. Assistance could be provided in different forms, either as an outright grant, as a low-interest loan or as a combination of loans/grants.


Municipalities can provide training courses with other partners related to being a landlord; how to upgrade small rental buildings as and how to select appropriate buildings and so on. A program such as Domi-cible can be combined with RRAP assistance to bring rental units up to standard. In most cases, it is far less expensive to keep the existing stock than to build new rental housing.

For further information contact or go to Montreal's web site at: www.ville.montreal.qc.ca/habiter/acheteur_en/ach_domi_cible_en.htm.

Linda Lapointe, MCIP, RPP, is president of Lapointe Consulting, a Toronto-based firm specialized in housing policy and analysis. She is the Ontario Planning Journal's contributing editor for housing.

Linda can be reached at lapointe.consulting@on.aibn.com.

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

Let's hear it from Academia

By Steven Rowe



Photo: Michael Manett

Academics can add perspective that practitioners are too busy to notice

Recently I skimmed several issues of the *Ontario Planning Journal* to find out just who is contributing the articles that inform us about the planning scene. It was hardly a scientific survey, but I could see that consultants outnumber public-sector planners by about two to one, and that there are smaller numbers of articles from lawyers, and from people representing various planning-related organizations. I was surprised that only one article was written by someone working in higher education, and he was not based in Ontario. Not a single masters student, doctoral student or full-time faculty member from an Ontario planning school. Surely, as one of the most

important sources of information for practicing planners, the *Journal* should be providing a forum for the exchange of ideas and commentary between practitioners and the academic sector.

It is true that there are avenues of contact between academia and practising planners. Newly qualified planners join the workforce with fresh ideas and enthusiasm, but it may be some years before many of them are in a senior enough position to put these ideas into practice. I have learned a great deal from working with study teams that include university professors. Some practising planners teach on a part-time basis or serve on committees at universities

and colleges, and this creates opportunities for cross-fertilization. Our other professional journal, *Plan Canada*, tends to be more "academic" than the *Ontario Planning Journal* but can occasionally produce articles that are thought-provoking for practitioners (see, for example the article on urban sprawl by University of Toronto Professor Larry S. Bourne in the last issue of 2001). Other planning-related articles appear in various academic journals, but these do not find a wide audience among planning practitioners. The roster of speakers at conferences and events, such as those sponsored by the Canadian Urban Institute, often include academics who have particularly strong links to practice. Taken together, though, these hardly scratch the surface of the potential benefits of a more intensive engagement between Ontario's planning professionals and the academic sector.

How can we all benefit?

While planning practice in Ontario has undergone radical change over the last few years, we see very little in the way of feedback as to which initiatives have been successful, how decision making has changed, and how municipalities have dealt with new roles and responsibilities. These issues require a broad perspective, and tend not to be discussed in articles by prepared by consultants and public-sector planners. OPPI's Policy Papers provide important context and proposals, but there are plenty of other areas requiring further investigation. For example, how does Ontario's planning system differ from those of the provinces and other jurisdictions? How does provincial planning policy affect the pattern of development at the macro level? How are municipalities using peer review by outside consultants now that plan review powers have been delegated from the province? How does planning fit into



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

the new organizational structures of amalgamated municipalities? Is the new regime resulting in different decisions from those that were made before? From my own environmental planner's perspective, how did the 1997 changes to the *Environmental Assessment Act* affect the way EAs are conducted?

Many of us have opinions on these and other topics drawn from our own experience, but a wider perspective and the opportunity to learn from the aggregate of experience elsewhere must surely be beneficial. Although some *Ontario Planning Journal* articles deal with contextual issues, contributors from the academic sector have greater freedom to challenge common wisdom and assumptions than those who may feel constrained by the positions of their employers or the needs of clients.

Closer contact between academics and practitioners could also result in mutually beneficial synergies involving identification of problems requiring research, and support for research. An improved relationship could also involve greater support and involvement by alumni, and co-op placements that form part of a broader relationship between municipalities and consulting firms, and university and college departments.

Overcoming Barriers

It is difficult for academics to find time to include communication with practitioners in a busy workload that includes teaching and research. Publication of refereed articles in academic journals does a great deal more to advance careers than writing for publications that are not seen as having the same level of rigour, even when they offer the advantage of communicating with practitioners (often former students!) and enabling more informed decision making. It is not sufficient to reprint academic articles here, since a more readable and concise style is required. A periodic digest of research findings of interest to planners would be a great start (one of the ideas floated by the recent *Plan Canada* task force).

Although many academics may feel that

their role is wider than offering commentary on periodic shifts in local policy, this type of work surely has its place in the broader spectrum of scholarship.

The Way Ahead

The *Ontario Planning Journal* offers an excellent vehicle for the transmission of research findings and ideas from the academic sector. We need more articles that challenge our assumptions and help clarify the implications of our decisions. As environment editor I will continue to press academics with whom I come into contact to help bridge

this gap, and I will welcome articles that draw from the results of research in helping us understand the context within which we work. If there are academics out there who are doing research that would be of interest to practitioners and would like to bring it to their attention, we would like to hear from them.

Steven Rowe, MCIP, RPP, is a planning consultant based in Toronto. He is the Ontario Planning Journal's editor on environmental issues. He can be reached at deyrowe@sympatico.ca.



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 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.SM

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

<p>Transportation Planning Transportation Safety Transportation Systems Highway Planning & Environmental Assessments Toll Highways & Transportation Economics</p>	
<p>iTRANS Consulting Inc. email itrans@itransconsulting.com phone 905-882-4100 fax 905-882-1557 www.itransconsulting.com</p>	



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

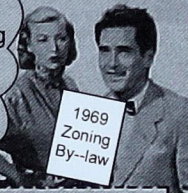
Plans

- communities
- environment
- transportation

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

oh-oh! Old Zoning

Oh brother!
This place is
going nowhere
fast with planning
documents like
that. We need
to call
Meridian.



P.S. TOM DID!

What an improvement a
real planner can make -
simpler documents,
fewer over the counter
hassles, amazing
mapping. Those people
at Meridian know what
they are doing.



Community looks better...
By-law and OP work
better...
when your documents
are updated by

MERIDIAN
PLANNING CONSULTANTS INC.
www.meridianplan.ca
Barrie • Mississauga • Toronto

Not just a pretty picture

Old Ontario Houses— Traditions in Local Architecture

Text by: Tom Cruickshank
Photographs by: John De Visser
Publisher: Firefly books, Toronto, 2000
Pages: 207
Price: \$50

Review by George W. J. Duncan

Every few years, a new book comes out that offers a pictorial collection of old houses possessing outstanding architectural and historical qualities. Each share the similar characteristic of being a sampler of period architecture, personally selected by the author, with illustrations in pen and ink, black and white photography, or full colour photography combined with a measure of explanatory text. No one book has been able to completely cover every region of the province, or capture all of the heritage gems

that are out there, and this is a good thing, because it means that there is little overlap in this genre of publication, and there is always the possibility of another book.

Tom Cruickshank is the author of several popular books on early Ontario architecture, but he is best known in heritage conservation circles as the longtime editor of *Century Home* magazine. Today, he is the editor of *Harrowsmith Country Life*. In the introduction to *Old Ontario Houses*, he provides an informative overview of the vernacular traditions in domestic architecture in Ontario, making note of the propensity for brick as the preferred building material in the province. Significantly, Cruickshank also draws attention to a homegrown house form that has become a trademark of our vernacular architectural tradition: the centre gable, storey-and-a-half Ontario farmhouse.

The author has organized his book into sections that reflect geographical regions rather than clearly defined political boundaries. Within each region, he showcases a number of heritage buildings, beautifully photographed with the artful vision for which John De Visser is known. In some cases, in addition to the often picturesque exterior views, we are offered a peek into the interiors of these outstanding architectural treasures, appropriately furnished in antiques and decorated with period colours.

Old Ontario Houses shows us that a farmhouse in the Niagara Region is quite different from a farmhouse in Southwestern Ontario in terms of materials, design and setting. There are marked regional differences in vernacular architecture, and just as it is a key goal of environmental planning to preserve biodiversity, heritage planning can similarly serve in the same regard in the preservation of architectural diversity in the pursuit of a healthy built environment.

What makes books like *Old Ontario Houses* valuable from a heritage planning perspective is that they eloquently demonstrate that every community and each region



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

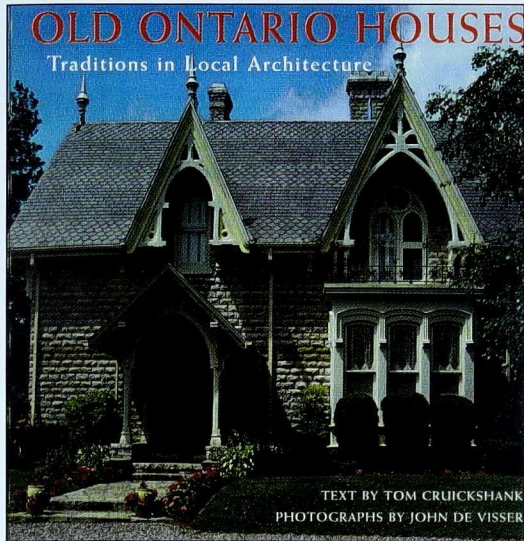
22 Fisher Street, P.O. Box 280
King City, Ontario, L7B 1A6
phone: 905 833-1244 fax: 905 833-1255
e-mail: kingcity@lgl.com

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





development is North American generic in character. This sampler of early homes is a celebration of uniqueness. Coffee table books such as this one tend to single out heritage buildings as something of value and beauty both within their own communities and beyond, instilling community pride and thereby creating a local will to protect these venerable structures and others like them from damage or demolition.

Old Ontario Houses is a well-researched and nicely illustrated survey of the province's early buildings, certainly a worthy addition to the bookshelf of anyone interested in Ontario vernacular architecture. Though it does not attempt to delve direct-

ly into the area of heritage conservation, it does provide a good measure of inspiration to those working to preserve the built heritage of their communities by reminding us of the quality and diversity of our legacy from the past.

has its own distinct architectural landmarks that help define the sense of place so often cited as a goal of good urban and regional planning. To value and preserve these buildings helps to retain that sense of place in the context of change, where today, so much

ly into the area of heritage conservation, it does provide a good measure of inspiration to those working to preserve the built heritage of their communities by reminding us of the quality and diversity of our legacy from the past.

George Duncan is a founding member of the Canadian Association of Professional Heritage Consultants. For the past seven years he has served as the Heritage Coordinator for the Town of Richmond Hill. Mr. Duncan is the author of a number of publications and articles on local history and historical buildings. In 1998, he was awarded a Certificate of Achievement from the Ontario Heritage Foundation in recognition for his work in promoting awareness of Ontario's early architecture.



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

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.

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 PI

jvannostrand@planningalliance.ca
jwigle@planningalliance.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 (519) 741-8850
Mississauga, Ontario (905) 823-4988

**ONTARIO
PROFESSIONAL
PLANNERS
INSTITUTE**

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

(Return
Requested)

**Canadian Publications Mail
Product Sales Agreement No. 40011430**

tion of built form in Ontario by identifying the development of individual and grouped features within the context of larger landscapes. While many books attempt to portray the entire "history" of a specific area and outline the development of its heritage through stories, pictures, and "accurate" information, McIlwraith takes the approach of examining Ontario's development from a theoretical, "feature-by-feature" approach.

Although this book discusses many features that define "the old Ontario," it is not a comprehensive source of heritage by any means. The author uses the last chapter of the book, titled Decay and Renewal, to argue that the creation of built features has resulted in human processes being characterized as dynamic. McIlwraith presents an underlying argument that heritage preservation, as such, cannot occur because built

features have changed the landscape so drastically over such a short period of time in history. Efforts to study the dynamics of the built environment in the form of landscapes have been quite recent and are indeed worthy of review.

If for nothing else, *Looking for Old Ontario* should be read as an attempt to explore some of the complex issues that face heritage conservation as planners attempt to

draw boundaries between "old" and "new" features in Ontario.

Travis Nolan is a senior student in the School of Planning at the University of Waterloo.

Landscape heaven

Looking for Old Ontario: Two Centuries of Landscape Change

Author: Thomas F. McIlwraith
Date: 1997
Publisher: University of Toronto Press
Pages: 400
Reviewed by Travis Nolan

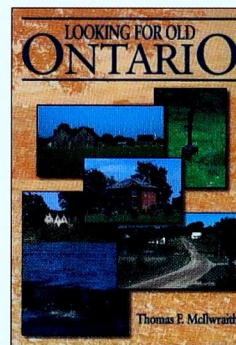
The unique characteristics of the province of Ontario have slowly evolved through different types of human settlement. Examination of geography, culture, politics, and technology indicates that human settlement in Ontario over the last 200 years has been a dynamic process, full of "decay and renewal." *Looking for Old Ontario: Two Centuries of Landscape Change* explores the impacts of human settlement in Ontario by analyzing the interrelation of the built environment with landscapes.

This book expands the definition of heritage to include built features other than buildings and landmarks. Features that make up modern landscapes in Ontario are explored by examining the historical influences of politics, land survey methods, and the limitations of early building materials. The author uses a combination of personal experience, physical examples, and related academic studies to characterize the various features of rural landscapes in Ontario. One learns to "read" individual features of landscapes through the analysis of historical events, practices and constraints that influenced development. Houses, barns, schools, churches, general stores, fences, mills, graves and monuments are all interrelated.

The author then develops a hierarchy in which individual features are grouped

together to form larger, more functional features such as farms, train stations, and small settlements. Various buildings and other features in Ontario have been integrated over time to farming units, hamlets, villages, towns, institutional areas, and transportation networks which compose the rural and urban landscape. *Looking for Old Ontario* illustrates that the built environment, whether rural or urban is developed around the needs of a certain society during a particular space and time in history.

Understanding the development of built features in Ontario plays a vital role in determining why current heritage conservation initiatives are in conflict with the modern built environment. *Looking for Old Ontario* makes a unique attempt to educate the reader on the evolu-



Meet T.J. Cieciora, New Contributing Editor, In Print

T.J. is currently a planner with the planning consulting firm of Design Plan Services Inc. Previously he held of positions with the City of Mississauga. T.J. sits as a member of the OPPI Central District Membership Sub-Committee where he participates in the review of experience logs and conducts entrance interviews for prospective members. Holding an Honours Bachelor of Arts in Canadian Public Policy and Administration from York University, and a Master of Science in Rural Planning and Development from

the University of Guelph has helped T.J. advance his career and benefit him in his dealings with municipal staff and clients. T.J. is a past contributor to the "In Print" section before and likes to keep up to date on current publications in the planning and municipal government fields. He welcomes your suggestions and inquiries about doing book reviews. T.J. can be reached at tjc@DesignPlan.ca.



T.J.

