

# ONTARIO PLANNING JOURNAL

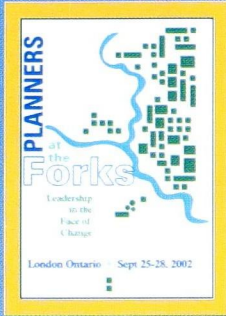
ONTARIO PROFESSIONAL PLANNERS INSTITUTE

JULY/AUGUST

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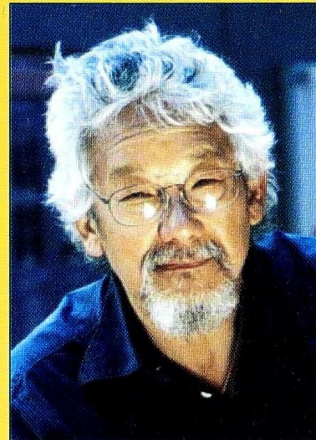
VOLUME 17

NUMBER 4



## London's Calling

The OPPI 2002 Conference  
"Planners at the Forks!  
Leadership in the  
Face of Change"



Keynote address by  
Dr. David Suzuki

At the London  
Convention Centre  
September 25-28, 2002  
Reflecting planners' new  
and varied roles

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## ONTARIO PLANNING JOURNAL

Volume 17, Number 4, 2002

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

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PROFESSIONNELS  
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### SEPTEMBER 25-28

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

London, Ontario.  
Visit [www.ontarioplanners.on.ca](http://www.ontarioplanners.on.ca) for details

### OCTOBER 17

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Supported by OPPI. To be pre-  
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### CONTINUING EDUCATION, OPPI CONFERENCES, PARTNERSHIP EVENTS AND DISTRICT EVENTS

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on the OPPI website. All members are  
encouraged to check often to find out  
the latest about these dynamic educa-  
tional and networking events. Go to  
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planners.on.ca](http://www.ontario-<br/>planners.on.ca), and click on  
"Networking & Education."

Conference and partnerships informa-  
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### LONDON IS CALLING YOU TO OPPI'S 2002 ANNUAL CONFERENCE

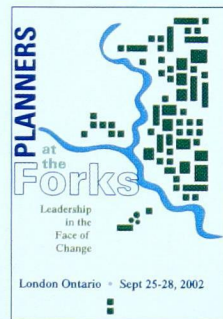
Mark your calendars  
and get your registrations in  
for OPPI's 2002 Annual  
Conference!!

Registrations are pouring  
in for what promises to be  
an exciting and memo-  
rable conference.

"Planners at the Forks!  
Leadership in the Face of  
Change" is taking place  
September 25 - 28, 2002  
at the London  
Convention Centre,  
London, Ontario.

The program offers many  
mobile workshops, social  
events and educational  
workshops. Register soon  
to ensure your selection.

Registration and program  
information is available  
on OPPI's website  
[www.ontarioplanners.on.ca](http://www.ontarioplanners.on.ca)  
or contact Amanda Kutler  
at (519) 576-3650  
or by email at  
[akutler@mhbcplan.com](mailto:akutler@mhbcplan.com)



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

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O U T D O O R

# Planners at the Forks! Leadership in the Face of Change: 2002 Annual Conference

By Amanda Kutler and John Fleming

**Y**ou're invited to attend OPPI's 2002 Annual Conference in London, Ontario, September 25-28, at the London Convention Centre.

Our theme is "Planners at the Forks! Leadership in the Face of Change." The theme reflects the new and varied roles that planners have taken on to meet the ever-changing dynamics of the profession. The location ties in well with the theme: like planners in most Ontario municipalities, London planners have been asked to take on new roles.

For example, London's Commissioner of Planning and Development, Vic Cote, has served as the lead project manager for the new \$43-million Downtown Sports and Entertainment Centre, a complex public-private partnership. London planners have contributed to a new Main Street program and an advanced industrial land acquisition strategy, and helped coordinate the heritage and museum sector to capitalize on tourism. They have also developed new policies for cultural heritage landscapes, archaeological master planning, innovative downtown incentives, and planning at the urban-rural interface.

The conference kicks off on Wednesday, September 25, with a golf tournament to help support OPPI's student scholarship fund. Other events planned for Wednesday include a tour of London on a doubledecker bus and a cycling tour. Wrap up the day with a welcoming reception at the Historic Forks of the Thames, London's historic birthplace. Meet up with old friends and colleagues as you get set to experience OPPI's best conference yet!



The committee

Back row: Jeff Leunissen, Laverne Kirkness. Front: John Fleming, Nancy Pasato, Amanda Kutler, Cathy Saunders  
Absent: Maureen Jones, Greg Priamo, Hugh Handy, Paul Puopolo, Pamela Anderson, Zaheer Karim

## Sessions and workshops

The Conference Committee is thrilled to announce that this year's keynote address on Thursday morning will be given by a former resident of London, Dr. David Suzuki. Dr. Suzuki is a world leader in sustainable ecology and one of Canada's greatest crusaders for the environment. He is sure to offer some thought-provoking and inspiring ideas.

The sessions will offer new and innovative ideas on the environment, urban design, commercial development, rural issues, heritage planning, transportation, economic development, and housing.

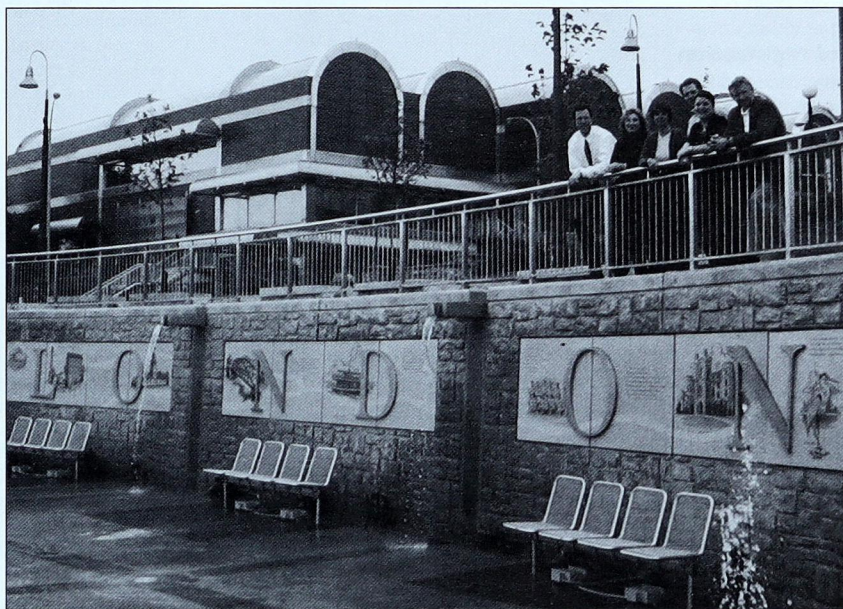
Highlights include sessions on "Public Private Partnerships: The Secrets of Success," "Vacant Shopping Centres: What Planners Need to Know About Retail Trends," and "Bikers, Bunkers and Strip Clubs: Dealing with Locally Unwanted Land Uses." With more than 40 different sessions to choose from, there's something for everyone. Intensive workshops, such as emergency planning, hands-on GIS, and a full-day design charrette will also help you develop and apply new skills.

Mobile workshops include heritage walking tours, winery tours, a first-hand look at downtown revitalization initiatives and golf

course communities, a virtual reality experience, and planning for slots and race-tracks.

## Student Day

Students are invited to attend the entire conference; however, a special Student Day program is scheduled for Thursday, September 26, featuring a dinner and opportunities for networking. Buses will be arranged to bring students from Ontario's recognized planning schools to spend



... This committee gets around

the day in London. Contact your student representative for more information or visit [www.ontarioplanners.on.ca](http://www.ontarioplanners.on.ca) for registration information.

### Network, socialize and party!

Wake up early and run, walk or cycle along the Thames River Pathway System. Thursday evening options range from a performance at the historic Grand Theatre to a pub crawl along Richmond Row. Get together for the celebration of the year on Friday at the gala dinner and dance (don't forget your dancing shoes!).

If you can, try to extend your stay for a couple of days and enjoy a weekend getaway. We can help you plan activities for the rest of the weekend such as cooking classes at Covent Garden Market, or a self-guided driving tour or cycling trip. We'll also help plan for a group to attend a performance in Stratford, including dinner and a stay at a comfortable bed-and-breakfast.

### Want to help out?

We need volunteers to help with conference activities. If you are interested in volunteering at the conference, please contact Nancy Pasato, logistics committee chair, at 519-661-4655 or by e-mail at [NPasato@city.london.on.ca](mailto:NPasato@city.london.on.ca).

### Get noticed

Great sponsorship opportunities are still available. Take this opportunity to highlight your company/municipality and support the conference. For details on sponsorship opportunities check your preliminary brochure or contact Greg Priamo, sponsorship committee chair, at 519-474-7137 or by e-mail at [zp@zpplan.com](mailto:zp@zpplan.com).

### Conference details and registration

For more details on the Conference and for a fax-back copy of the registration brochure, contact OPPI at 416-483-1873 or check the web at [www.ontarioplanners.on.ca](http://www.ontarioplanners.on.ca).

This promises to be OPPI's most exciting conference yet. Come join us at the Forks!

*John Fleming is the Manager of the Policy Section in the City of London Planning Division. He is a frequent contributor to the OPPI Journal and is serving as Conference Chair for this year's OPPI AGM in London.*

*Amanda Kutler is a Planner with MacNaughton Hermesen Britton Clarkson Planning Limited and is serving as Promotion Chair for this year's conference.*



... London offers a complete range of urban delights. Catch up with committee members at the conference!

## London's Downtown: A Turnaround Story

Like most core areas in North America, London's downtown declined during the 1980s and 1990s. Once a vital area of commerce, by the turn of the millennium, the downtown was a mere shadow of its former importance.

Planners who attend the September 2002 conference will have the chance to see first-hand how the negative trend of the 1980s and 1990s is being reversed as London's downtown evolves into a vibrant and sustainable core that Londoners can once again look to as their focal point.

Since Council adopted the Planning Division's Millennium Plan, which introduced several innovative programs and projects, more than \$100 million has been poured into the core. You'll get a chance to see the City's new 10,000-seat Downtown Entertainment and Sports Complex, which blends the façade of a historic inn with a \$43-million state-of-the-art arena and entertainment facility. The complex is directly across the street from the new Covent Garden Market, which has given downtown London a new image and vitality.

Just down the road, you'll see London's brand new \$27-million central library, which was created from a former Bay store. It is now a high-tech centre, complete with video-conferencing facilities, cafés, a genealogical research centre, and an outdoor reading garden. The new library has benefited from private-sector sponsorships for everything from a new Media Literacy Centre, to a Business Hall of Fame, to a new Library Hall for performances of all kinds.

The City has re-embraced the Forks of the Thames River. A new Heritage Museum, water wall, water plaza and water play area were completed in early 2002. Planners will get a chance to see the facility and enjoy the heritage walk-

ing trail that has been developed around the Forks to recognize its importance to London's genesis.

While in London you'll have a unique opportunity to see London's downtown at a critical turning point, and you'll be able to learn from the city's projects and programs. See you at the Forks!

### Top Ten Reasons to Join Us at the Forks!

1. Get a new perspective on planning from our keynote speaker, Dr. David Suzuki.
2. Enjoy a round of golf on an award-winning course or bring your bicycle and spin through London's extensive network of bike paths.
3. Choose from more than 40 different sessions, covering everything from health planning to the OMB to public art.
4. Take part in a design charrette or an intensive workshop on emergency planning of GIS.
5. Tour historic districts in the London area and enjoy wine and cheese in one of London's beautiful heritage homes.
6. See first-hand the rebirth of a historic downtown and the transformation of a failed downtown mall, and learn the secrets of downtown revitalization.
7. Learn practical skills from experienced planners on making a public-private partnership work, dealing with land use problems, or running a consulting practice.
8. Meet old friends and planning school classmates from around the province.
9. Enjoy wine-tasting in a local vineyard.
10. Listen to London's symphony, take in a play at London's historic Grand Theatre, or at Stratford, less than an hour's drive from London.

—John Fleming

Regulations hold the key to new act's effectiveness

## Smart Growth in the Municipal Act, 2001

By B.S. Onyschuk

*This is the second of two articles by Bob Onyschuk entitled, "Smart Growth in the Municipal Act." See Vol. 17 no 3 for part one, which dealt with the implications of natural person powers and the potential of municipal corporate subsidiaries. The full text of this article was published in Municipal World. It is reprinted here with permission. See municipalworld.com for back issues.*

Interest in the concept of Smart Growth is evident in all levels of government in Canada, and has received support from the private sector and many citizen-led groups. Much of the discussion centres on the perceived lack of tools to implement policy or attract the support of the private sector.

### Tax Incremental Financing

Tax incremental financing, or "TIFs" as they are called, have long been used, very successfully, in the U.S. for a wide range of projects, mostly in central or inner core revitalization projects, where financial incentives are usually necessary to spur revitalization and redevelopment, or where key pieces of infrastructure require renewal that the private sector cannot provide through the normal redevelopment process.

In Ontario, the province and certain municipalities have been experimenting with this same concept under the section 28 community improvement plan ("CIP") provisions of the Planning Act. The new Brownfields Statute Law Amendment Act, 2001 now permits TIFs in conjunction with a section 28 "community improvement plan" and "project area." However, the tool is only used in the form of a grant or loan to an owner of land if he seeks to remediate or redevelop his own land within a section 28 CIP area. It does not address the broader concept of providing a financing mechanism by which a municipality can raise substantial moneys to finance public sector infrastructure within a redevelopment area (such as major roads, or sewers, watermains, or other items), which need to be undertaken under the control and direction of the city.



Ontario downtowns will have more tools to work with than U.S. counterparts but no money

TIFs are extensively used in the U.S. to finance public sector infrastructure through the establishment of a special district or area (similar to a CIP project area) to collect revenue and issue debt that is retired over a series of years on the pledge of the municipal tax revenue of that area alone. They are usually implemented through an urban development corporation. Chicago is perhaps the pre-eminent user of the TIF scheme, through which they financed their waterfront redevelopment and the North and Central Loop districts of downtown Chicago.

The new Act makes no mention of tax incremental financing as a financial tool for use in the broader way in which this urban financial tool is used in the U.S. It should be considered for any amendments to the Municipal Act in the future.

### Affordable Housing

The province passed a little heralded amendment to the regulations relating to "municipal capital facilities" under the existing Municipal Act in June 2001. Under that amendment, "municipal housing project facilities" were added to the approved list of municipal capital facilities under section 210.1 of the Act. The amendment also pro-

vides for a local definition by a municipality of what kind of housing constitutes "affordable housing." (For more on this, see the Housing column in Vol. 16, No. 6 and Vol. 17, No. 1 of Ontario Planning Journal.) The effect of this amendment was that a municipality can give bonuses, or grants, loans or other financial assistance, to any person who has entered into an agreement with the municipality to provide the housing, despite the prohibition in section 111 of the old Act.

These provisions are carried forward under section 110 of the new Act. Property tax exemptions (including the school portion of the property tax) and Development Charge exemptions are permitted under subsections 110(6) and (7) of the new Act.

The provisions relating to affordable housing passed under the current Act, and re-enacted under the new Act, are an important part of the Smart Growth response of the government in Ontario to an important issue facing all municipalities and governments in North America. In the U.S., the Federal and state governments have numerous affordable and assisted housing programs, with major Federal and state funding to the municipal and private sectors. Canada continues to be the only G-7 coun-

try without a national housing policy and programs. Nevertheless, the above provisions under section 210.1 of the old, and section 110 of the new, Acts are an important first step towards a private sector/municipal response to the issue of affordable housing in the province. It is similar in concept to the various private sector, affordable rental and ownership, municipal programs being carried out by various U.S. cities under the U.S. Smart Growth banner. It could and should have a significant impact on the provision of both rental and ownership housing stock in Ontario, if Ontario municipalities were to exercise creativity in developing private sector partnerships under the municipal capital facilities provisions of the Municipal Act and the bonusing provisions of the Planning Act.

### Transit and Transportation

Transit is currently a major part of the U.S. Smart Growth initiative in solving sprawl and air pollution problems, as well as providing increased levels of mobility in and around the major American cities. The Federal government in the U.S. alone has a \$218 billion funding program, called the Transportation Equity Act, a large part of which is devoted to the development of municipal transit facilities (much of it in LRT mode).

The Province of Ontario has indicated that transit is an important part of its vision for a modern and efficient Ontario, and has made some preliminary announcements on the level of funding that it intends to achieve over the next number of years. Some of that funding is tied to the concept of tapping private sector sources of capital for this important infrastructure area and the concept of private public partnerships in this area. The recent MTO/Superbuild GTIP and Request for Expressions of Interest initiative indicated that preference would be given to transit proposals that included pub-

lic-private partnerships in the responding submissions. Government is attempting to leverage scarce public sector dollars for the highest positive impact and greatest private sector investment possible.

In this regard, the new Act has some significant provisions that provide for new flexibility to deal with the transit and transportation issues facing all municipalities in Ontario. Transit facilities continue to be one of the approved types of "municipal capital facilities" under section 110 of the new Act, for which municipalities can enter into agreements with private sector companies and establish private public partnerships. Under section 69 of the new Act, municipalities can operate a transportation/transit system outside of their own municipal boundaries (ss.7), and can enter into agreements to grant any person an exclusive or non-exclusive right to establish or operate a passenger transportation system for the municipality (ss.2(b)) on such terms as it sees fit. Furthermore, section 202 provides for the establishment of joint service boards in transit/transportation systems between municipalities, and these boards could use the permissions in section 69 to outsource or license these systems to any individual or company. And section 19(2) and 20 provide for joint undertakings between municipalities or local bodies, either lower tier, or lower tier and upper tier, or a combination thereof in respect of any municipal service, including transit or a passenger transportation system.

The biggest issue in the provision of improved transit facilities is still the level of support provided, or to be provided, by the provincial and federal governments. However, the new Act provides a very flexible range of ownership and operational and financial options available to municipalities in this critical 21st century issue. In this regard, the Act goes a long way to providing a good basic set of tools for a "smart finance"

solution to transit — in fact, a better toolkit than that available to U.S. municipalities. However, in the U.S., the models that are in place today rely heavily and directly on federal government funding for their transit systems. In the absence of federal government presence in Canada to support the development of transit, municipalities will have to rely more heavily on the creative funding and financing schemes made possible by provincial legislation. This is the way other jurisdictions have gone—most notably Australia—with some impressive results. (Editor's note: the federal government recently announced a \$73 million contribution to the City of Toronto under the national infrastructure program. This will allow the TTC to rearrange the budget so as to avoid a fare increase.)

### Conclusions

In summary, the new Act provides quite a few Smart Growth initiatives and strategies, some borrowed from the U.S. and others tailor-made, in order to give municipalities a more modern toolkit with which to tackle the municipal challenges of the 21st century. But many of the new tools rely upon regulations to give them life, and those regulations have not yet been promulgated. The regulations on the creation of urban development corporations will be key, as will be the new financial instruments noted in section 401. The key to housing and transit strategies will still be the amount of actual funding, required to be provided by senior levels of government.

In addition to the above, U.S. cities still have additional financial tools that they use, and which have yet to be introduced in Ontario or in Canada. They include such things as tax exempt bonds, tax incremental financing bonds, a whole series of tax credits, tax deductions, accelerated depreciation for brownfield clean-up, property tax abatements, and state (provincial and federal) brownfield funding program for heavily contaminated sites.

All in all, however, not a bad start — if in fact the regulations develop the principles in the Act as they should.

*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 of experience in these fields, he acts for many municipalities and development companies. You can read his research into Smart Growth in the Canadian Urban Institute publication, "Smart Growth in North America, published by the CUI ([www.canurb.com](http://www.canurb.com)).*

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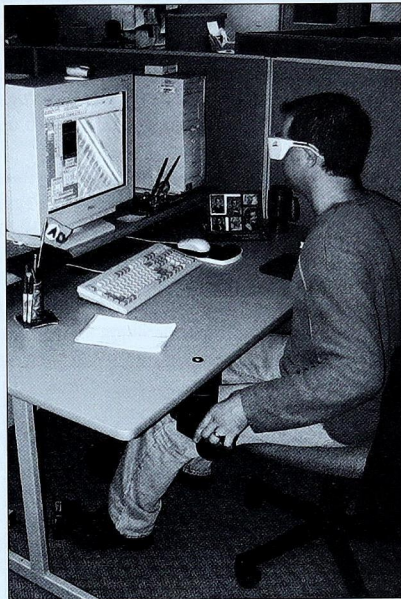
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## Fulfilling the Potential of GIS

By John Knowles

*This is the second of two articles on the concept of spatial data warehousing.*

Daratech, Inc., a market research and technology assessment firm, ([www.daratech.com](http://www.daratech.com)) recently estimated that worldwide industry revenue for GIS software and related hardware and services will reach upwards of \$7 billion U.S. The North American market comprises



The FBS data set for GTA covers 7200 sq. km.

about 47 percent of this activity.

However, according to Daratech, an issue that industry participants return to again and again is the need for standards of accuracy in GIS data. The chronic lack of current, accurate, accessible, affordable, standardized digital mapping has hampered growth opportunities.

With the rapid emergence of new technologies for creating and delivering digital mapping products, the GIS category has opened up for the next phase of growth. New applications for municipalities and utilities are being developed and the use of GIS is moving into a broad range of business sectors such as physical asset management, property conveyance, property tax appraisal, energy, agriculture, marketing

studies and real estate advertising.

First Base Solutions created a vision to meet the needs of the expanding market.

Working from a prototype project on Richmond Hill and the successful implementation of the Chatham-Kent project, we developed the full Spatial Data Warehouse business model.

As a core element of the Spatial Data Warehouse concept, we produced orthophoto mapping of the Greater Toronto Area. To bring the project to completion, we assembled a team of specialized business partners for mapping production, air photography, and software development. The applications for this digital image land base are immense, especially when you consider that municipalities in the GTA have experienced double digit growth since 1996.

Planning, development, maintenance and monitoring can be compressed in time and cost. Both the public and private sectors can increase their quality of service without the outlay of additional tax dollars.

The completed data covers 7200 sq km (2780 sq mi), stretching from Halton to Durham and north to Lake Simcoe. The orthophoto data, with a resolution of 20 cm, is geo-referenced to geodetic controls. The data is technically accurate to 30 cm and the resolution is so high that you can actually drill down to see the detail of the lane markings on the road.

The core layers of land information that have been compiled for the GTA are precision digital orthophoto mapping, with digital elevation model and vector mapping. The data is balanced into a standardized format in readiness for overlays of third party data. It is considered the first level of inventory in the FBS Spatial Data Warehouse.

Once the core layers are in place in the warehouse, they can be integrated with third party data including road centerline and address range, cadastral property, land use and zoning, flood line/limits and draft development plans.

Just a few clicks of the mouse and site details with digital elevations, buildings and utility plants can be viewed on a computer screen. On-site inspections, for example, can be virtually eliminated because any given site can be reviewed in detail from a desktop.

Each new level of technology and data

adds yet another dimension in functionality and accessibility for the user.

This is a quantum leap from outdated paper records or even digital files that are only readable through complex software. But

### City of Toronto Unveils New Aerial Image Viewer

The City of Toronto's Survey and Mapping Services, part of Works and Emergency Services department, has developed Toronto Mono Viewer (TMV), an aerial image viewer that gives professionals a new way to access and use aerial photographs of the city.

The viewer allows users to easily study aerial photos of the entire city and obtain information such as: x, y, z coordinates, terrain slopes, elevation differences between points, areas, lengths and perimeters, and direction or azimuth, all at their desktop computer.

TMV allows users to accurately search by street intersection, address, or GPS co-ordinates and zoom in and out to scales of their preference beyond 1:1,000. Images can then be printed or pasted into user reports.

For information on costs or demo versions of Toronto Mono Viewer( e-mail [tmvsales@city.toronto.on.ca](mailto:tmvsales@city.toronto.on.ca), or by phone Kevin Tierney at 416-392-7745.



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First Base Solutions has taken it a step further. The FBS Spatial Data Warehouse is accessible 24/7. Through subscription or online purchasing, organizations can get accurate, standardized, digital mapping products for applications from the straightforward to the most complex projects.

### Mapping Subscriptions

Budgets in every quarter of the public sector are under pressure. The need for cutbacks is difficult to balance with the reality of the increasing cost of services for our communities.

The benefits of orthophoto mapping land base data are recognized but the initial investment can be a major roadblock.

Thanks to technology and our company's desire to address this issue, municipalities, provincial and federal agencies, utilities and telecommunication companies can slice the cost of acquiring digital mapping by up to 75 percent.

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*John Knowles O.L.S., O.L.I.P. is General Manager, First Base Solutions First Base Solutions is a division of J.D. Barnes Limited. He can be reached at 905-477-3600 or through [www.firstbasesolutions.com](http://www.firstbasesolutions.com).*

## Special learning experience helps make Smarter Niagara

# Smart Growth in Niagara—From the Ground Up

*By Carmela Liggio and Patricia Liscio*

A requirement for the degree offered by the School of Urban and Regional Planning at Ryerson is that students participate in studio projects that not only expose them to 'real life' planning situations, but also allow them to apply and expand their planning knowledge. Last September, the Smarter Niagara Initiative called upon a team of student consultants from the School of Urban and Regional Planning at Ryerson University to provide a set of recommendations, which formed the basis of a report, "Smart Growth: From the Ground Up," which was presented to the Niagara Region Council. The recommendations were to achieve brownfield redevelopment that enhances the economic, social and environmental future of Niagara Region.

The objectives of the project were:

- To identify Smart Growth Policies and regulations that may be applied to brownfields in the Niagara Region
- To demonstrate how the application of various Smart Growth tools encourages brownfields redevelopment
- To make recommendations for improving the methods and strategies for



*Ontario's wineries underwrite Niagara's rural economy*



municipalities to bring redevelopment projects to fruition.

The process of providing recommendations to the Smarter Niagara Community Steering Committee began with thorough research and identification of Smart Growth tools. Two sites for case studies were selected in consultation with Niagara Region. The sites were very different in terms of their opportunities and constraints to development, and are at different stages of readiness for redevelopment. The Cytec site in the City of Niagara Falls has numerous constraints, including hazardous contaminants on the site as well as adjacent noxious uses. The Gallaher site in the City of Thorold offered a tremendous opportunity for development and the revitalization of the Thorold city core. Since the completion of our report, a proposal has been approved and redevelopment has begun on the Gallaher site.

"Smart Growth: From the Ground Up" analysed the constraints and opportunities for future development and remediation of the two sites through a comprehensive investigation. Each of the identified Smart Growth tools was evaluated against the two case studies to analyze its potential and test its applicability. From these tests, suitable tools were chosen for each site. The team proceeded to prepare a list of appropriate tools to be recommended to the Smarter Niagara Community Steering Committee.

As a result of our research a number of Smart Growth Tools have been identified as applicable to both the Cytec and Gallaher Paper Mill sites.

The selected tools provide a range of municipal monetary assistance, other financial incentives, create public-private

partnerships, and encourage environmental clean-up and community improvement suggestions.

Our team strongly feels the above tools can be applied to both the Cytec and Gallaher Paper Mill sites and the Niagara Region as a whole. In addition to achieving the objectives of the sites, they provide significant benefits to the community. Based on our knowledge of the condition of the two sites, the goals of Regional Niagara, and the available Smart Growth tools, we established a set of recommendations for the redevelopment of each site. These are detailed at length in our report.

Under the guidance of Professor David Amborski, with the School of Urban and Regional Planning and our client Patrick

Robinson, from the Smarter Niagara Initiative, the report was submitted to the Niagara Regional Council. The report, which was formally presented to the Regional Council, was praised for its detailed research and application of Smart Growth tools to the subject sites. Undoubtedly, this was an exceptional learning experience that far exceeded any group members' expectation.

*Carmela Liggio and Patricia Liscio were members of the student team from Ryerson. A complete version of the report including details on recommended tools and project conclusions can be accessed at:*  
<http://www.regional.niagara.on.ca/admin/smartgrowth/ryerson/index.html>.



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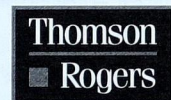
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## President's Message

By Dennis Jacobs

After a slow start, summer is here, which should give us a chance to re-charge our batteries. However, the summer of 2002 for many will see little time available due to the demands to keep pace with development that continues to occur at unprecedented levels in many areas.

Here's what's on the horizon for the Institute this summer. To start, Council will be looking for interested members to come forward for the fall election with all Director positions up for renewal (Membership Outreach, Member Services, Recognition, Policy Development and Professional Practice and Development). As well, with the departure of Marni Cappe to London, we are also on the hunt for President Elect. With the alignment of the Director positions to the action plans of the Strategic Plan, these positions are critical to the successful implementation of the Plan. Here is great chance to get more than just a vote or comment on the direction of the Institute.

To maintain the currency and assess the effectiveness of the Millennium Strategic Plan, Council met for a full-day, facilitated session in May. The general impression is that we are on track and making progress on the key goals of being a Visionary, Influential and Effective Organization. The Institute is clearly on the radar screen of many of our stakeholders, media and potential partners thanks to the efforts of Policy Development and Recognition.

Membership continues to grow, with more people making the transition to full RPP status and new students joining the fold. However, dynamic growth and broadening our services brings with it organizational and resource demands. The current strain on staff will require Council to reassess our financial strategy, particularly with respect to revenues, to ensure we have a solid plan in place to continue this positive growth.

Council is seeking input from members on the review of the strategic plan, so please take a moment and visit the Members area of the web site [www.ontarioplanners.on.ca](http://www.ontarioplanners.on.ca) and complete the member survey and have your say.

This issue of the Journal brings us the details on an eagerly awaited event in London in September: "Planners at the Forks—Leadership in the Face of Change" promises a schedule full of challenges—both to our capacities to learn new approaches and to our abilities to manage our time to take them all in.

From a thought-provoking start with David Suzuki to the gala event on Friday night and some further opportunities on the last Saturday this is annual event is a must for the profession so mark September 25th to the 28th on your calendar and see you there.

*Dennis Jacobs, MCIP, RPP, is President of OPPI.  
He can be reached at the City of Ottawa at  
(613) 580 2474 ext 25521.*



Dennis Jacobs

## Ontario Municipalities to be Surveyed on Community Planning and Natural Hazards

John Newton has been retained by the federal government to survey Ontario's municipalities on local attitudes towards natural hazard mitigation. John is a former member of CIP, and an expert in emergency preparedness with expertise in crisis and risk management. The objectives of his study are to:

- Help raise the awareness of community leaders about the potential of community planning as a tool for mitigating the impact of natural disasters;
- Provide relevant agencies and associations with an appreciation of the current state of community planning for natural hazards;
- Identify barriers to the use of planning practices and tools to mitigate natural hazards and create safer communities; and,

- Provide guidance for the development of planning-oriented natural hazard mitigation information and initiatives targeted at the community level.

A key reason for both public and private sector planners to take notice of this study is that Bill 148, currently before the Ontario legislature, proposes to make it mandatory for all municipalities to undertake emergency preparedness planning. For more information, contact John Newton at [jnewton@utoronto.ca](mailto:jnewton@utoronto.ca).

*The survey will be mailed in early September and will also be available on-line. Watch for it. There is also a session at the London conference on this important topic.*

## Awards

# OPPI Student Scholarship for 2002

The OPPI program is an important commitment on OPPI's part to supporting student members through the membership outreach program. OPPI has established a segregated fund called the Student Scholarship Fund. The goal is to build up the fund to an amount that will allow the interest to be used for scholarships. This year at the conference, a golf tournament will be held to raise money for the fund. Plan to attend and contribute to the fund.

### Undergraduate scholarship: Elise Gatti

Elise Gatti has just completed her third year of study at Ryerson University's School of Urban and Regional Planning, where she was writer and editor for The Minor Variance, the student newsletter. In her first year at Ryerson, she chaired a student committee that organized the Ryerson Working Students' Centre, opened in 1999, the first student-run workplace rights education centre in Canada. She has received the Shero Award from the Ryerson Students' Administrative Council and the Leonard Darwin Memorial Award for academic achievement in the urban planning program. In 2001, Elise spent six months in Germany at the Frankfurt am Main Technical University, studying urban design, and touring towns



Elise Gatti

in southwestern Germany with the U.K.-based Urban Design Group. During the fall term last year, Elise gained valuable research experience working one day a week with the Canadian Urban Institute for academic credit. She recently participated in the Ryerson Interdisciplinary Charrette on Toronto's

waterfront development plans and the 8th Annual IFHP (International Federation of Housing and Planning) International Urban Planning and Design Summer School at the Helsinki University of Technology, Finland. She will be the OPPI/CIP representative for the Ryerson School of Urban and Regional Planning during her fourth year. Elise hopes to continue her studies at grad-

uate school, and is particularly interested in ecological architecture and design, water management, and urban energy use. The OPPI is very pleased to award the scholarship to Elise and wishes her all the best for future studies.

### Gerald Carrothers Graduate Scholarship: Mike Nelson

Mike Nelson is completing his master's degree in

rural planning and development at the University of Guelph. As part of his studies, he worked with the Sydenham River Recovery Team on a recovery plan for endangered species; this work contributed to his thesis research on participation by institutions, stakeholders and landowners in the

preparation and implementation of recovery plans. Mike is the Canadian representative on the university's Planning and International Development Students Society and the student representative of OPPI at Guelph. He has also supervised several undergraduate student volunteers in the Conservation Information Cooperative, which organized events that brought together faculty and students from conservation-related disciplines.

Since 1997, he has been a volunteer member of the Watershed

Report Card organization, helping communities inventory, assess and manage local watersheds. His duties include developing and delivering training sessions for community members and government officials. Mike plans to seek work in the planning field related to watershed planning. OPPI congratulates Mike on his award and looks forward to his continued contribution to the planning profession.



Mike Nelson

## Strategic Plan

# Strategic Plan Review Begins

By Lynda Newman

The May meeting of OPPI Council reviewed the Institute's Millennium Strategic Plan. Council reaffirmed its commitment to the vision statement and determined that the review would focus on the goals, action plans and implementation strategy. The review will take into account the many accomplishments of the Institute since adopting the Strategic Plan in 1999 and the changing environment in which OPPI operates.

Council appointed Don May to lead the review. Lynda Newman, of Clara Consulting, is guiding the process with the support of OPPI staff.

The general conclusions from Council's review session are:

- *Sustain our current efforts.* Although we are very positive about the accomplishments achieved since adopting the Strategic Plan, our new programs and activities are new and only now starting to have the desired results.
- *Develop and implement a formal means of measuring the effectiveness of our efforts.*
- *Be willing to take risks.* Our success with implementation of the Strategic Plan

demonstrates that we are ready to 'up the ante'.

- *Anticipate change.* Be a nimble organization capable of acting and reacting quickly.
- *Direct energies towards the Districts.*
- *Council must continue to address organizational and resource needs.* Council has made progress in matching budget decisions with strategic priorities but need to do more on this front, now balancing the resource needs of sustaining work and new efforts.

Council agreed to several new directions:

### Visionary Organization

- Our efforts have been very successful to date and OPPI should continue to upgrade its work in planning policy development and community applications.
- We are ready for a more aggressive advocacy approach towards public policy that should include greater coordination with other organizations.

### Influential Organization

- 'Kick the action plan into high gear' includ-

ing development of: an external awards program for raising the awareness of planning; and, an Ontario public awareness campaign tied into World Town Planning Day.

### Effective Organization

- Increase efforts relating to the Districts—needs of members, organizational capability, resources.

Council wants input from the membership. Visit the Members' Area of the OPPI web site [www.ontarioplanners.on.ca](http://www.ontarioplanners.on.ca) for more information—environmental scan, accomplishments and Council recommendations for change. Complete the members survey and have your say.

At the AGM in September, Dennis Jacobs will present the Institute's new directions as well as launching a new focus on the needs of the Districts.

Lynda Newman, MCIP, RPP, is principal of Clara Consulting. She can be reached at [claraconsulting@sympatico.ca](mailto:claraconsulting@sympatico.ca).

## Congratulations to the following new Full Members

Alexander, Kevin .....SD.....City of Windsor Parks & Rec. Dept.  
 AlQasem, AlaCD (from CIP Int'l) now ED.....Ottawa  
 Biuk, Diana.....SW and CD.....City of Hamilton  
 Chaku, Rajinder.....CD (reinstated).....Papaddo-Poulos & Pradhan  
 Architects Inc.  
 Chauhan, Manwinder Singh.....CD  
 Dion, Richard.....CD (from OUQ).....Toronto.  
 Dufault, Frederic.....(from OUQ).....Lafarge Canada Inc.  
 Dutchak, D. Scott.....CD.....Metrus Properties Ltd.  
 Fielding, Jeff.....SD.....(from AACIP)  
 Haldenby, Timothy.....CD.....Walker, Nott, Dragicevic Assoc. Ltd.  
 Hudson, Brian.....CD (reinstated).....Reg. of Peel  
 Jackson, John.....ND.....John Jackson Planner Inc.  
 Jones, Christopher D.....CD.....Meridian Planning Consultants  
 Jones, Mike.....SD.....Stantec Consulting  
 Keesmaat, Jennifer.....CD.....Urban Strategies  
 Khan, Muhammad.....CD (reinstated).....Toronto  
 Misk-Evans, Margaret.....SD.....County of Oxford  
 Morand, Nancy.....SD.....City of Windsor  
 Mountford, Paul.....CD.....Reg. Mun. of Peel  
 Mulay, Charles.....CD.....City of Burlington  
 Nickel, Valdemar.....CD.....Giffels Associates Limited  
 Partridge, Rachele.....CD.....Reg. Mun. of Peel  
 Peck, T. Scott.....SD.....Norfolk County  
 Phillips, Bentley.....CD.....Weston Consulting Group Inc.  
 Samis, David.....CD.....Ontario Realty Corp.  
 Sisco, David.....SD.....Planning And Engineering  
 Initiatives Inc.  
 Steele, Robert.....CD (reinstated).....Earth Tech (Canada) Inc.  
 Steiger, Bernard.....CD.....City of Brampton  
 Stonehouse, David.....CD.....Evergreen Earth Tech (Canada) Inc.  
 Stull, Sally.....CD.....Town of Oakville  
 Suggitt, Katherine.....SD (from AACIP).....District of Muskoka  
 Tester, Tracey.....(from PIBC) ND  
 Tse, Wendy.....ED(from API).....City of Kingston

## New Provisional Members

Ahmad, Nazir.....ED  
 Ansar, Aneela.....CD (reinstated)  
 Babulal, Deborah.....CD  
 Bader, Robert.....SD  
 Barnes, John.....CD  
 Boulet, Donna.....ED  
 Buckingham, Cindy.....CD  
 Cooper, Ian.....CD  
 Currie, Angela.....CD (from CIP Int'l)  
 De Benedetti, Nick.....CD  
 Dion, Richard.....CD (from OUQ)  
 Egizii, Andrea.....CD  
 Fitchell, Jeremy.....ED  
 Gaasenbeek, Karen.....SD  
 Houghton, Trevor.....CD  
 James, Douglas.....ED  
 Jeffery (Biggart), Judith.....CD  
 Jort, Melissa.....ED  
 Kitay, Tami.....CD  
 Krzyzanowski, Gisele.....CD  
 Legault, Patrick.....ED  
 Little, Sandy.....SD  
 Macdonald, Greg.....CD  
 Machado, Gary.....CD  
 Malkin, David.....ED  
 Martin, Andrew.....SD  
 McNeil, Sandra.....ED  
 McPhail, Delia.....CD  
 Murray, Hiedi.....CD  
 Nelson, Jody.....CD  
 Nevermann Sievert, Sabine.....CD  
 Pausner, Jay.....SD  
 Riley, Alanna.....SD  
 Sauvé, David.....CD  
 Smith, Maria.....CD  
 Strachan, Brent.....ED  
 Stredwick, Clinton.....SD  
 Tam, Bonney.....CD  
 Tizzard, Christian.....SD  
 Warren, Andrea.....CD  
 Will, Tracey.....CD  
 Wong, Derrick.....CD (reinstated)  
 Wong, Rosanne.....ED  
 Wyger, Penny.....CD  
 Yiquan, Kuang.....CD (from CIP Int'l)

## Full Members Removed from the Rolls For Non-Payment

Bidell, Joan V. CD  
 Bricker, Lynne M. CD  
 Buszynski, Stefan A. CD  
 Enchin, Gerald D. CD  
 Faulkner, Naomi A. CD  
 Fitzpatrick, William J. CD  
 Kowalchuk, William W. SW  
 McGregor, Marmie J. CD  
 McTavish, Gary J. ED  
 Mondell, Paul CD  
 Nesbitt, Kathi CD  
 Simpson, Hugh C. SW  
 Taylor, Robert P. CD  
 Thoms, Jim CD  
 Van Der Linde, R. CD  
 Von Zittwitz, Hannelore CD  
 Wilson, Gary T. CD

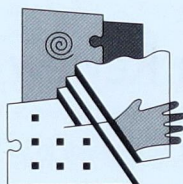


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## Central

### Don Mills Rates Well Among Residents

By Martin Rendl

Central District's GTA Chapter held an evaluation of Don Mills in the form of a walking tour on a sunny afternoon in May. Tour guides included Macklin Hancock, one of the original planners of Don Mills, John Sewell, urban critic and former Toronto mayor, Rob Dolan, Director of Community Planning for the City of Toronto's North District, and resident Werner Billing, currently Vice President of the Don Mills Residents Inc. and transportation planner on the original Don Mills team. Peter Cheatley, Oakville's new Director of Planning Services, spent his childhood in Don Mills, making him a highly qualified moderator.

Don Mills residents joined with planners on the walking tour and the group enjoyed the travelling commentary from Messrs Hancock and Sewell. Their provocatively different perspectives on the legacy of Don Mills stimulated questions and discussion throughout the afternoon.

Macklin Hancock enlightened and entertained planner and resident alike with his first hand recollections of how Don Mills was planned and the challenges he and E.P. Taylor faced in developing the first new town in Canada. While John Sewell ranked Don Mills as the most influential development in North America, he still preferred his native downtown Toronto neighbourhood as a place to live. The Don Mills residents were equally enamoured of their community and homes and made that clear to the former mayor.

Rob Dolan updated everyone on current planning trends and issues in Don Mills. He noted that the organic change Don Mills has successfully mastered over the last 50 years is something that the new Toronto official plan hopes to achieve across the City.

Thanks go to the firm of Bousfield Dale-Harris Cutler & Smith, for their generous sponsorship of the event and the planning staff from the City of Toronto's North District for their participation in the presentation and assistance in staging the tour.

*Martin Rendl, MCIP, RPP, is Central District Representative on Council. He is also principal of Martin Rendl Associates.*



Look for an article on "Growing Together," a report written by John Gladki for the City of Toronto, from which this image is taken

### Strategies for Implementation: Oak Ridges Moraine Conservation Plan

By Karl van Kessel

On the evening of June 27, the GTA Chapter of Central District presented "Strategies for Implementation: Oak Ridges Moraine Conservation Plan and Regulations" to provide a better understanding of what the Plan and the Act require. The presentations were by Victor Doyle, Manager, Community Planning and Development, with the Ministry of Municipal Affairs and Housing; Alan Heisey, Partner with Papazian Heisey Myers; Steven Rowe, principal of Steven Rowe Environmental Planner; Roger Beaman, Partner with Thomson, Rogers. They gave participants an overview of the final format of the plan and the changes made since the draft version was released in last November. More than 60 members and non-members attended the three-hour presentation, panel discussion and subsequent discussions.

The final Oak Ridges Moraine (ORM) Conservation Plan, released on April 22, 2002, allocates much of the responsibility for implementation to upper and lower tier municipalities and conservation authorities

across Central Ontario. As an initial step, regional municipalities are required to adopt official plan amendments to implement the plan by next April, while other municipalities must adopt similar OPA and Zoning Bylaw Amendments by October. In addition, by April 2003, all municipalities must: (1) identify wellhead protection areas and establish OP policies to protect them; and (2) begin preparing watershed plans, water budgets and water conservation plans.

Among the changes from the draft version of the plan are the following:

- New and expanded agricultural operations are now subject to the plan.
- Changes to official plan designation boundaries must "be consistent with" the land use designation map, rather than being subject to interpretation.
- Development opportunities off the Moraine are to be examined before expanding Settlement Areas.
- Stronger protection for connectivity in Natural Linkage Areas is required when considering aggregate proposals.



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- Greater protection of permanent and intermittent streams, seepage areas and springs has been provided, along with greater latitude to expand vegetation protection zones.
- Stormwater disposal in kettle lakes is prohibited.

The Ministry of Natural Resources (MNR) is currently preparing technical papers and guidelines to help municipalities understand the complexities associated with the plan, including changes since the draft version. Topics covered in these papers include Identification of Key Natural Heritage Features on the Oak Ridges Moraine and Maintaining Connectivity within the Oak Ridges Moraine.

Similarly, the Ministry of the Environment and Energy (MOEE) is preparing A Water Toolkit that will address a number of requirements of the Plan, including the preparation of watershed and sub-watershed plans, water budgets, and water conservation plans, and the identification of hydrologically sensitive features. Both the MNR and MOEE documents are expected to be available to municipalities and other stakeholders before the end of 2002.

In the meantime, a paper entitled "Natural Heritage Systems in Urbanizing Settings: Sustainable Practices for the Oak Ridges Moraine" has been prepared by a team of experts retained by Save the Rouge Valley System (SRVS) and the City of Toronto during the Richmond Hill Ontario Municipal Board hearing. The document describes the lessons learned through the team's work related to natural heritage and urban development, and stormwater management on the Moraine; it also explains how the Provincial and Federal land use and environmental planning framework can be used to protect natural heritage. To obtain a copy of this document, or a comparison document of the draft and final versions of the plan, please e-mail Marc Rose at [marcrose@hardystevenson.com](mailto:marcrose@hardystevenson.com). Marc Rose is an environmental planner with Hardy Stevenson and Associates Limited. He is the project manager for the team of experts retained by SRVS and the City of Toronto during the Richmond Hill OMB hearing.

*Karl van Kessel, MCIP, RPP, is an environmental planner with EarthTech in Markham. If you would like further information on the GTA Chapter of Central District events please contact David McKay, Chair, GTA Chapter at (905) 761-5589.*

## Eastern

# Ontario East Thriving in the Summer Heat

By Don Maciver

In the previous issue, Ann Tremblay, the District's new chair, described efforts in the East to implement the Strategic Plan and provide planners with value for their membership. In the same vein we announce with pleasure that Tim Chadder has been appointed by Council as the Eastern District Representative for the Policy Development Committee. Tim is currently in private practice, but was with the former West Carleton Township as Director of Planning for many years.

A number of important events have also showcased planners' efforts over a damp and dreary spring. One of the more significant was a conference on brownfield redevelopment, held in Cornwall in May. The organizers included the St. Lawrence River Institute, Groupe Renaissance Group, Queen's University, the City of Cornwall, and the Ministry of Municipal Affairs and Housing. More than 100 delegates attended the three-day session.

Brownfields development really puts planners' abilities as researchers, analysts and visionaries to the test; a wide range of disciplines must be incorporated into the review and approval of any such project. Community buy-in is essential, since attitudes and expectations have changed vastly since many of these sites were first put to use. Contact Ken Bedford at the City of Cornwall for further information on outcomes (613-930-2787, ext. 2312, ) or for advice.

Ottawa's hosting of the Smart Growth Summit in June 2001 was rewarded on May 29, 2002, when the City of Ottawa received the Willis Award for excellence from the Canadian Association of Municipal Administrators. The Smart Growth Summit was Ottawa's first opportunity to showcase the City's e-democracy efforts supported by Industry Canada's Smart Communities Project. The Project is intended to demonstrate the capabilities of technology to ensure broad public participation in civic consultation activities. For more information, surf over to <http://www.ottawa2020.com/en/index.cfm>.

In early June, Eastern Ontario District teamed up with the Ottawa Alumni of the University of Waterloo School of Planning for a session at the Dow's Lake Pavilion, Mark Seasons of the University of Waterloo School of Planning spoke on "Planning and building Canadian cities: Why there's a federal role." This session coincided with Paul Martin stepping out of the finance portfolio; Mr. Martin had made statements that suggest he is sympathetic to the provision of federal funding assistance to cities. Obviously there will be more developments.

We had a good turnout on June 27, again at the Dow's Lake Pavillion, for the annual Summer Social (the venue was changed from our usual downtown haunt to steer clear of the G8 protests). The special feature of this year's event was a rollicking send-off for Marni Cappe. As many of you know, Marni is joining her husband Mel, who has accepted an appointment as Canada's High Commissioner in London. Canada House on Grosvenor

Square has long been a London landmark. Marni, with great style and good humour, accepted a series of special gifts from some of her planner colleagues—gifts which hopefully will stand her in good stead at the many diplomatic social events she will now be expected to attend. Jim Knight, chief executive officer

of FCM was a special guest at the event. Marni has contributed greatly to the profession locally, provincially and nationally, and she will be missed. The District wishes Marni the best of luck and looks forward to her return.

The District executive is working to ensure we do our part in celebrating World Town Planning Day on November 8. Working with CIP and OPPI in Toronto, the District executive believes that Ottawa, as the nation's capital city, is a particularly important place to ensure that the efforts of planners are acknowledged. A strategy is being developed for annual recognition of the importance of good planning by the public, politicians and fellow planners.

*Don Maciver, MCIP, RRP, is Manager of Planning and Regulations with the Rideau Valley Conservation Authority in Ottawa. He can be reached at (613) 692-3571 x105 or by e-mail at [dmacplan@rideauvalley.on.ca](mailto:dmacplan@rideauvalley.on.ca).*



*Dennis Jacobs, Pamela Sweet, Marni Cappe and Ann Tremblay*

## Northern

### Newly Amalgamated Sudbury A Hive of Activity

Pearson and Ottawa are not the only Ontario airports undergoing major work. Improvements to Greater Sudbury Airport are expected to be finished by the fall of 2003, positioning the city as a catalyst for economic development across Northern Ontario.

The project was made possible by funding from Transport Canada. The \$6.4 million project was designed by Castellán, Luciw, James + Architects Inc. The airport is now run by the Sudbury Airport Community Development Corporation, following transfer from the federal government.

Another type of air movement is also underway in Sudbury. A German-designed, Canadian-made wind turbine system will be manufactured right here in Greater Sudbury beginning this fall. A local consortium is joining forces with REpower Systems AG, one of the world's most advanced manufac-

turers of wind turbines and other forms of renewable energy, to launch REpower Canada in the Val Caron Industrial Park. When at full production next year, the company will create approximately 90 full-time direct and indirect jobs.

Germany is the world's largest producer of electricity from wind generation. Germany currently produces over 6,000 megawatts of power from wind and is expected to triple its production in the next three years. REpower, based in Hamburg and Barnim Region, has launched an ambitious expansion program that includes over 11 countries such as Spain, Greece, Japan, China, France, Italy, the Phillipines and North America.

Greater Sudbury's location near the Great Lakes offers one of the strongest wind regimes in central Canada, according to officials.

Meanwhile in Thunder Bay, the city has released its second annual indicators report, continuing the theme of strategies that enhance Quality of Life, help to achieve a Diversified Economy and which extend the effectiveness of Regional Networks. You can get the report by visiting [www.fastforwardthunderbay.com](http://www.fastforwardthunderbay.com).

## Southwest

### Southwest and Michigan Gather in Windsor

Approximately 70 planners from Southwest District and Michigan converged on Patrick O'Ryan's Irish Public House in Windsor in April. The event marked the second annual joint dinner meeting of Southwest District and the Michigan Chapter of the American Planning Association.

Downtown Windsor was an appropriate location for the post dinner discussion which focused on planning issues in core areas of mid-sized cities in North America. Mark Seasons, Membership Subcommittee Chair and faculty with the University of Waterloo provided an overview of his research which analyses the successes or failures of the downtown areas of various mid-sized cities. Kitchener, Waterloo, Cambridge, London and Windsor all share similarities with the continued growth in suburbs, expressways,



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shopping malls and big box retail stores at the expense of downtowns. A number of U.S. cities were also referenced in the presentation, proving that the demise of core areas is a problem throughout North America. The news is not totally bad since recently there has been major investments in the downtowns of cities like London and Kitchener. Mark is also director of the recently established Centre for Cora Area Research, located in downtown Kitchener.

Following the presentation by Mark Seasons, a panel consisting of Gary Sands, Doug Caruso, Michael Hannay and Rob Anderson each offered their own views and observations regarding the challenges and issues in planning for core areas. The planners in attendance were enlightened since different perspectives, and varied experiences were brought forward during the discussion. As well, certain panel members and Mark Seasons spoke of the successful revival plans in many Canadian and U.S. cities.

It is worthwhile to note that this event received media coverage in the Kitchener-Waterloo Record the following Monday, which is a testament to the importance of, and interest in, downtown areas.

## People

### Jim Rule Moves to Maple Ridge, B.C.

**Jim Rule** has left his position as Chief Administrative Officer of the newly amalgamated City of Greater Sudbury to take on the challenge of running Maple Ridge, a fast growing city in Greater Vancouver Regional District incorporated in 1874. Jim was CAO of the former regional municipality in Sudbury before becoming CAO of the amalgamated city. The amalgamation melded the resources of eight municipalities. During his 11 year tenure in Sudbury, Jim earned a reputation as an innovator, leading the new city's strong reliance on web-based performance. Before arriving in Sudbury, Jim worked at a senior level in Prince Albert, Saskatchewan and Peterborough.



Jim Rule

**Karen Gregory** recently joined Canada Mortgage and Housing Corporation in their Toronto offices following a move from Kingston where she was working with the Ministry of Municipal Affairs and Housing. With the title of Senior Research Consultant in Research Information Technology Transfer section of CMHC, Karen is responsible for helping to develop a higher profile for CMHC's numerous research projects.



Karen Gregory

In the past year and a half, the City of Guelph has seen numerous changes. **Craig Manley**, previously with Oxford County, is now manager of Policy Planning with the City of Guelph. Craig has managed to initiate several comprehensive strategic planning projects including: affordable housing, brownfields strategy and a Smart Growth Community Initiative to name a few.

**Shannon Smith** has also joined the City of Guelph as Environmental Planner, moving from ESG International. She has taken on a key role in the City of Guelph's Smart Growth Initiative. As well, Shannon co-ordinates the Environmental Advisory Committee. **Melissa Castellan** recently moved to the City of Guelph Planning Department as a Policy Planner. She previ-

ously worked for the Region of Peel.

**Sophie McKenna** has joined the Ministry of Transportation on assignment in their Toronto offices. Sophie was previously with the Canadian Urban Institute, where she worked on the recently published *Goods Movement in the Knowledge Economy—A Primer for Urban Decision Makers*.

**Patricia Roset-Zuppa** has been named Vice President, Development with the Toronto-based Diamonte Development Corporation. Patricia, who began her career with the Canadian Urban Institute, recently completed an MBA at York's Schulich of Business.



Patricia Roset-Zuppa

Comings and goings have been somewhat frenetic in recent months in the City of Ottawa Planning Department and the external posting by the City of 49 planner positions will quicken the pace. Recent changes have included: **Mike Michaud**, formerly of the City of Gloucester and more recently with development approvals at the new City, has moved to Owen Sound to join the planning department of Grey County. Mike's absence will be particularly noted by the members responsible for publication of the EOD newsletter "Vibrations," as he helped with this for many years. **Bill Wright** left the City of Ottawa at the end of June after many years with Nepean. Bill has no immediate plans. **Rob McKay**, after many years of service in Nepean and at the Region, has accepted a position as senior planner with the City of Calgary. **Michael Boucher** recently joined McIntosh Perry Consulting Engineers Ltd. located in west-end Ottawa, after serving with the new City of Ottawa, the Regional Municipality of Ottawa Carleton, and the former City of Nepean. His extensive experience in urban development complements the rural and recreational background of **Mark Snider**, who joined the firm two years ago. Mark previously held planning positions with the District of Muskoka, New Brunswick Planning Commission and Eastern Ontario Conservation Authorities.

*Contributing editors for People are Lorelei Jones, MCIP, RPP, principal of Lorelei Jones & Associates (lja@rogers.com) and Thomas Hardacre, MCIP, RPP, a senior planner with Planning and Engineering Initiatives in Kitchener (thardacre@pei.net).*

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## Editorial

## Transit focus a prelude to long awaited revised PPS

By Glenn Miller

Alert readers will have noticed that recent issues of the Ontario Planning Journal have contained a number of articles on public transit. In part this reflects an increasing dissatisfaction with the current inadequacy of funding for public transit. Although many transit proponents are specialists in the field, others—like UDI president Neil Rodgers—are simply putting emphasis where it is due. As Rodgers points out, the province's support for Smart Growth is tied to providing better public transit, and facilitating better decisions on all aspects of transportation, including goods movement, the tax policies that drive land economics.

The revised Provincial Policy Statement must provide real teeth and show commitment to all such matters. The planning profession has had lots of chances to influence the PPS. How strong these new directives prove to be will be a real test of whether anyone is listening.

In this issue, we have taken the unprecedented step of providing two opinion pieces on public transit. Michael Roschlau, as president of the Canadian Urban Transit Association, provides his industry's perspective as a complement to the national vision for transit presented in the previous issue. Neil Rodgers presents similar arguments from

the perspective of an industry that recognizes how critically dependent we are on good quality transit to keep our economy on the move. Dave Kriger's transportation column has the final word on our country's aging bus fleet. It's old. It's clapped out. It pollutes more than necessary. And in many cases the fleet is uncomfortable, noisy and unlikely to entice people out of their cars.

We will eventually get better transit, one feels, not by shouting louder, but by making cogent arguments for the benefit of decision makers, and by whipping up support—and therefore political pressure—from an apathetic public. We must also begin to make real progress on the operational and marketing perspectives. Recall the recent article about the Black Creek Travel Demand Management Association. There are many ways to reduce the number of cars on the road at peak travel times in large urban areas. We cannot afford to ignore any of them.

*Glenn R. 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.*

## Opinions

## Public transit is a solution to many urban problems

By Michael Roschlau

Recent discussions indicate the federal government may be closer than ever to joining the other G-7 nations and get serious about funding public transit. For Canada's beleaguered transit systems, it can't come a moment too soon. The federal government's commitment to becoming involved in Canada's urban mobility challenge, through numerous pledges in a variety of federal statements and documents, is a significant step—a clever move that allows Ottawa to carve out a role that conveniently addresses numerous problems in one fell swoop. Public transit investment has the ability to reduce traffic congestion, improve the environment, increase mobility and enhance the urban economy—all at the same time.

With a major targeted infrastructure investment program, public transit capacity in Canada's cities could be increased to the point where much of the current congestion is alleviated. One bus can carry the equivalent number of people to 50 cars, and every enhancement that is made to transit service and infrastructure makes it a more attractive alternative to the automobile. The impact of rail transit on urban transportation networks and on the vitality of our cities is demonstrated by the larger cities that have built such systems over the past 50 years. Subways, light rail, commuter rail, park-and-ride facilities, exclusive transit lanes, and transit priority measures, not to mention the buses themselves, are all examples of the types of investments that are needed to build a more sustainable transportation network for Canada's cities of the future.

## Sustainable Streams of Transit Funding a Must

By Neil Rodgers

You wouldn't consider implementing a corporate strategy without a plan, nor would you attempt to build a house without blueprints.

So it is, too, in urban development. We need a blueprint. The concept for that blueprint is emerging in the "made-in-Ontario" Smart Growth strategy. But what's still needed is a strong and continuous commitment by all levels of government to the transit services that must be integral to the blueprint.

Ontario's Smart Growth strategy recognizes that the healthiest future for society is one that embraces growth by balancing and using wisely our physical, natural and social assets. That means a future where greater reliance is placed on public transit, particularly in the Golden Horseshoe. This approach is supported by Ontario's land development industry.

## Transit is not a frill

As a matter of principle, Ontarians must have transportation choices and governments must continue to invest in new, road-based infrastructure.

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### Ontario's transit systems need renewal and expansion

Many of Ontario's public transit systems are currently operating at or near capacity, following record ridership increases in recent years. Lack of investment has meant that most systems are operating buses that have been rebuilt several times to last well beyond their design life and are sub-optimal in terms of accessibility and exhaust emissions. In many cases, buses and trains are "standing room only" and spaces at commuter parking lots are at a premium. Without further investment in capacity expansion, transit's appeal as an attractive option will decline.

The Canadian Urban Transit Association (CUTA) estimates the capital needs of Ontario's public transit systems at about \$5.4-billion over the next five years, divided approximately equally between renewal and capacity expansion. If municipalities pick up one third of this cost, with the remainder shared equally between the federal government and the provinces, a meaningful partnership could be created that would reduce the pressure on municipal property tax and allow us to build Canada's cities of tomorrow.

Reducing our reliance on the automobile and making public transit more attractive was a key recommendation of the Canada Transportation Act Review Panel, which, in its final report, calls for "unprecedented federal action and funding" for public transit. It proposes that federal fuel tax revenues be transferred to provinces and territories on condition that they deposit them in newly established roads and transport funds, for which urban transit would qualify. Similarly, Transport Canada's National Vision for Transit in Canada to 2020 study (see previous issue) clearly suggests that, in order to reduce dependence on the private automobile and significantly improve transit's role in urban mobility, an increase of nearly 50 percent in transit ridership is envisioned over the next 20 years. The Interim Report of the Prime Minister's Task Force on urban Issues recommends the establishment of a National Transportation Program that would provide long-term sustainable funding for public transportation systems; invest strategically in multi-modal transportation systems; and invest in high-speed rail service to connect major centres.

### Urban Mobility at Stake

Enhancing public transit has the automatic and resultant benefit of improving urban mobility and providing better access to employment, education and health care throughout our cities for those

However, the importance of transit in the GTA increases daily as the region faces escalating growth and gridlock. Immediate transit investment is the answer if we are to rebalance the mix of transportation and the land use that follows it.

For example, a double-track GO Transit commuter rail line carries the equivalent of 30 lanes of automotive traffic. A service such as this leads to the creation of nodes of activity that encourage compact, high-density development, particularly where high-frequency lines cross and passengers can make connections between them. Transit investment is not cheap, but case studies from the U.S. have shown that it works in reducing gridlock.

The necessary catalyst for transit is a sustainable stream of investment to ensure that such won't disappear every time there is a budget crunch. All levels of government must see transit infrastructure and service improvements as investments, not subsidies. Such investments are urban legacies capable of attracting economic activity and diversification. In this regard, the federal government must provide more than just the wise words found in the recent federal Task Force Report on Canada's Urban Agenda.

Like the U.S., Ontario can initiate its own transit renaissance. Before the announcement last year by former Premier Mike Harris of a \$3 billion provincial investment in transit and the repatriation of GO Transit, Ontario's transit policy was adrift. In 1997, the Province exited the field and transferred responsibility to municipalities. This created a policy vacuum because municipalities do not have the authority and responsibility to plan outside their bor-

ders and, most importantly, they do not have the financial resources to do so.

### More provincial investment is needed

Premier Ernie Eves has voiced the province's support for a "modern and efficient public transit system." And he promises to invest more. Ontario's recent transit initiatives have the potential to change not only the urban transportation system of this province, but also the course of urban development. But there must be more of both.

Beyond the implementation of a plan and a commitment to sustainable investment, a new transit governance scheme that will promote and facilitate private sector interest in transit is also



Photo: T. Kottinen

*LRT can be a good investment in the right environment*

Roschlau, from pg. 18

who cannot or choose not to travel by car. The vast majority of Canadians live in urban areas and the maintenance of a superior quality of life, along with enhanced productivity, depends on an efficient and effective transportation network and a healthy environment.

In Ontario, the provincial government has recognized that Smart Growth concepts are a key to quality of life and sustainable urban development. It has also recognized that a more equitable balance between automobile-based and "public" transportation will be required to ensure future growth that works—from an economic, environmental and social perspective. Hence, Ontario has also made a commitment to re-invest in the province's public transit infrastructure after several years of absence.

But nationally, it will be up to the federal government to take the lead and demonstrate that Canada is serious about creating cities that function more effectively and maintaining our status as one of the best places in the world to live. It will be up to the federal government to strike a new collaborative relationship with the provinces and municipalities. Countries in other parts of the world have already shown that they see the value in transit investment. The United States, Japan and most European countries have had major transit investment programs for some time. For example, senior governments contribute two-thirds of the capital costs for transit in the United States, and between 30 and 100 percent and in European countries. In Canada the comparable figure is less than ten percent, all of which comes from a handful of provincial governments. Canada has, until now, resisted the golden opportunity to address this challenge.

*Michael Roschlau, President & CEO of the Canadian Urban Transit Association, can be reached by telephone at (416) 365-9800, extension 104; by fax at (416) 365-1295; or by e-mail at [roschlau@cutactu.ca](mailto:roschlau@cutactu.ca)*

Rodgers, from pg. 18

urgently needed. Someone has to coordinate the high-level planning which will link the multitude of municipally-run transit systems of the GTA and put them on the same track.

Any new transit strategy must take a regional approach to the problem. With the exception of GO Transit, existing transit services really only serve local needs. We must better facilitate intra-regional commuting. We must plug the 905 communities into the system and into each other if we are going to encourage denser, transit-oriented development outside the 416. Above all, the development industry urges that we must have one level of government with the courage to make the tough decisions and take the lead in articulating such a plan. Because of the strong and intelligent leadership

it has already demonstrated, we believe it is the province that can and should do that.

Without such a plan and commitment of new investments, developers, elected officials and ratepayers will debate the merits of growth while our cities suffer. With such a plan, the province and the feds can make long-term investments while municipalities can plan for new communities as part of a greater provincial vision. That plan will also decisively link policy, investment and action on transit and land use. In doing so, the public will know that—thanks to responsible planning—this great province is ready to meet the challenges of a 21st century economy.

When government is ready to create that comprehensive blueprint, the development industry will be ready, too.

*Neil Rodgers, MCIP, RPP, is president of the Urban Development Institute/Ontario, an industry organization supported by members engaged in all aspects of the planning, development and construction of Ontario communities.*



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## Letters

### Hearing from Academia

Steven Rowe's article in the May/June issue raised some key issues and I'm glad they came from him and not someone like me. I only recently became a member of OPPI, and so have been reading the Journal with interest. I also read a lot of other journals and magazines, including the Planners Network, JAPA, Planning, several geography journals, and some urban journals. I teach a course on local government and a studio course on bioregional planning. Last fall, my local government graduate students submitted some incredibly well-written, topical and interesting papers on topics such as waste management, smart growth, etc. I've been wondering how to get some of this very good work to a wider audience. But it would take some editing to adapt them for the Journal.

I liked the questions Rowe raised about research on planning practice and how this needs critical discussion. At the same time, there are ideas in academic planning that could usefully be applied to or engage with practice—ideas about civil society and citizenship and the changing role of citizens in making plans; the concept of stewardship and environmental planning; the interest of environmental movements in regional planning, and a host of other topics.

I'm not sure why academics in general don't consider publishing in the Journal. One consideration is length. As academics, we tend to write in 20-25 pp. chunks and document everything. This isn't possible in the Journal. So, learning to write more briefly takes practice and assistance from the editors. As I read the Journal, many of the articles are descriptive rather than critical or analytical. That gives me the message that what I would have to contribute would not fit in. I agree with you that academics have less hesitation in challenging assumptions. But the Journal would also need to be open to writers perhaps making criticisms of projects which might be the work of advertisers or highly regarded members of OPPI.

Maybe I'm a strange academic, but I am interested in affecting practice and local policy. And I've tried to bridge the gap between practitioners and academics in various ways, including developing training sessions for planners, writing a design guidelines book, teaching with practitioners and doing the occasional consulting project.

I think Rowe's article raises some very important issues and I hope this generates more debate.

*Professor Gerda R. Wekerle, MCIP, RPP,  
York University.*

*Editor's note: We are more than willing to work with contributors from all sectors of planning, including students. There are also no explicit restrictions on criticism linked to personalities or advertisers!*

### Proposed membership process changes do not sit well

In reviewing the proposed "Membership Process Improvements" dated June 2002, distributed to all members, I note with concern that one of the proposals is to remove the requirement that students from recognised planning schools satisfy OPPI's written examination (Exam B) standard to bring OPPI in line with CIP policy. This may sound a laudable goal but it fails to recognise weaknesses that I am aware of through my many years as Chair of the Eastern District Membership Subcommittee and member of the OPPI Membership Committee.

A bit of background is in order. In recognising planning degrees, OPPI does not involve itself in any substantive way in course content so it is only appropriate that it maintains its control as to whether graduates of such schools have satisfied the same examination standards required of other candidates for membership. Under the present arrangements that OPPI has with the recognised planning schools, Student Members of OPPI are individually assessed prior to graduation to determine whether they have fulfilled the requirements of Exam B. OPPI provides the schools with choices as to the mechanism by which the assessment is conducted and the one I am familiar with is where the students write a paper explaining how their educational experience satisfies the criteria of Exam B.

The experience of the Eastern District examiners has been that the papers were not of a standard to what would otherwise be required to satisfy Exam B which meant that as far as Exam B was concerned the bar was lower for candidates in recognised

planning schools compared to those without recognised degrees.

I had raised this concern when I was on the OPPI Membership Committee and at the time of my retirement from the committee (late 2000) the discussion around the table was that OPPI should take back its examination process from the universities to ensure a level playing field for all candidates. This "level playing field" concern existed even within the recognised schools because of the different mechanisms that were employed in assessing whether the student had satisfied Exam B. Now the proposal has gone to the other extreme, which will only widen the examination differences between candidates from recognised planning schools and other candidates. If all schools proceeded as York University does (requires its Students to write Exam B prior to graduation) this problem would not exist but regrettably they do not.

On top of this, I can add my experience as an examiner for Exam A (the final oral exam), which has been that candidates who have written Exam B are more prepared for and able to succeed than those that have not. A related proposal of the "Membership Process Improvements" will exacerbate this situation as graduates from recognised planning schools will be able to present themselves for Exam A after only two years of experience-down from three (and no written exam).

It seems this proposal is driven exclusively by a desire to conform to CIP (may I say "lower"?) standards. OPPI fought long and hard to get the profession recognised in provincial legislation and is embarking on a long term public awareness and education process on the value of planners and planning. In this environment we should be seen at the very least to be maintaining our entrance standards, not reducing them because (presumably) other provincial affiliates do not want to come up to our level.

*Nigel Brereton MCIP, RPP,  
Ottawa*

#### LETTERS TO THE EDITOR

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Urban Design

## South Guelph District Centre Urban Design Study wins approval

By Moiz Behar

In July last year, the City of Guelph commissioned Moiz Behar of MBPD, in association with Rodger Todhunter Associates Inc., to produce an urban design concept, streetscape standards and urban design guidelines for Clair/Gordon area in South Guelph. The study and accompanying guidelines, which became an integral part of the South Guelph District Centre Study, were unanimously approved by the City of Guelph Council in April, 2002.

Gordon Street is a major gateway route into Guelph from Highway 401; it is centrally located in South Guelph and has good visibility and accessibility. These attributes warranted a distinctive and high standard of design and streetscape amenity. District Centre.

The objectives of the area's official plan are:

- To designate a range of mixed land uses to serve the growing South Guelph community.
- A distinctive and high standard of building and landscape design is encouraged at this highly visible location.
- An attractive urban parkway, or gateway, is to be provided along Gordon Street with a landscaped setback, design controls and coordinated sign and lighting design.

- Development is to occur in a cohesive, complementary and coordinated manner.

The area adjacent the South Guelph District Centre lands is currently being developed for low and medium density residential uses. The emerging concept for the Centre proposes a mix of land uses to serve the growing south Guelph community; the purpose of the urban design study is to provide additional guidance on the desired physical form and streetscape treatment for this mixed use development.

A daylong participatory urban design workshop was conducted last November. The participants included two councillors, landowners and their representatives, Guelph Planning, Works, and Community Services staff. This was an important step in the study process, as the workshop explored detailed design strategies and solutions for the four quadrants centered on the Clair/Gordon intersection. The results of the workshop were instrumental in the preparation of the Urban Design Concept and Demonstration Plan, as well as the Urban Design Guidelines that will assist the development of the South Guelph District Centre. This workshop built upon the findings of a previous workshop held on January 2000, which also contributed to an environmental assess-

ment study to determine the widening requirements and other physical improvements to Gordon Street.

Two background documents were prepared in the early stages of the study and have been appended to the report:

- A set of guiding urban design principles.
- A review of relevant developments and streetscapes with particular relevance from around Southern Ontario was conducted. In this regard, the planning policy basis as well as built examples in four municipalities, namely Markham, Burlington, Mississauga and Brampton were analyzed with a view to assembling a reference source.

The urban design approach promotes a Gateway Image for the District Centre, which will emphasize appropriate treatments of the public and private realms. The primary objective is to create a "sense of place" over time as a cumulative product of high quality built form, landscape, and streetscape amenities and features on all four quadrants of the intersection.

The Urban Design Concept and Demonstration Plan articulates the following five guiding urban design principles, and forms the basis for the urban design guidelines:

- A well articulated streetscape and public



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Township of Alberton, Township of Amaranth, Townships of Anson, Hindon and Minden, Township of the Archipelago, Township of Cardiff, Township of Chisholm, Township of East Garafraxa, Township of East Luther Grand Valley, Township of Ernestown, Township of Georgian Bay, Township of Highlands East, Township of Machar, Township of Machin, Township of Michipicoten, Township of Mulmur, Township of The North Shore, Township of Ops, Township of Oro-Medonte, Township of Perry, Township of Schreiber, Township of Strong, Township of Tiny

realm—generous and well-planted boulevards and where applicable, medians, pedestrian-scaled lighting and furniture, and public art.

- Transit-supportive development pattern—mix of uses, buildings that are sited and modulated to support a vibrant public realm, bicycle routes, conveniently placed bus stops.
- Visual emphasis at the Clair/Gordon intersection as well as approaches to the intersection—through landscape treatments, “markers”, as well as building placement, massing and articulation.
- Site planning measures that promote pedestrian safety and convenience.
- An interconnected network of linkages throughout the area—existing green-

ways, major open spaces, streets and pedestrian walkways.

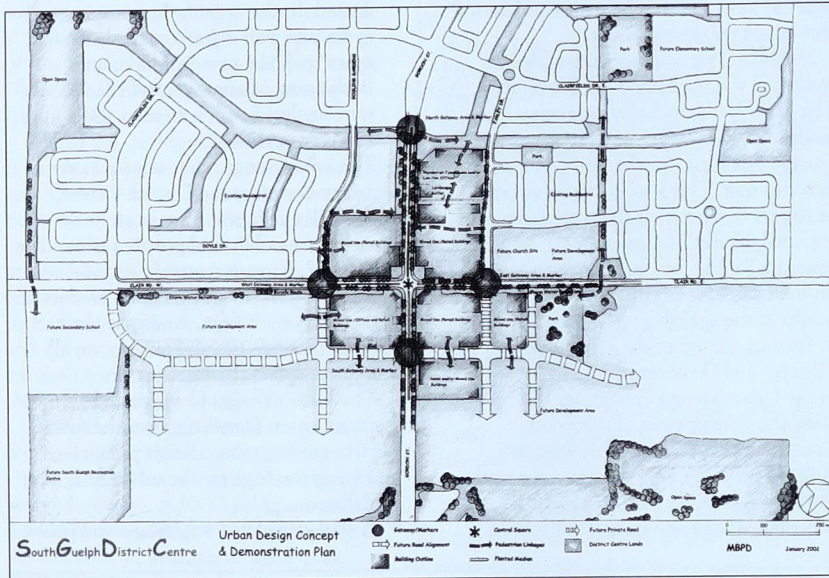
Sixty-five urban design guidelines are organized under three major headings:

- General Guidelines, which deal with the overall context of the Centre as well as its gateway characteristics, are comprised of the following headings: Gateway Features; and Linkages.
- Guidelines for the Public Realm and Streetscape are organized under the following headings: Landscape Context; and Streetscape Guidelines.
- Guidelines for Privately Owned Lands are organized under the following headings: Natural Areas, On Site Landscaping and Street Edges; Adjacent Development; Built Form; Parking;

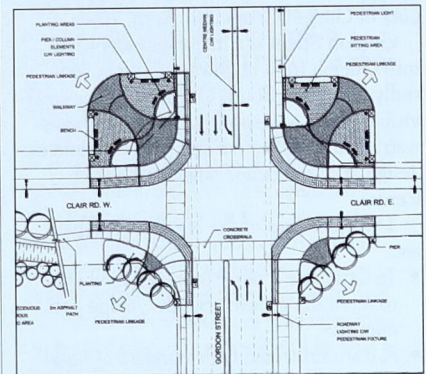
Pedestrian Safety and Comfort, Site Servicing and Access; Outdoor Display and Storage; and Signage.

The guidelines will be used by the City of Guelph to implement the design concept as part of the development approval process. In addition, building on the urban design concept, the City has recently engaged a consultant to elaborate upon and implement the public streetscape concept.

Moz Behar, OAA, MRAIC, MCIP, RPP is the principal of MBPD (M. Behar Planning & Design Inc.) He is also a longtime member of the Urban Design Working Group, chaired by Anne McIlroy, MCIP, RPP, and coordinated by Alex Taranu, MCIP, RPP.



Full urban design concept



The main intersection, detail

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## ANNOUNCEMENT

### Ontario Association of the Appraisal Institute of Canada

The Ontario Association of the Appraisal Institute of Canada has elected Alan Tucker, BSc., AACI, as president for 2002-2003. Mr. Tucker is with the firm Jacob Ellens & Associates Inc., an appraisal services and consulting company in Hamilton.

Mr. Tucker has been in the appraisal business since the early '60s, first in the U.K. then in Canada. He has been an active member of the association's Board of Directors since 1998. The primary focus for Mr. Tucker during his term will be to build the business of appraisal and open new doors for the members of the association.

The Ontario Association of the Appraisal Institute of Canada (OA-AIC) is the provincial association of professional real estate appraisers. Dedicated to maintaining a Code of Ethics and uniform standards of professional appraisal practice, the Institute protects the public and the integrity of the real estate sector. It awards Canada's most recognized appraisal designations: AACI (Accredited Appraiser Canadian Institute) and CRA (Canadian Residential Appraiser). Members of the OA-AIC provide professional appraisal and consulting services.



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## The Brave New World of Planning without Planners

By Philippa Campsie

Maybe it's the cutbacks and downsizing. Maybe technology is really taking over. Maybe it's just me.

For a long time now, I've noticed how municipal reports are written as if no human being were involved in planning analysis. Many planners seem unable to write without putting every sentence into the passive voice and larding their reports with impersonal constructions. Some of them have been taught to write that way. Indeed, to the best of my knowledge, we are still teaching planners to write that way.

So I'm quite used to reading reports that go on for pages like this:

Possible sites for a future GO station were examined. An initial screening occurred using GO Transit's engineering standards for locating the station. A set of criteria was adopted to evaluate the potential sites once they had passed the initial screening. A site concept plan was

developed for each of the four potential sites identifying the station's platform, parking/Kiss and Ride/bus storage areas and access roads. One site and one alternate have been chosen as best meeting the stated criteria.

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### Inanimate objects and even complete abstractions are starting to take matters into their own hands

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I guess HAL did all the work on that one. But recently, I've been noticing an even more perplexing—and possibly sinister—phenomenon. Inanimate objects and even complete abstractions are starting to take matters into their own hands. I keep seeing sentences such as:

- "These large-format stores prefer to be located in independent stand-alone buildings." (I'd hate to think what they'd do if we put them somewhere they didn't want to be.)
- "The consensus-building approach understands and accepts the fact that dissension can occur." (Jolly decent of it!)
- "Far from being the refuge of academics, New Urbanism works hard to be understandable to all and most of all, purchasable to many. (I like my theories to work hard at being purchasable, don't you?)
- "In essence, the ROPAs will strive to integrate the needs and desires of all stakeholders while remaining true to the findings of quantitative and qualitative research." (Strive on, ROPAs!)
- "The municipal structure can discuss the location of employment lands, and can also discuss the location of major commercial areas." (Oh to be a fly on the wall when municipal structures get into a discussion.)
- "It was concluded that golf courses are choosing to locate on prime agricultural land and that they should be directed to the agricultural rural area above the escarpment brow." (Damn right—you tell those pesky golf courses where they get off.)

All this planning without planners makes me feel as if I'm living in a sci-fi movie, where the big box stores and the golf courses are running things, and we humans just have to stand to one side and watch.

I hear a lot about accountability in government and corporations. I think it starts with language. The more we hide behind verbal convolutions that make things appear to be happening on their own, without our participation, the more we evade taking responsibility for our decisions. I wonder if the annual reports of Enron and WorldCom were written in this manner . . . ?

*This column chose to be written by a plain language consultant called Philippa Campsie. Her business conducts itself from Toronto and can be reached at [pcampsie@istar.ca](mailto:pcampsie@istar.ca) or 416-686-6173.*



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## Community Gardening and Urban Agriculture: What's Missing from Toronto's New Official Plan

By Gerda R. Wekerle

'Urban agriculture' is often viewed as an oxymoron. The city displaces agricultural land; it doesn't create it. Or so conventional wisdom would suggest. Yet, in cities around the world, urban agriculture and a city's role in supporting it, has gained new prominence. Over the past ten years, the number of community garden sites has grown to more than 100 in Toronto; pilot projects in commercial agriculture include a rooftop herb and vegetable garden at FoodShare's offices in a downtown warehouse district and a newly created commercial urban farm on the site of the Queen Street Mental Health Centre. In February 2001, the City of Toronto was the first Canadian municipality to develop a comprehensive, multi-sectoral food security plan which identified the municipality's roles in the local food economy (See Food and Hunger Action Committee, *The Growing Season: Phase 2 Report*, Toronto Food Policy Council,) and Toronto City Council approved a Toronto Food Charter. With this history of community and municipal support, I looked forward to finding policies in the City's Official Plan that acknowledged and supported the role of urban agriculture in contributing to the attractiveness of urban neighborhoods, alternative uses for brownfields, open space and natural infrastructure. To my disappointment, references to urban agriculture as a land use, community service, or natural feature, are totally missing from the Plan.

This absence is surprising. U.S. cities have long included clear language in comprehensive plans which designate community gardens, not as an interim use, but as a legitimate and permanent use of land that meets the city's long term goals. (See Pamela R. Kirschbaum, "Making policy in a crowded world: steps beyond the physical garden", *Community Greening Review*, American Community Gardening Association, 10,2000.) In the mid 1980s, the District of Columbia's Comprehensive Plan created a Food Production and Urban Gardens Program. Seattle's 1994 Comprehensive Plan includes goals for community gardens, and for inter-agency and intergovernmental cooperation to expand the P-Patch program. The 1998 city plan for

Berkeley, California aims to find appropriate long-term gardening sites and identifies community gardens as a community-building recreational resource. The 1999 Plan Baltimore includes community gardens as part of the open space plan.

U.S. cities have also supported the development of for-market urban agriculture which includes local food production, green markets and food processing businesses. Here, Toronto again lags behind the U.S. The reasons for this gap are similar to those identified by planners Jerry Kaufmann and Martin Bailkey in American cities: the scarcity of vacant land and the lack of city policies that affect availability and management of land for urban agriculture. (See Jerry Kaufman and Martin Bailkey, *Farming Inside Cities: Entrepreneurial Urban Agriculture in the United States*. Cambridge MA: Lincoln Institute of Land Policy Working Paper, 2000.) U.S. cities support more urban agriculture, in part due to the deterioration of city centres, particularly in the Northeast, which resulted in a glut of vacant land. Philadelphia has an estimated 31,000 vacant lots; Detroit has 46,000 city-owned vacant lots.

Toronto has few empty, let alone abandoned, lots owned by the city. With the exception of a handful of city-owned allotment gardens and vegetable plots along hydro corridors, community gardeners have been forced to grow food on relatively small parcels of left-over land, often around public and semi-public buildings, including churches, seniors'housing, health centres, community centres, hospitals, and agencies such as Food Share. These plots are small and fragmented, co-existing on sites with other, more dominant land uses. They do not exist on land use maps, nor are they on the men-

tal maps of planners developing Toronto's new official plan.

This invisibility is not neutral. If these uses do not officially exist as land uses or community amenities, they will not be preserved, enhanced, or supported by policies articulated in the Official Plan. As a precondition for developing policy, the Official Plan needs to map and designate existing community garden sites, including those adjacent to public buildings, within social housing projects and public parks.

In Toronto's Official Plan, the emphasis on a reurbanization strategy may even work against developing policies or designating land for urban agriculture and community gardens. The plan focuses on attracting more people to live in the city through creating medium density housing and shops on avenues, mixed use, and the regeneration of vacant or underutilized lands through infill housing and brownfield redevelopment. Some potential infill sites or underutilized lands may already be used for community gardens; others may have been identified by community residents as potential garden sites.

Other policies may inadvertently eliminate existing garden sites or halt their spread. For example, the landscaped open space around highrise apartment buildings constructed in the 1960s and 1970s has started to be used by residents in both public and market rental housing as land for urban food production. Yet this resource, defined at the



*Urban agriculture not necessarily a foreign concept in Toronto*

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time of construction as landscaped open space, for which developers often received density bonuses, may disappear as a result of proposed changes in the Official Plan. Section 4.2. "Apartment Neighbourhoods," has identified such sites as potentially "underutilized sites" which could provide "opportunities for additional townhouses or apartments on a site that already has an apartment building." While such infill housing is seen as improving streetscapes, recreational space and landscape features, nowhere does the plan recognize its potential for growing food or for community gardens. Nor does it recognize that this is already a use, providing substantial community amenities, especially in older suburban highrise neighbourhoods that have become immigrant reception areas.

Once built over with infill housing, this land will be lost for growing food in the city. In the Annex, at least one highrise apartment owner has already built townhouses on the surrounding landscaped open space. The new policy will encourage building owners to seek permission for infill development and deter them from allowing tenants to develop community gardens on-site.

Urban agriculture and community gardens are also not considered as possible land uses in other sections of the plan. In the section dealing with "Regeneration Areas," the plan articulates a brownfield strategy for vacant or under-used lands. The objectives are to reuse buildings and contaminated lands, encourage investment, and create new jobs. There is also a greening strategy to plant trees and create parks and open spaces. Nowhere does the plan identify and support the use of brownfield sites, including buildings and lands, for urban agriculture. Other cities have successfully incorporated such uses. For example, Greensgrow Farm in Philadelphia runs a hydroponic gourmet vegetable farm in a former steel plant. Vegetables are marketed to local restaurants. In Buffalo, NY, Village Farms is a 35 acre commercial farm on an industrial site which produces 8 million pounds of tomatoes a year. Aquaculture is another option and entrepreneurs have already tried this in industrial buildings on Toronto's waterfront. In cities like Boston and Milwaukee, urban agriculture projects have focused on youth training and local economic development. Such objectives

could be incorporated into Toronto's plans for Regeneration Areas.

According to the plan, living downtown and accomodating more residents in the city will be made more attractive by enhancing parks, preserving natural features, and developing public spaces. There is no recognition that gardening is the most important recreational activity in Canada; that immigrants actively seek out spaces to grow ethnospecific food; that the aging of the urban population makes gardening an even more significant leisure facility; and that areas of high poverty, especially in the older suburbs, could benefit from the designation of lands for urban food production. While the Official Plan addresses policies to promote Building New Neighbourhoods, there are no policies to



*Quality produce can be locally grown*

incorporate sites for gardens or food production in these new medium density or high density developments.

The section on Healthy Neighbourhoods could incorporate land for community gardens in addition to "improving and expanding existing parks." Community gardens are often the focal point of a neighbourhood, creating a safe public realm that brings residents from diverse backgrounds together. Section 3.22 on Community Services and Facilities, needs to acknowledge the role that community gardens play in community development.

Toronto's new Official Plan "embraces sustainability as a central concept" and argues that a successful city inspires stewardship and responsibility for the natural environment. There is an emphasis on protecting, enhancing and restoring natural systems. However, nature is framed in conventional terms as parks, ravines, and natural systems that will be preserved and regenerated. There is no acknowledgement that nature might be cultivated and productive, that natural areas might be used for food production or that parks might be used for multiple purposes, including urban food production and local economic development. Nor does it recognize that stewardship in the city is exemplified by gardeners working coopera-

tively together to turn waste land into productive community space. For example, Dufferin Grove Park in the west end of the city, combines within one small neighborhood park, space for recreational activities in addition to two community bread ovens which generate income for local youth who sell bread in the park, the cultivation of vegetables and herbs, naturalized areas, community-maintained flower beds and sites for two local theatre groups.

Community gardens need to be included as part of green infrastructure. Dedication for parkland needs to include community gardens and urban agriculture, with incentives for conservation easements and donations from private owners. Urban agriculture, including community and rooftop gardens, needs to be included in the discussion of natural linkages, habitat and reducing waterflow into storm sewers.

An official plan combines a focus on a vision for the city with the designation of land uses to achieve certain objectives. Access to land is essential to the existence of urban agriculture and community gardens in Toronto. Implementation of policies such as height and density incentives could include community gardens as community benefits under section 37. Temporary Use By-Laws could be implemented to encourage urban agriculture instead of empty lots which pay reduced property taxes. Allowing small lots in the city used for food production to be taxed

at an agricultural rate might encourage such uses. Without acknowledgement in the plan, such initiatives will remain informal, ephemeral and marginal. Recognizing the role that community gardens and urban agriculture play as both a land use and a community service, would



*Community gardens need to be designated*

at least make planners and the public more mindful of the sometimes small changes that could support these initiatives and the policies that could, inadvertently, halt their growth.

*This article is based on a presentation to the Regional Agriculture Subcommittee of the Toronto Food Policy Council. Gerda R. Wekerle, MCIP, RPP, is a professor in the Faculty of Environmental Studies, York University. This is her first article for the Ontario Planning Journal.*

*See also "Letters to the editor."*

## Transportation

# Transit Numbers to Shake You Rigid

By David Kriger

Elsewhere in this issue, Michael Roschlau explains concisely why public transit is so important to the quality of life in our cities. I thought I would add a few numbers to the discussion, to illustrate just one impact of the chronic under-funding in transit: Table 1 tabulates the number of transit buses by age group, for each Province and Territory. The table includes only diesel and gasoline buses (and excludes electric trolley coaches). The data are as of 2000. For Canada as a whole, almost half (46%) of the fleet was 11 or more years old (pre-1990), and four out of five vehicles (81%) were 4 or

more years old (pre-1996). A closer look tells you that Ontario, with 38% of Canada's transit buses (and 38% of Canada's population), has 43% of the country's older bus fleet (2,278 of 5,261 pre-1990 buses). Over half (53%) of Ontario's buses were put into service before 1990.

What does it matter if the buses are old? After all, they are designed for a long service life. The ride is the same as it always has been. But it does matter—because with age comes increased maintenance problems, and costs—I can't speak for the Canadian situation, but in the United States in the 1980s, a

lack of funding eventually forced transit operators to defer maintenance. The results were predictable: more breakdowns led to awful service reliability, which led to fewer passengers.

Consider also what it takes to compete in today's transportation market: travellers demand such creature comforts as air conditioning, a quieter rider, and so on—all things that older buses generally don't have. And consider also that older buses lack today's emission-control technologies—not a trivial matter when you consider the impact of heavy-duty diesel engines on urban air quality.

What more needs to be said?

*David Kriger, P.Eng., MCIP, RPP, is the Ontario Planning Journal Contributing Editor for Transportation. He is also a partner with Delcan in Ottawa. Reach him at d.kriger@delcan.com.*

**Table 1: Age Distribution of Transit Buses in Canada, 2000**

Province / Territory	Number of Transit Buses in 2000						Population, 2001		
	Pre-1990		Pre-1997		Total		% of pre-1990 fleet	Total	%
	Number	% Total	Number	% Total	Number	% Total			
Canada	5,261	46%	9,266	81%	11,412	100%	100%	30,007,094	100%
Newfoundland and Labrador	43	73%	56	95%	59	1%	1%	512,930	2%
Prince Edward Island	1	100%	1	100%	1	0%	0%	135,294	0.5%
Nova Scotia	117	59%	185	93%	199	2%	2%	908,007	3%
New Brunswick	61	61%	80	80%	100	1%	1%	729,498	2%
Québec	1,076	36%	2,352	79%	2,982	26%	20%	7,237,479	24%
Ontario	2,278	53%	3,576	83%	4,312	38%	43%	11,410,046	38%
Manitoba	250	45%	424	76%	558	5%	5%	1,119,583	4%
Saskatchewan	135	57%	213	91%	235	2%	3%	978,933	3%
Alberta*	942	59%	1,349	84%	1,607	14%	18%	2,974,807	10%
British Columbia**	350	26%	1,021	76%	1,341	12%	7%	3,907,738	13%
Yukon Territory	8	62%	9	69%	13	0%	0%	28,674	0.1%
Northwest Territories	0	0%	0	0%	5	0%	0%	37,360	0.1%
Nunavut	--	--	--	--	--	--	--	26,745	0.1%

Source: *Street Side Guide to Urban Transit Fleets in Canada - 2000 Edition*, Canadian Transit Heritage Foundation

\* Excludes 98 electric trolley coaches

\*\* Excludes 244 electric trolley coaches

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## The Walkerton Inquiry Part 2 Report

By Dianne C. Damman

The "Part 2 Report of the Walkerton Inquiry: A Strategy for Safe Drinking Water" was released in May and contains recommendations for the safety of drinking water in Ontario. The Part 1 Report was released in January of this year and documents the circumstances and events that occurred in Walkerton. Both reports contain the findings of Chief Justice Dennis O'Connor, the Commissioner of the Walkerton Inquiry. The overall purpose of the inquiry was to investigate what happened and why, and to make recommendations for the safety of Ontario's water supply system.

### Recommendation Highlights— The Planning Perspective

Justice O'Connor recommends a source protection system in which planning at the watershed level (that is, based on ecosystem boundaries) is a key component. This would involve the development of comprehensive

watershed-based source protection plans (that is, watershed plans) for all watersheds in the province. Conservation authorities would coordinate the development of these plans, with the Ministry of the Environment and Energy (MOEE) taking on this role where there are no conservation authorities or where it would not be practical for the conservation authority to do so. Municipalities would also play a key role in the development of these plans to ensure that local considerations are addressed. Draft watershed plans would be prepared and submitted to MOEE for review and approval. MOEE would be responsible for ensuring that these plans are developed using a consistent approach across the province. In order to achieve this, a comprehensive water management framework would be developed by MOEE. The Report recommends that there should be extensive consultation in the development of this provincial framework, which Justice O'Connor suggests should be

established within six to eight months after the release of the Part 2 Report.

Once the plan has been approved, provincial permits for water taking and certificates of approval for sewage treatment plants and other activities with potential adverse effects on water quality would be in accordance with the provisions in the approved plan.

While there is considerable experience to date with watershed planning in Ontario, Justice O'Connor notes the "need for a coordinated, integrated approach to managing water resources" (p. 91). He further notes that "a systematic land use planning approach that protects drinking water sources, including strategies like wellhead protection legislation, the mapping of groundwater aquifers, and other land use controls, is used in many other jurisdictions" (p. 94). Justice O'Connor also acknowledges the need to coordinate across watersheds in order to ensure the protection of groundwater aquifers that may be located in several watersheds.

The Part 2 Report also provides recommendations on regulating potential agricultural impacts on drinking water sources as a means to ensure source protection. Other recommendations address standards, treat-

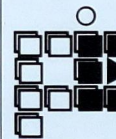


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ment, distribution, monitoring, laboratories, the role of the municipal and provincial governments, quality management, training of individual operators, small systems and the involvement of First Nations.

### Role of MOEE

The Report recommends that MOEE assume the lead role in the development of a watershed-based source protection framework. The Ministry should also participate in the development of the watershed plans and be responsible for the approval of all draft watershed plans. Justice O'Connor recommends the establishment of a Watershed Management Branch, which would assume responsibility for these new duties.

### What Does This Mean for Planners?

Justice O'Connor notes that "watershed-based source protection planning will have a direct impact on land use planning" (p. 102). Therefore, it can be anticipated that planners will play a key and important role in the implementation of many of the Report's recommendations relative to watershed planning. Given that planners routinely deal with the allocation and distribution of land uses, they will be able to play a pivotal role in facilitating the development of watershed-based source protection plans.

The concept of mandatory and binding watershed-based source protection plans introduces a new layer in the land use planning and decision-making process. Planners will have to be increasingly aware of allocating land uses in order to minimize effects on areas of vulnerability in the watershed. This will involve working in a more formalized multi-jurisdictional manner, one in which critical land use planning decisions will abandon jurisdictional boundaries in favour of making informed decisions within ecological

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boundaries. This will also involve promoting consistency in official plan and zoning policies with the watershed plan.

### Implementation Issues

There are a number of outstanding implementation issues for which further information is required. For example, details on the proposed Watershed Management Branch within MOEE are required to understand the mandate and operations of this Branch. There is also some debate over whether legislative changes are required in order to implement the proposed watershed planning regime. Justice Connor refers to broad provincial powers under the Provincial Policy Statement (currently under review) and to provisions under sections 34 and 23 of the Planning Act and suggests that "it may be possible to develop a comprehensive watershed-based source protection planning system under current legislation" (p. 119). However, he further suggests that "the province should review current legislation to ensure that the tools needed for implementing the watershed-based source protection regime . . . are available" (p. 119).

In addition, a recommended time frame for the review of watershed-based source protection plans has not been specified.

### What's Next?

The Ontario government has expressed support for the recommendations put forward by Justice O'Connor, indicating that it is committed to their implementation. The Ontario government plans to spend \$ 500 million over two years to improve drinking



*Report recommends more protection for water courses from agricultural practices*

water safety. This money will be used in part to upgrade water systems, purchase new monitoring equipment for MOEE and to establish a water research centre in Walkerton. The number of inspectors who test municipal water systems will also be increased.

OPPI will continue to monitor initiatives

and activities as the Part 2 recommendations move forward to implementation.

*Dianne C. Damman, MCIP, RPP, is principal of D.C. Damman and Associates. She is the head of OPPI's Environmental Working Group and coordinated OPPI's submission to the Walkerton Inquiry. She can be reached at [ddamman@kw.igs.net](mailto:ddamman@kw.igs.net).*

*Steven Rowe, MCIP, RPP, is contributing editor for the Environment column. He is the principal of Steven Rowe Environmental Consultant and he can be reached at [deyrowe@sympatico.ca](mailto:deyrowe@sympatico.ca).*

*Copies of the Walkerton Inquiry Reports can be obtained at the Walkerton Inquiry web site—[www.walkertoninquiry.com](http://www.walkertoninquiry.com). Part Two Report of the Walkerton Inquiry: A Strategy for Safe Drinking Water. The Honourable Dennis R. O'Connor. May 2002. OPPI's October 2001 submission to the Walkerton Inquiry, which commented on questions pertaining to the watershed planning process, and the regulation of other land uses and their interaction with a watershed management planning process, is posted on the OPPI web site ([www.ontarioplanners.on.ca](http://www.ontarioplanners.on.ca)).*



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## Greening the World Around Us

In this issue, Brian McHattie reviews two publications by Evergreen, a national non-profit environmental organization with a mission to bring nature back to our cities. Readers may recall a recent tabloid insertion in the *Globe & Mail* devoted to Evergreen's activities. The pitch was refreshingly down to earth (pardon the pun) and did a wonderful job of linking public sensibilities with corporate messages and their organization's mission.

Visit [www.evergreen.ca](http://www.evergreen.ca) for more information. Brian McHattie hails from the Hamilton area and knows first hand how useful these slender booklets can be.

—T.J.

## No Plot is Too Small: A Community's Guide to Restoring Public Landscapes

Published by Evergreen, 2000,  
48 Pages,  
ISBN 0-9681078-4-2,  
\$15.00

*Reviewed by Brian McHattie*

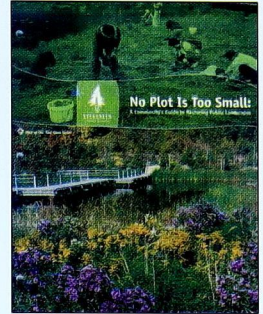
Evergreen motivates people and provides them with the practical tools to create and sustain healthy cities through community naturalization projects across Canada.

Because they believe that local stewardship is the most effective way to create sustainable projects, their main focus is the creation of practical "how-to" resource guides and research reports.

This publication proceeds from the fundamental understanding that cities, too, are habitat. From guiding principles (participa-

tory, partnerships, responsive design with the ecosystem and with citizens), to a step-by-step guide to building momentum how to develop a communication plan, to putting together a project team, to site mapping, to plan development and site design, this publication has it all. Sections on budgeting and fundraising, monitoring and evaluating the success of the project, are joined by how to continue momentum to additional greening projects.

Excellent annotated bibliographies provide the reader with loads of resources for follow up.



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**Ground Work:  
Investigating the Need  
for Nature in the City**

Published by Evergreen, 2000,  
25 Pages,  
ISBN 0-9681078-6-9,  
\$15.00

Reviewed by *Brian McHattie*

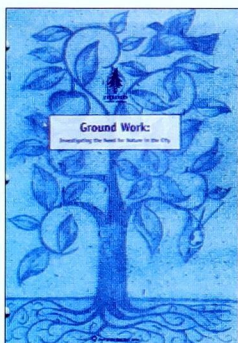
This report examines the costs and benefits associated with integrating nature into the urban environment.

According to the authors, community naturalization can benefit the environment, achieve individual and community health benefits, and provide significant financial benefits to municipalities and landowners. Seeking balance, the report includes a discussion of the associated costs and potential sources of conflict associated with naturalization.

The environmental benefits obtained include enhancing biodiversity, reducing toxins, absorbing carbon (trees in Chicago provide about 5.6 mil-

lion tones of carbon storage), improving air quality, improving water quality, and raising ecological consciousness.

Community health benefits include fostering a stronger sense of community, the development of new friendships, and the intangible presence of nature in the city that contributes to peoples' sense of well-being and quality of life. Passive recreational opportunities are increased, including creating more opportunities for nature-viewing.



Municipalities gain financially by creating green spaces, which absorb rainfall that in turn, does not runoff, and end up swamping the City's sewage treatment plant. Park maintenance costs decrease. Local homeowners experience property value increases, and reduced energy costs as vegetation has a moderating effect on temperature. Extensive reference and annotated bibliography are appended. This document

would provide all the information you would need to support grant applications

and to persuade local municipal officials to come inside with a naturalization project.

*Brian McHattie is the vice-president of the Hamilton Naturalist's Club and he can be reached at mchattie@interlynx.net.*

**BOOK PIX**

These Bookpix were provided by Mark Phillip Rose, librarian with Intergovernmental Committee on Urban and Regional Research / Comité Intergouvernemental de Recherches Urbaines et Régionales (ICURR / CIRUR), 40 Wynford Dr., Suite 206, Toronto, Ontario, M3C 1J5, Tel: (416) 952-1437, Fax: (416) 973-1375

**Choice between investing in Canada's cities or disinvesting in Canada's future : TD Economics Special Report / BURLETON, Derek. —**

Toronto: TD Bank Financial Group, 2002.  
28 p. : tables, graphs.

The report states that Canadian cities should get new sales tax revenues, which would be collected by provincial or federal governments. It also recommends a corresponding decrease in federal or provincial taxes to ensure that the overall tax burden does not increase. Accompanying these changes would be an increase of autonomy for cities on policy matters.

**City families and suburban singles: an emerging household story from census 2000 / FREY, William H.; Berube, Alan. — Washington DC:**

Brookings Institution, Center on Urban and Metropolitan Policy, [2002]  
22 p. : tables, graphs, bibl.

A study evaluating population and household changes during the 1990s in the United States' 102 largest metropolitan areas (population greater than 500,000) as reported in the 2000 census. Some topics covered include: household makeup, rate of urban growth in the North vs. the South, suburban growth and immigrant populations.

**Community Rules : a New England guide to smart growth strategies Heart, Bennet; Humstone, Elizabeth; Irwin, Thomas; [et al.] — Boston**

MA: Conservation Law Foundation, 2002.  
iv, 99 p. : ill. tables, appendices, bibl.

Community Rules is a smart growth guidebook for volunteer board members, planners, concerned citizens, and others, that illustrates how local regulations can be put to use to: Steer pedestrian-friendly mixed-use development into town centres and new growth centres; Sustain farming and forestry lands; Tame big box development; and Protect natural resources.



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