

# ONTARIO PLANNING

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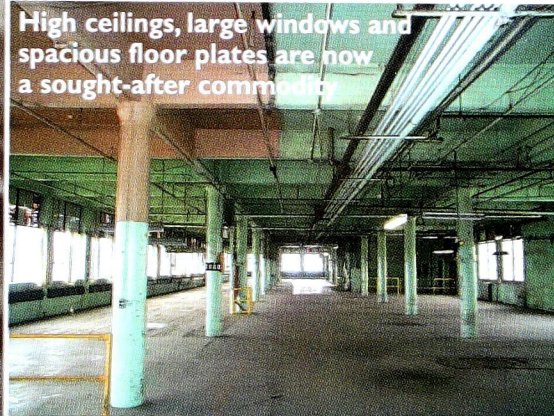
ONTARIO PLANNERS: VISION · LEADERSHIP · GREAT COMMUNITIES

## Kitchener's Adaptive Re-Use Program

Shifting the Focus of Investment  
Back to the City Core



High ceilings, large windows and spacious floor plates are now a sought-after commodity



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## ONTARIO PLANNING JOURNAL

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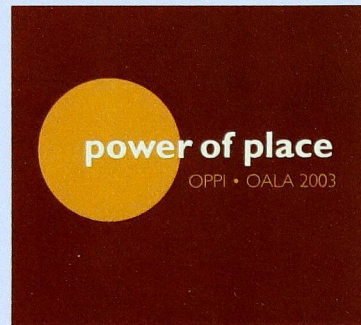
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# Advantage Downtown

## How Kitchener is Shifting the Focus of Investment Back to the City Core

**T**he evolution of Ontario's downtowns in the 20th century was influenced by profound changes in our economic processes and new technological opportunities.

Corporations and families collectively made urban investment choices that brought them closer to their individual goals, but which left Ontario's downtowns further from the goal of functioning as liveable, enjoyable and sustainable city centres. Industry moved from downtown to business parks on the fringe to gain more room, be closer to international markets and operate production plants more efficiently. This trend, in conjunction with the increased popularity of the private car, meant that people no longer had to live within walking distance of work—the way that most of Ontario's cities were organized in the early 1900s.

The suburban mall quickly became the shopping destination of choice—changing where people bought their goods and personal services. By the 1970s, most new housing and commercial developments were being built further

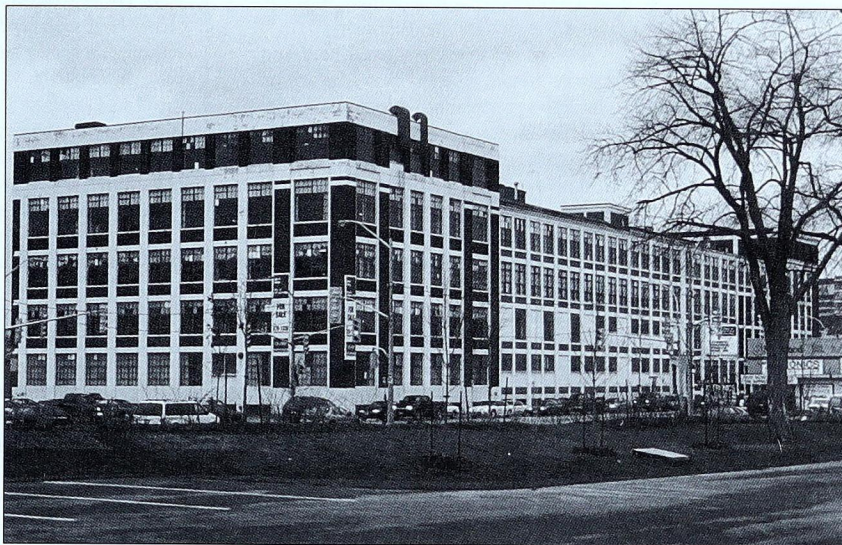
from the traditional city centre, and people followed. As historical downtown functions were transplanted, more inner city buildings became vacant and in some cases abandoned.

Kitchener in particular felt the impact of this shift to global investment, trade and revised manufacturing practices. Industry had been the backbone of its downtown since the late 1800s, giving rise to the moniker "Busy Berlin," the City's original name. Kitchener was a successful manufacturing centre, producing clothing and a range of rubber, leather, electronic, and consumer goods. When industry abandoned downtown, it left behind many vacant multi-storey manufacturing facilities and under-utilized land. Some sites were contaminated.

The City's past economic successes have created both community challenges and contemporary opportunities. The legacy of Kitchener's industrial prosperity is an impressive inventory of for-

By *Terry Boutilier,  
Leon Bensason  
and Mitchell Fasken*

mer buildings of industry, many of which are located in an area of the downtown known locally as the Warehouse District. "Vacant and derelict, these sites depress the area," says Terry Boutilier, Kitchener's Senior Planner. "However, their adaptive re-use can return the Warehouse District to a thriving area filled with people and activity indicative of an urban downtown." This potential is also acknowledged by Leon Bensason, Kitchener's Heritage Planner. "While downtowns in other cities have distinct geographic attributes like rivers, lakes or quaint, historic streetscapes, Kitchener's downtown is recognized for its rich industrial heritage," she notes.



Kaufman building ideal for adaptive re-use

Characterized by high ceilings, large windows and spacious floor plates, these beautiful older buildings are now a sought-after commodity with developers looking to convert them into office, commercial and residential space. Commercial tenants are attracted to the increased flexibility of floor space combined with unique interiors, and residents are enticed by abundant sunlight and proxim-

ity to the downtown's employment, cultural, and entertainment venues. "The buildings and machines of the industrial age showcase the strong blue-collar roots of the city and present a unique way of looking at the human side of the region's landscape," points out Boutilier.

### How Kitchener seized its opportunity

In 1994, Kitchener initiated an Adaptive Re-Use Program to help spur investment in these sites. The program was developed with Council's Economic Development Advisory Committee, a group of local business leaders committed to igniting interest in the downtown.

The Adaptive Re-Use Program recognizes that it is primarily the role of the private sector to invest in the re-use of these lands for newer, sustainable activities, and the role of the public sector

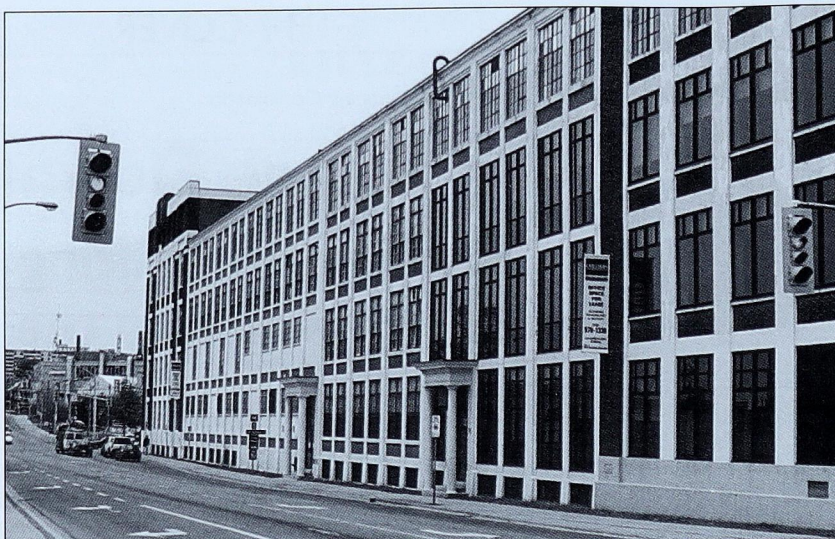


to assist the private sector. The program focused on 16 strategically selected sites, and includes professional, financial and municipal regulatory assistance to the investment community. Each of the 16 sites was assigned to a specific staff member who is the main City expert contact and advocate for that site. A detailed property development file was compiled on all site conditions, infrastructure and regulatory requirements. The information is readily available for all potential investors and their consultants to use.

Professional assistance began with a customer service philosophy that put service, quality advice and a positive attitude first. Planning and Building staff worked co-operatively with each investment prospect. Recognizing that former industrial sites need a higher order of consultation and effort, staff were "on call" to meet all potential investors so that there was a clear understanding, prior to acquisition, of all the site's issues and potential. Once acquired, the City contact person is responsible for facilitating and expediting the required approvals.

Financial assistance is one of the most important ways Kitchener helps to spur investment and growth. Adaptive Re-use offered financial incentives for downtown sites by:

- providing rebates on any fees incurred for planning and building approvals, payable upon successful completion of the project;
  - eliminating City of Kitchener and Regional development charges, and waiving park dedication fees;
  - providing feasibility study grants available up to 50 percent of the value of the study to a maximum of \$10,000, payable following successful completion of the study.
  - providing a tax rebate for three years, commencing in the year following the completion of construction and occupancy. The rebate is equal to 50 percent of the City's portion of the property tax increase attributed to the improvements.
- Regulatory assistance included a compre-



Kitchener's downtown is fighting back

hensive review of the City's Official Plan and Zoning Bylaws for each site to permit the widest range of land uses, and reduce avoidable approval encumbrances. The City's philosophy is to eliminate the obstacles for the development industry.

"We wanted to attract investment and foster economic growth," says Mayor Carl Zehr. "The program provides incentive to developers to stimulate the redevelopment, renovation and improvement of buildings in our downtown."

There is evidence that the Adaptive Re-use Program is working. One of the cornerstones of the Warehouse District is the former Kaufman Factory. A looming presence in downtown, it covers an entire city block and faces King Street, Kitchener's "Main Street." The adaptive re-use of buildings such as this one provide an urban alternative to traditional development that preserves the building's heritage qualities and showcases Kitchener's rich history.

The former Kaufman Footwear building is architecturally significant and is representative of the history of industrial architecture in Canada. Designated under Part IV of the Ontario Heritage Act, it is an excellent example of early industrial modernism architecture. It is also the work of one of the 20th century's greatest industrial architects, Detroit-based Albert Kahn.

The Kaufman Footwear building embodies Kahn's design philosophy. Like many of Kahn's façades, it is organized in a grid-like pattern, with successive floor slabs interfaced with the structure's exterior columns. The use of red brick in the façade at the spandrels serves to accentuate the grid of the structure

and the inclusion of large steel sash windows maximizes opportunities for natural light.

Mitchell Fasken of 410 King Properties Limited was attracted to Kitchener's downtown because of the strong municipal vision. "Kitchener seemed committed to downtown revitalization in a meaningful and tangible way," he suggests. "They have expended a great deal of effort in pre-planning, providing incentives and they want to create a downtown that retains its heritage and cultural assets. The City's management is focused on a vision and committed to achieving results. Municipal policies reflect the vision and staff are genuinely helpful," says Fasken.

Fasken, who acquired the property in 2001, notes that the incentives were a major factor in his company's decision to purchase the building but acknowledges that the Kaufman site represents a unique redevelopment opportunity. "The building possesses unique architectural and heritage features. Coupled with the large contiguous floor space, on-site parking for 350 cars and the benefits of a downtown location, the building meets the current office needs of a wide variety of users in the regional area."

The interior architectural design of the building allows for the warehouse/high-tech interior finish of the space with the added functionality of a poured concrete structure for security, fire protection and noise management. Fasken's firm is currently in the process of renovating the building into approximately 50,000 sq. ft. of office space, 13,000 sq. ft. of retail space and 134 residential apartment units. Occupancy of the development will begin in late 2003.

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A new front door for downtown

The Kaufman renewal represents the merging of two visions: the investor's and the City's. The teamwork shown to date is clearly overcoming the challenges of a brownfield.

Within Kitchener's downtown the opportunity has never been greater. In the past, despite persistent efforts, people weren't interested in living in the downtown. Today, however, the demand for downtown living has returned. Residents wanting an alternative to suburban homes are looking to the downtown to find other types of living spaces. These former buildings of industry have the opportunity to fill this niche.

*Terry Boutlier, MCIP, RPP, is a Senior Planner (Special Projects). Leon Bensason, MCIP, RPP, is a Heritage Planner. Both work for the City of Kitchener. Mitchell Fasken, president of Kimshaw Properties, Inc., is UDI Ontario's spokesperson on brownfields.*

## Brownfields 2003 planned for Kitchener

*The Canadian Urban Institute and the City of Kitchener are joining forces to present Brownfields 2003 in Kitchener on October 23, 2003. Current plans call for Brownfields 2003 to take place in the Kaufman building. Support for the CUI's fourth annual brownfields conference has already been pledged by the Ministry of Municipal Affairs and Housing and Ecolog Information Services. Canada Mortgage and Housing Corporation will return as sponsors of the CUI's annual Brownie Awards. OPPI is also participating, with Mike Sullivan, MCIP, RPP, representing the Institute on the Brownie Awards Committee. Visit [www.canurb.com](http://www.canurb.com) for details.*

# A National Brownfield Redevelopment Strategy: Reflections on an Opportunity for Canada

By Sara Melamed

Tens of thousands of brownfield sites can be found in towns and cities across Canada. The sites are economically unproductive blemishes on the urban landscape. In some cases, they also pose risks to human health and the environment. Recognizing the problem and potential gains to be had from returning brownfields to productive use, the Government of Canada, in its budget of December 2001, charged the National Round Table on the Environment and the Economy (NRTEE) with the task of developing a national strategy to address this pressing issue. Just over a year later, in early February, the NRTEE officially released *Cleaning up the Past, Building the Future: A National Brownfield Redevelopment Strategy for Canada*.

The strategy's recommendations have the potential to spark an exponential increase in brownfield redevelopment in Canada, generating significant benefits for governments, communities and individuals across the country. In addition, the strategy lays the foundation for Canada to become a global leader in the field.

### The NRTEE Process

The Round Table convened a multi-stakeholder task force to spearhead the initiative and to provide input throughout the process.

Task Force members included planners, engineers, entrepreneurs, lawyers, bureaucrats and consultants, representing the federal, provincial and municipal governments, the financial sector, developers, property owners, environmental organizations and remediation firms. To broaden the consultation process and to reinforce the validity of the recommendations, the NRTEE also held a multi-stakeholder workshop in June last year that gave approximately 100 workshop participants an opportunity to comment on draft recommendations. The final recommendations were endorsed by the Task Force and then approved by the NRTEE Executive and members.

### The Problem

According to the NRTEE's definition, brownfields are "abandoned, idle or underutilized commercial or industrial properties where past actions have caused contamination, but where there is an active potential for redevelopment." They include not only more obvious examples such as decommissioned refineries or railway yards, but also many smaller, problem-riddled properties such as abandoned gas stations and former drycleaners where toxic substances may have been used or stored. Like many other countries, Canada has no comprehensive inven-

tory of brownfields (or of contaminated sites), but it is estimated that there are as many as 30,000 brownfields in towns and cities across the country.

### The Opportunity

The NRTEE strategy emphasizes that brownfields represent a significant lost economic opportunity. Left untouched, they can damage local economies and in some cases, pose threats to human health and environmental quality. Cleaned up and returned to productive use as sites for new housing, offices, parks or recreational facilities, redeveloped brownfields consistently generate economic, social and environmental benefits.

An economic study commissioned by the NRTEE found that, compared with greenfields, redevelopment of brownfields across the country could deliver the equivalent of \$7 billion in public benefits, not including direct commercial gains realized by those responsible for development. Redeveloping one hectare of brownfields can avoid the development of approximately 4.5 hectares of greenfields. The resulting public "wind-fall" results from more compact, efficient urban growth, and, ultimately, more competitive cities. Specific public benefits might include increased property values on surrounding land, higher revenues for govern-



ments from greater economic activity, and savings on infrastructure costs. The study also suggested that there would be reduced pressure on the public purse as a result of lower health risks, preservation of agricultural land, less air pollution, improved quality of life in neighbourhoods, better access to affordable housing, more employment opportunities, and a general restoration of environmental quality in communities.

The NRTEE examination of the issue showed that positive returns from brownfield redevelopment have been seen across the board, from small sites such as the Centre de la petite enfance (Familigarde) in Ville La Salle, Quebec, or the Barton and Crooks Street development in Hamilton, Ontario, to the massive rehabilitation of the Moncton Shops site in Moncton or False Creek in Vancouver.

### The Challenge

If the case for brownfield redevelopment is so strong, why do so many brownfield sites remain idle and unproductive across Canada? The short answer is that brownfield redevelopment is a complex activity where the perceived costs and risks and of cleanup often outweigh the potential gains, especially when compared to the more straightforward development of greenfields. Redevelopment can involve several levels of government, and departments within governments. Specialized know-how may be required to manoeuvre around the rules and regulations, and proponents must be willing to deal with public concerns about "dirty" sites. As David McGuinty, President of the NRTEE, noted at the launch of the strategy, "The complexities of the process paralyse current owners, developers, lenders, insurers, municipal governments and future owners. Regulatory wrin-

kles put everyone associated with a project at risk of being held responsible for all cleanup costs and damages, with an absence of closure on that liability, making it difficult to obtain financing for site assessment and cleanup."

The key challenges, which are not unique to Canada, are: lack of access to capital, regulatory and civil liability risk, limited access to environmental insurance, regulatory delays, stigma and risk perception, and lack of awareness among many public- and private-sector players.

The NRTEE strategy suggests ways to overcome these hurdles.

### The Product

A mix of instruments, grouped into three strategic directions, was selected by the Task Force to address the challenges described above:

- *Strategic Direction 1: Applying Strategic Public Investments to Address Upfront Costs*
- *Strategic Direction 2: Establishing an Effective Public Policy Regime for Environmental Liability and Risk Management*
- *Strategic Direction 3: Building Capacity for and Community Awareness of Brownfield Redevelopment*

(The full strategy, complete with descriptions of the proposed recommendations, is available on the NRTEE website at [www.nrtee-trnee.ca](http://www.nrtee-trnee.ca).)

The strategy integrates lessons learned from other countries, but nevertheless offers a made-in-Canada approach to the problem. It recognizes and builds upon recent brownfield redevelopment initiatives in several provinces (such as the new brownfield-related legislation in Ontario and Quebec) and communities (such as the ERASE plan in Hamilton). To retain a clear focus and optimize the chances for success, it targets those sites where both cleanup costs and the poten-

tial for redevelopment are high, and where strategic public-sector initiatives are needed to provide the stimulus for redevelopment. According to the NRTEE, sites in this group make up approximately 60 percent of all brownfields in Canada, and are likely to be found in established urban areas and along transportation corridors, where municipal services are readily available.

### Next Steps

There is little debate that brownfield redevelopment represents a huge opportunity for all those involved. The magnitude of the opportunity for Canada has been demonstrated through the research undertaken during the preparation of the national strategy.

The strategy notes that public-sector leadership as an essential ingredient for successful brownfield redevelopment. This is why the NRTEE has intentionally included measures that can and should be adopted by each level of government in Canada. The strategy also suggests a practical, flexible, phased-in implementation approach that allows for the fact that some provinces and municipalities already have well-established brownfield initiatives, and that not all the recommended actions can or should be undertaken immediately.

Brownfield redevelopment need not be an elusive dream. The NRTEE has laid out the "blueprint for action"; the challenge is now for key stakeholders—in both the public and private sectors—to actively support and implement the proposed recommendations as quickly as possible.

*Sara Melamed of S. Melamed Associates Inc. is an independent consultant. She was engaged by the NRTEE to manage the brownfield redevelopment strategy initiative from its early stages to its official release.*

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Rethinking Retail in Real Time

## Less is More—The Evolution of Big Box Retailing

By Gordon Harris

When Wal-Mart recently announced plans to open a number of 100,000+-square-foot Sam's Club stores in Ontario, planners could be forgiven for thinking that this is the start of a whole new round of "big box" retail expansion.

Sam's Club, a direct competitor to Costco Wholesale, is not really a "big box" at all. It is, in fact, a department store. It just happens



Big Box on Main Street—A Work in Progress  
From a Design Perspective

to be a very different department store from those we are used to or remember (think Eaton's, Woodward's and K-Mart). While new to Canada, giant discount food and general merchandise stores have been a part of the U.S. retail landscape for 20 years and eventually we may see as many as 60 of them here.

Sam's Club, stocking everything from durable goods such as washers and driers to clothing and groceries, is practically a self-contained shopping centre. In contrast, the big box stores, at the other end of the retail spectrum, offer a relatively narrow range of goods.

### Big Box Continues to Evolve

Less dramatic but just as important to planners are the changes that are quietly occurring in the big box format. When big boxes first appeared here in the 1980s, their huge size (40,000 to 120,000 square feet or bigger) led to them being labelled "category killers," even by their fans. At this scale, they quickly dominated their particular category (think of Home Depot or Toys-R-U's).

But it takes a big market population to sup-

port a giant single-category store and Canada's major markets soon had all the big stores they needed. The response of these category killers has been varied and creative:

- **Consolidations.** Costco's takeover of Price Club and Indigo's purchase of Chapters took players out of the market, leaving the victors with greater market share.
- **Smaller stores.** This allowed the big box retailers to fit into smaller markets. Costco and Revy Home and Garden Centres were pioneers in this trend. Home Depot has recently introduced smaller-format stores of less than 60,000 square feet, a far cry from the original formats at least two to three times this size.
- **Diversified offerings.** This approach gave big box retailers the opportunity to reach a broader audience and serve smaller markets. An example is the move by Toys-R-U's into children's wear and baby goods in addition to its core toy merchandise offering.



Restoration Hardware  
adaps better than Future Shop

### Taking Care of Business

Retail chains are like any growth-oriented business. They have to move forward to stay competitive. This explains the most recent shift that has seen a uniquely suburban retail phenomenon move into the city.

Where once acres of free parking was assumed to be a necessary condition to assure big box success, today we see a wide array of large format specialty retailers on Main Street. We also see them taking up vacant space in shopping centres where anchor department stores used to be.

Twenty years ago, the big boxes were attracted to relatively cheap suburban land, often seeking out industrial land and getting it rezoned to permit commercial use. While this strategy allowed operators to quickly enter and serve growing suburban markets, it tended to miss more established urban concentrations of population.

Higher land prices and the difficulty in finding downtown sites that could accommodate 100,000+ square feet of retail space were very real barriers. But once the retailers figured out that they could operate competitively in a smaller space, expansion into "neighbourhood" or "urban" formats began.

Today, it is not unusual at all to see a Toys-R-U's, Staples, Future Shop, Indigo, or other former suburban category killers on Bloor Street in Toronto, Rue St. Catherine in Montreal, or Broadway in Vancouver.

As the Canadian population ages and

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more of us choose to stay in or move back to the city, retailers will continue to adapt to meet our needs. The big box phenomenon has already gone through massive changes and will continue to do so. New specialty retail names in Canada like Bed, Bath & Beyond, the Home Store, Restoration Hardware and Williams Sonoma are simply starting out smaller, around 8,000 to 15,000 square feet and they are entering urban and suburban markets simultaneously.

These "baby boxes" can help revitalize older commercial streets and at the same time they can breathe new life into older community shopping centres that are losing their traditional grocery store or department store anchors.

Meanwhile, as Wal-Mart launches its

Sam's Club stores in Ontario, it is also revisiting its original department store format. In the U.S., Wal-Mart operates dozens of 50,000 square foot Neighborhood Market stores. At less than half the size of a typical Wal-Mart, these are grocery stores with a limited offering of durable goods. Loblaws is attempting to copy this practice in Ontario.

#### What Lies Ahead?

Planners in both the public and private sectors will need to work hard at understanding the design and economic challenges of fitting large specialty stores into existing retail areas. But what if this leads to the further erosion of Main Street? Is this a battle that can be won?

Planners also have an opportunity to help retailers find suitable suburban sites that not

only have potential for a re-positioned retail offering, but which minimize burdens on the transportation system and which maximize the overall livability of the community.

In an uncertain world, one thing is for sure: the days of responding to the needs of the retail community with a rule book and a one-size-fits-all formula are gone forever.

*Gordon Harris, MCIP, is the principal of Harris Consulting Ltd., a Vancouver-based consultancy specializing in strategic planning, economic development and retail market analysis for clients throughout Canada and abroad. He is a regular contributor to the Ontario Planning Journal. Gordon can be reached at [gordon@harrisconsults.com](mailto:gordon@harrisconsults.com).*

Leadership from Red Ken Inspiring Change

## London Diary—Learning to Love That De-Congested Feeling

By Marni Cappe

I believe I am living in the most amazing city in the world. Nearly six months ago, I relocated to London when my husband took up his new responsibilities as Canada's High Commissioner to the United Kingdom. I mention this because I am experiencing London from a very privileged position, which no doubt contributes to my unreserved enthusiasm for this great city. On the other hand, some of my favourite things to do in London are accessible to everyone: walking on wide sidewalks or narrow lanes; strolling through the beautiful parks; visiting museums (which are free); exploring food and flower markets; and of course, getting lost.

I try to keep up with the planning and local government issues of the day. In London, the most controversial issue (aside from the Mayor himself) is the introduction

of congestion charges in February. It has become a topic of conversation at every watering hole and I have yet to find anyone who likes the idea. For that matter, aside from ambassadors, I haven't actually met anyone who commutes by car. Nonetheless, the number of vehicles on city streets is staggering and roads are congested all day long.

On 17 February 2003, central London became a congestion charge zone. It now costs £5 (\$12.50 Cdn) for a vehicle to enter the city centre between 7 am and 6.30 pm Monday to Friday. Failure to pay results in a penalty charge of £80 (\$200 Cdn), which rises to £120 (\$300 Cdn) after 28 days. Various methods of payment are available to facilitate the new system.

The plan aims to clear London's strangled roads and force people out of their cars and back on to public transport. Transport for London predicts congestion charging will cut traffic levels inside the charging zone by 10-15% (measured in vehicle miles) and congestion by 20-30% (measured in vehicle delays). Such targets are equivalent to school holiday levels all year round. More than 200 additional buses providing 11,000 extra peak hour spaces will be operating on routes into the congestion charging area.

If only transportation planning were that simple. Congestion charging entered the zone of politics as soon as Mayor Livingstone announced the scheme, only a week after his election. Fuelled by an investigation by a reputable newspaper, critics (and there are many) are convinced that much of the cur-

rent mess on London's roads was artificially created to ensure the scheme appears to work. They allege traffic lights were changed with the aim of slowing down traffic and that extra road works were rushed on to the streets.

Miraculously, many of the road works have now disappeared, the lights have changed back and the charge is cautiously being hailed as a success. Other pitfalls include potentially outdated computers and huge administration costs. Early reports suggest that the scheme may be working. Bus drivers have had to adjust their schedules to avoid arriving too early.

People here believe that the success or failure of congestion charging in London will influence transportation management in the U.K. for many years to come. National government proposals for new inter-city road improvements, rail system upgrades, and privatisation of the London Underground are part of a transportation strategy aimed at reducing congestion. At the municipal level, more than 42 separate local authorities are studying the scheme, including Edinburgh, Leeds, Nottingham, and Bath. Officials in Boston, New York, Milan, and Paris are also paying attention. Like everyone else, I will be waiting and watching. . . . but more importantly, walking.

*Marni Cappe, MCIP, RPP, can be reached at [marni.cappe@dfait-maeci.gc.ca](mailto:marni.cappe@dfait-maeci.gc.ca). This is the first of a series of commentaries from London where she is currently residing.*



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London's "Charging Zone"

Transport for London (TfL) is the integrated body responsible for planning and delivering the capital's transport services. They report:

- 27.3 million journeys are made in Greater London every day. 8.5 million on public transport (4.5 million on bus; 3 million on Tube; 1 million by rail), 11 million by car or motorcycle, 7 million on foot, 0.3 million by bicycle.
- Over one million people enter central London by all forms of transport each morning peak, 85% of them by public transport. (52% of Torontonians use transit to enter central Toronto each morning).
- Traffic on roads in central London moves at an average speed of less than 10 mph. There are now no longer any 'peaks' or 'off-peaks' of traffic volume between 7am—6.30pm
- 40,000 vehicles an hour drive into the proposed congestion charging zone—equivalent to 25 busy motorway lanes—during morning peak (7am—10am).

**Sources**

www.tfl.gov.uk; "A Transportation Vision for the City of Toronto."

Politically Correct Thinking Could Harm the Cause

## Smart Growth: Challenges and Choices

By Neil Rodgers

There is an unacknowledged success story in the economic prosperity of Central Ontario—the region has evolved, overall, as a "smart" jurisdiction, with high urban densities and planned urban growth based on a strong and sound planning and regulatory regime.

This recent growth, one of the highest absolute levels in the province's history, should not be a cause for apology by Ontarians. Yet it does prompt an urgent need to address the "infrastructure deficit." The Urban Development Institute/Ontario (UDI) recognizes the necessity for the province to return to the levels of investment it historically made in our cities.

UDI is now calling on the province to institute "big-picture planning," reminiscent of *Design for Development: The Toronto Centred Region Plan*, which will carry us forward for the next 30 to 50 years. Naturally, such a strategy must include reciprocal investments to ensure Ontario has a modern infrastructure capable of supporting our economy and offering a high quality of life to its residents.

In the report *Investing for Tomorrow: Moving Forward with Smart Growth in Central Ontario*, prepared for UDI by Hemson Consulting, there are parallels with the recent report issued by the Central Ontario Smart Growth panel, titled *Shaping the Future*.

But the challenge ahead lies in ensuring that "Made-in-Ontario" Smart Growth initiatives will not weaken the strengths that have been achieved to date. The phrase, originally coined in the U.S., has been synonymous with the City of Portland and the State of Maryland. Yet the term arose in large part due to their own lack of comprehensive regional planning and, in turn, growth management issues. In the Ontario context, Smart Growth has been ongoing yet anonymous for decades.

Ontario, too, is currently challenged with growth management. Consider that approximately 150,000 new residents (close to the population of the City of Barrie) came to the region in 2001 alone. Over the last decade, growth in the Golden Horseshoe ranks second throughout North America, just behind Dallas-Fort Worth and ahead of Los Angeles. Ontario's population growth outpaced by a

margin of 3 to 1 all other major Canadian cities. This economic and lifestyle draw to Central Ontario, with the focus on the GTA, is expected to continue. The population of the Central Ontario region is expected to double in size to over 7 million people in the next 30 years.

Quite simply, the nature and volume of growth, including outside forces—global economic cycles, domestic and foreign policy, and political circumstances—can be seen as both an opportunity and challenge. Any Smart Growth solution must be responsible, dynamic in its response, equitable and accommodate growth with investments in public infrastructure—particularly public transit.

What some commentators negatively called "sprawl" did not occur by accident, nor was it something malevolently propagated by the development industry. Certainly, attempts to modify human behavior through regulation were instituted and to some extent did work. However, in many respects it is entirely market driven. It is the direct consequence of Ontarians making choices about their quality of life and their standard of living—choices



perpetuated by geography, location, and economic, cultural and social and circumstances.

In accommodating society's choices, Ontario's communities have traditionally developed at intensive densities relative to the U.S. Compare 96.5 percent of the Golden Horseshoe's urban population living with densities of 2,500 people per sq. km., to that of New York-Northern New Jersey at 91.5 percent, or just over 2,000 people per sq. km. The GTA hosts a larger percentage of high-rise units (5 stories or greater) at 28 percent, than New York City at 23 percent. These statistics are compelling in that they validate the fact that our land use planning system works—it works to manage the resource efficiently while offering lifestyle choices.

The land development industry has, all along, assumed the responsibility of maximizing land use and balancing environmental interests. However, choice must also be available as an important component of continued development. Creating and offering housing, employment and transportation choices should be the priority when planning the growth of corridors and nodes within existing urban boundaries. This was a recommendation of the Central Ontario Smart Growth panel.

To achieve appropriate development of these nodes and corridors, UDI believes that an incentive-based approach will attract opportunity and growth to these areas. This approach is well entrenched within the American Smart Growth model. Recently, the Region of York has considered it in their affordable housing strategy.

A suite of incentives could include, among other things, restructured development charges to promote intensification and a review of property tax policy to encourage investment in these targeted areas. A review of parkland dedication and parking standards, and easing of zoning regulations (possibly an approach similar to the Kings in Toronto) would assist and generate interest in infill opportunities. Furthermore, one could question if the Planning Act, in its current manifestation, is conducive to promoting "infill" or is it more of a "green-fields" regulatory instrument?

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No apologies for growth from UDI

A focus on intensification will only succeed with attention and re-investment in Ontario's transportation and transit infrastructure. Unfortunately, governments at all levels have lost sight of the notion that it is completely appropriate to "debt finance" capital infrastructure, provided such levels are acceptable. Provincial capital expenditures on transportation and infrastructure have fallen to approximately 5 percent from 19 percent in the mid-1960s.

The vision of Premiers Frost, Robarts and Davis, who with their progressive leadership built Ontario's infrastructure, has become virtually exhausted over the course of 30 years of growth. With greater foresight, and sustainable investment in transportation and transit needs, the current debate about "sprawl" might have been moot.

In *Investing for Tomorrow*, UDI raises the issue of sustainable investment in infrastructure. Developers have come to bear the burden, with the financing and construction of water and sewage treatment plants, public transit, roads, community centres and parks realized through the payment of development charges. The development industry has fulfilled its responsibility through these contributions—growth is paying for growth. What has been effectively lacking is sustainable investment by the federal and provincial governments in the "400 series" scale of public infrastructure.

Investment in infrastructure must not be the sole responsibility of any one level of government, corporation or person. Until the public sees that such investments will pay long-term dividends for future generations, the merit of this public policy debate will not be seen. All levels of government

must recognize the potential to harness and leverage the private sector in creating "partnerships." However, in doing so, the public sector must recognize the principles of private sector capital participation, regulatory certainty, shared risk and return on investment.

The challenge to planners (public and private alike) lies in gaining the shared vision, leadership, support and dedication of elected officials, as well as the public. The will of the community must also be directly addressed by the Smart Growth panel to encourage support from leaders to effect change at the provincial level. NIMBYism must be overcome if the panel's vision is to be realized and implemented.

While Smart Growth contemplates a new approach to integrating land use and transportation planning, Ontario's planning fraternity need not question their past efforts—for what has been accomplished is the model, and possibly the envy of good planning for much of North America.

For the future, Made-in-Ontario Smart Growth principles and implementation strategies must be balanced, respecting societal choices and not questioning our achievements as a province.

*Neil H. Rodgers, MCIP, RPP, is the President of the Urban Development Institute of Ontario. The Institute is an advocacy and research organization that has been the voice of the land development industry in Ontario since 1955.*

*For a copy of the UDI's report Investing for Tomorrow: Moving Forward with Smart Growth in Central Ontario, please visit [www.udiontario.com](http://www.udiontario.com).*





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## Ever had one of those days?

By Jeff Celentano

Ever had one of those days—you know, the ones where you feel like you're standing in front of a rapidly approaching white light that you suddenly realize is the oncoming train? It seems that there are so many different issues arriving on a planner's desk nowadays, with so little warning or time to investigate. It almost makes you want to throw up your hands and head for the nearest glass of Single Malt and Ibuprofen!

Some days, even our venerable Institute and Council feel that same way when we look at all of the policy issues on our plate.

But fear not, gentle friends, for a solution is in our hands!

First of all, we have a plan (after all, we ARE planners aren't we?). Specifically, we have a Strategic Plan for OPPI. OPPI's Strategic Plan sees the Institute as "a Visionary Organization," and this means that we provide leadership in the development of planning policy in Ontario. It also means that we advance innovative policy solutions on issues affecting RPPs in Ontario (more on that in a bit), and we also maintain a "watching brief" on a wide variety of current and emergent policy issues. In addition, the Plan includes working closely with the Districts in policy development and community applications initiatives.

So who does all of this? It's your Policy Development Committee!

That leads me (ever so smoothly, did you notice?) to the second part of the solution—we have great people to help put the plan into practice. The first group are the members of the Policy Development Committee itself—15 colleagues who are key volunteers and leaders in the planning profession. They represent the Districts and a variety of Working Groups on policy topics such as Agriculture, Economic Development, Environment, Human Services, Transportation, Natural Resources, Urban Design and Government & Legislation. These members are priceless! Equally priceless to us is the hard-working staff from the OPPI office, particularly Loretta Ryan as the Committee's staff resource and general co-ordinating mind. The Committee and Working Groups use technology to the greatest extent possible in its work (teleconferencing and email for the most part), with face-to-face meetings when circumstances permit. Committee members represent the Institute at a number of consultation sessions put on by government agencies, non-profits and other advocacy groups to discuss current policy issues or to provide an OPPI perspective when an organization is going through its own policy development process. From time to time, the Committee has engaged members to act as "consulting help" to the Institute in preparing specific policy research projects.

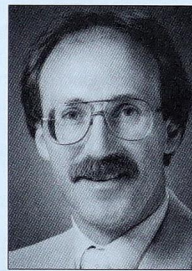
And that leads me to the third important part of the solution—we produce "products" on your behalf. The principal product I'm referring to here is the series of Policy Papers, now in the third year of delivery. These papers represent the efforts of the Institute to speak to government, other stakeholders, our membership and the general public on specific issues affecting the art and science of planning. Our first two research papers focused on Housing solutions and analysing Growth Management. They were well received by members and the various publics with whom we deal on a regularly basis.

I am very excited about our third policy research paper scheduled for completion during 2003—The Conservation of Rural Character in Community Design. This Paper will be produced by a remarkable partnership—led by Rick Hunter (of Planscape) and assisted by SENES Consultants Ltd. This paper focuses on developing planning policy alternatives that conserve the character of rural landscapes and settlements through the creation of recommended design guidelines and criteria. The Committee and Council feel that this paper offers a logical continuation of the considerations we raised in the preparation of the Growth Management paper in 2002, targeted to areas of the planning field in Ontario that are experiencing tremendous pressures and challenges of their own. I am confident about where this paper is headed, and I urge you to go to our Website and find out more. The Paper will be "launched" at the joint OPPI/OALA conference at Deerhurst in September. But that's not all of the "products"—the Committee also generates a number of position responses for others when we (as an Institute) are canvassed for opinion as part of the policy processes I mentioned earlier. Task Forces are usually put together and create thoughtful, comprehensive responses and do these things under very short lead times (gee, sounds like a normal day at your office, right?).

So, what does all of this mean for you? The Committee members and our staff are dedicated to provide policy leadership to the Institute as we fulfill our role and deliver the best service we can to our members. If you are interested in participating in one of the Committee's Working Groups, please go to our Website ([www.ontarioplanners.on.ca](http://www.ontarioplanners.on.ca)), enter the "Members Area," click on "Policy Development" and then "Working Groups."

Maybe that growing white light means we're heading for daylight after all!

*Jeff Celentano, MCIP, RPP, is the Chair of OPPI's Policy Development Committee and is the Manager, Organization Development & Policy with the City of North Bay.*



Jeff Celentano



# Ontario Municipal Board—An Update

By Wendy Nott

Most Ontario planners have encountered the 100-plus-year-old institution currently known as the Ontario Municipal Board at some time during their professional careers. Working primarily within the jurisdiction created by the Planning Act, together with 500 other public and private statutes, the Ontario Municipal Board's principal function has been to resolve appeals from decisions made by Ontario municipalities regarding a wide range of land use planning issues. The Board is frequently called upon to address sensitive or difficult development matters and, accordingly, may be seen by various stakeholders in the planning process as everything from a "champion" for rational planning decisions to the "usurper" of municipal planning responsibilities.

After consultation with its membership, in February 2002 OPPI provided the Board with its comments regarding the role and function of the Board in current planning practice. This submission has not only opened an ongoing dialogue directly between the Institute and the Board, but also led a number of related organizations to review their collective thoughts regarding the Board.

This OPPI submission acted as a catalyst for discussions between the Association of

Municipalities of Ontario, Greater Toronto Homebuilders Association, Urban Development Institute/Ontario and OPPI and a joint submission from these groups was put forward to the Government in February 2003. Working from the earlier OPPI submission, these groups developed recommendations regarding five issues of mutual interest:

- Public Involvement;
  - OMB Pre-hearing Processes;
  - "Complete" Development Applications;
  - Processing of "Failure to Proceed" Appeals;
  - OMB Appointments, Member Training and Member Compensation.
- Consistent with the 2002 OPPI commentary, the joint submission recommended:
- Improvements to the Board's public information materials (including development of a hearings "how to" guide book);
  - Creating a "public assistance officer" position from within the Board's case workers;
  - Extending the terms of member appointments (to 5-7 years duration);
  - Conducting annual performance reviews and up-dating salary scales;
  - Carrying out continued member training on matters such as mediation and decision-writing;
  - Negotiating reasonable hearing schedules

through the pre-hearing process.

The only dissension among the groups revolved around a suggested 18-month, GTA-based pilot project to address specific concerns regarding the processing of development applications and the development industry's use of the "failure to proceed" provisions of the Planning Act. The pilot project would use OMB members as arbitrators between an applicant and a municipality in resolving issues such as:

- The timing and scheduling of an application's review where a municipality requires more than the statutory 30 or 90 day review period;
- Negotiating the reasonableness of municipal requests for additional information/studies in support of a development application (that is, beyond the "prescribed information" parameters of the Planning Act, or approved official plan).

Given that, for example, only 5 percent of all zoning cases are forwarded to the Board after 90-100 days of their submission to a municipality (with 75 percent being appealed after 150 days or more), OPPI thought that the Board's current case management and pre-hearings process could address the nominal number of appeals that met these criteria.

In terms of its earlier submission, OPPI has been meeting quarterly with the Board to discuss ways in which the Board could improve its procedures. Recent changes include, among other matters:

- For a trial one-year period, the Board is now offering automatic pre-hearings for hearings of more than five days in order to assist parties in determining reasonable processing/scheduling time-lines;
- As of March 1, Board files can now be monitored through "e-status" which will provide information on pre-hearings, Orders, Decisions, scheduling and so on;
- New OMB forms for Zoning By-law, Official Plan and subdivision appeals.

Based on both OPPI members' considerable experience in dealing with the OMB and the significance of the Board in the land use planning process, OPPI will continue to maintain its dialogue with the Board on matters of mutual interest.

Wendy Nott, MCIP, RPP, is a Principal of Walker, Nott, Dragicevic Associates Limited (Planning and Urban Design Consultants) and is OPPI's designated member liaison with the Board.

She can be reached at [wnott@wndplan.com](mailto:wnott@wndplan.com). The Institute's February 2002 submission on the Board can be found on the OPPI web site.

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# Report from Central District

By Cheryl Shindruk and Martin Rendl

## Who's Who on Central District Board of Management

Central District Board of Management (CDBM) was established to implement the OPPI Strategic Plan at the District level. The Strategic Plan sets out the following four key action areas:

- i) broadening recognition of planning and the role of planners;
- ii) implementation of a policy development program;
- iii) improving the membership process; and;
- iv) delivering a dynamic package of services to members, including professional development and networking opportunities.

The CDBM is volunteer-based and consists of representatives from Central's four sub-Districts, five working committee representatives, three student representatives, a secretary and a treasurer. It is co-chaired by the two Central District representatives on Council. Below are the current members of the CDBM, who are supported by yet another group of volunteers who, together,


make things happen in Central District. We thank you all for your hard work and commitment to OPPI.

Before being elected to OPPI Council in September 2002, Paul Chronis and Ron Keeble volunteered their time on Central

District Board of Management as chairs of Professional Practice and Development, and Membership Committees, respectively. Thank you to Paul and Ron for your contributions and good luck with your work on Council. Welcome to Vicky Simon and Dana Anderson who have stepped in to replace Paul and Ron.

## CDBM Members

Judy Pihach, John Ariens	Golden Horseshoe South Sub-District
Kevin Duguay	Peterborough and Area Sub-District
David McKay	GTA Sub-District
Mike Sullivan	Lakeland I Sub-District
Tony Usher, Andrea Gabor	Policy Development Committee
Cyndi Rottenberg-Walker, Rick Brady	Recognition Committee
Arvin Prasad	Membership Outreach Committee
Vicky Simon, Judi Brouse	Professional Practice & Development
Dana Anderson	District Membership Committee
Kate Zavitz, Elise Gatti, Mark Koch	Student Representatives (Mark has recently moved to B.C. and been replaced by Marty Collier)
Terri Johns	Treasurer
Suzanne Ainley	Secretary
Martin Rendl, Cheryl Shindruk	Co-Chairs



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### Looking Back: 2002 in Review

Looking back over 2002, CDBM volunteers worked hard to deliver a diverse program of professional development and networking events across Central District. A sampling of these included:

- Making Waves: Principles for Building Toronto's Waterfront
- Planning for Healthy Shorelines Conference
- Planning on the Fringe of Sydney, Australia: Can it be Sustainable?
- Don Mills: An Evaluation. Panel Discussion and Walking Tour
- Golf Course Community Design
- High Park Planning—Past and Present. Guided Walking Tour
- Summer BBQ and Boat Cruise on Lake Couchiching
- Design Workshop for the Redevelopment of the Muskoka Centre, Gravenhurst
- Municipal proclamations naming

- November 8th World Town Planning Day
- Presentation about Planning to High School Students on World Town Planning Day
- Golden Horseshoe South Exam B Membership Course

### Looking Ahead: 2003 Action Plan for Central District

Get out your calendars! The 2003 Action Plan for Central District is jam packed and has something for everyone—policy paper presentations, professional development opportunities, outreach to new members, and activities that broaden recognition of the planning profession.

- Smart Growth Symposium, February, Lakeland
- Access Guidelines Information Workshop, February, Peterborough
- Central Waterfront Update Session, March, GTA
- Mid-Peninsula Corridor Session, March,

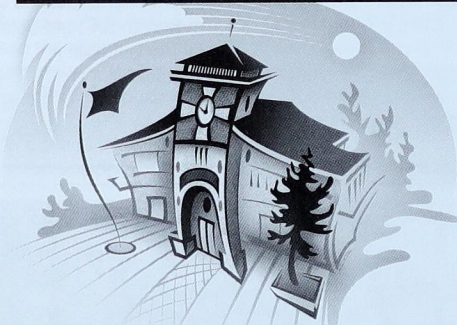
- Golden Horseshoe South
- District Health Council Session, March, Peterborough
- MMAH Legislation Update Session, March, Peterborough
- Forum on Healthy Communities, April, GTA
- Environmental Assessment Workshop, April, Lakeland
- Gooderham & Worts Redevelopment Session, June, GTA
- Summer Networking Event, June/July, Lakeland
- OPPI/OALA Conference at Deerhurst, September 17-20
- Information Session on Innovative Policy Paper: Conservation of Rural Character in Community Design, October, GTA and Golden Horseshoe South
- Transportation and Transit Workshop, November, GTA
- World Town Planning Day Events, November, All sub-Districts
- Year-End Networking Event, November, Lakeland
- Winter Networking Event, December, GTA, Golden Horseshoe South, Peterborough

For further details, visit the OPPI website at [www.ontarioplanners.on.ca](http://www.ontarioplanners.on.ca).

Thank you to the volunteers who have worked to establish the 2003 Action Plan and who, over the course of the year, will roll up their sleeves to deliver these initiatives. Volunteers are always needed and welcomed. Contact us if you would like to get involved.

Members of CDBM also participate on OPPI's working committees and, aided by OPPI staff, are busy recruiting new members, processing new member applications, promoting the profession, and monitoring government initiatives in such policy areas as the environment, natural resources, agriculture and rural affairs, economic development, provincial governance and legislation, social policy, transportation and urban design.

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## Should Central District be Re-organized?

Central District continues to look for ways to better serve members and is in the process of revisiting our structure. Currently, Central District is represented on Council by two members.



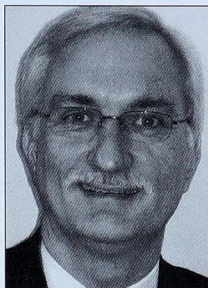
Cheryl Shindruk

As of October 31, 2002, Central District contained 2,079 or almost 70 percent of OPPI's 3,018 members. As such, each Central District Council member represents approximately 1,040 Institute members. This compares with approximately 500 members in Southwest District, 350 in Eastern District and 80 in Northern District.

Is it time that Central District be divided into smaller entities that reflect a more equitable ratio of Council representative to members? Would you support an increase in the size of Council to achieve this? If Central should be subdivided, where should the division lines be drawn? Let us have your thoughts.

## Don't Miss the 2003 OPPI-OALA Conference at Deerhurst

September 17 to 20, 2003 marks the date of the annual conference of the Ontario Professional Planners Institute and the Ontario Association of Landscape Architects. The joint conference, themed the Power of Place, is set at the picturesque Deerhurst Resort on the lakes of Muskoka, and promises to be a highlight of the year for planners and landscape architects alike. Central District is proud to host the conference and to welcome keynote speakers Bob Rae, Rex Murphy and Dr. Anne Whiston Spin. Donate your arts and crafts for the silent auction, audition for a chance to play with the gala evening band, Mük, and don't forget to stick around for the golf tournament on Saturday... all proceeds go to the OPPI Student Scholarship Fund. The organizing committee, co-chaired by Ruth Coursey of OPPI and David Leinster of OALA has a

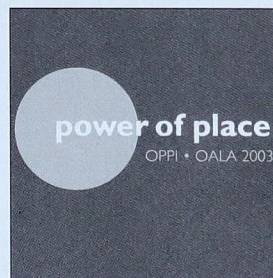


Martin Rendl

great program in the works and invites you to join your colleagues for this exciting event! Sponsorship opportunities are still available.

## 2004 Joint Annual Conference of OPPI and CIP

Don't put those calendars away yet! In 2004, OPPI and CIP will join forces to present a joint conference in Toronto, July 11 to 14 at the Sheraton Centre. Stay tuned for more details.



2003 Conference

*Cheryl Shindruk, MCIP, RPP, and Martin Rendl, MCIP, RPP, are Central District Representatives on Council.*

Note: In the summer of 2002, the Simcoe Muskoka Dufferin sub-District initiated a "name the sub-District" contest. "Lakeland" was the winning submission.



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## Congratulations to the New Full Members

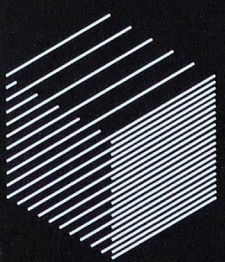
Balbinot, Claudio	CD	Sobeys Capital Inc.
Barnes, John	CD	Region of York, Transportation & Works Dept.
Boulet, Donna	ED	Boulet and Associates Inc.
Bryan, Michael	CD	Michael Bryan Consulting Limited
Burnett, G. David	CD	Toronto & Region Conservation Authority
Cash, David	CD	Corp. of the Town of Oakville
Chauvin, Pierre J.	SD	Macnaughton Hermsen Britton Clarkson Planning Ltd.
Curry, Christopher	CD	Civitas Consulting Inc.
Cutler, Robert	CD	Bousfield, Dale-Harris Cutler & Smith Inc.
Cymbaly, Ted	CD	Walker, Nott Dragicevic
DeSanati, Nadia	ED	Delcan Corporation
Fortier, John G.	ED	Fortier Environmental Consulting
Gonnens, Karl	CD	Metropolitan Consulting Inc.
Gosnay, David	SD	Township of Woolwich
Huinink, Lorraine	CD (from CIP Int'l)	Cooper & Gardner Architects
Jacob, Audrey	CD	IBI Group
Joliat, Michelle	CD (from AACIP)	
Lockwood, Scott	(from PIBC)	City of Ottawa
Lumb, Patty	ED	All Nations Planning
Luoma, Alison	CD	Meridian Planning Consultants Inc.
Lysenko, George	CD (reinstated)	Forhan Rogers
MacKinnon, Brenna	SD	Region of Waterloo
McBride, Robert	CD	BA Consulting Group Ltd.
Mussun, Leigh	CD	Town of Oakville, Planning Dept.
Snape, Paul	SD	City of Brampton
Vink, Jeremy	SD	Township of Woolwich
Wilhelm, Sarah	SD	Town of Milton
Wright, John	ED	Corush Sunderland Wright Limited

## Members Removed from Roster—Full

Brochado, Rosa	ED	(retired, now withdrawn)
Canham, John	CD	(retired, now withdrawn)
Chicoine, Mark	CD	(to CIP Int'l)
Dion, Richard	CD	(withdrawn)
Goodman, Gary E.	CD	(retired, now withdrawn)
McElroy, Mary	CD	(retired, now withdrawn)
Moskal, Richard	CD	(retired, now withdrawn)
Petschar, Heribert	CD	(deceased)
Tomick, Kamila	CD	(to API)

## New Provisional Members

AINabhan, Mai	CD	Kumar, Sandeep	CD
Alleyne, Gail	CD	Laforet, Melanie	SD
Amadio, Daniel	CD	Lee, Helena	CD
Andrews, Leah	CD	Listiadji, Kartika-Sari	CD
Annett, Tracy	CD	Lu, Hon	CD
Austin, Gary	CD	Lynch, Miriam	ED
Baker, Theresa	ED	Lyons, Darryl	CD
Barber, Stephanie	CD (from CIP Int'l)	Mace, Laurie	CD
Beniston, Gethyn	ED	MacIntyre, Kyle	CD
Bennett, Cory	CD (from CIP Int'l)	Malcolm, Arlette	CD
Bissett, Michael	CD (reinstated)	Markovich, Julia	CD
Block, David	CD	Matthews, Cushla	SD
Bluhm, Cory	SD	Mawby, Russel	ED
Chan, Emily	CD (from CIP Int'l)	McDonald, Andrea	CD
Ciavarro, Mark	CD	McDonald, Glen	ED (reinstated)
Coletti, Sabrina	CD	Micucci, Candice	ND
Cornwall, Stephen	CD	Mueller, Joshua	SD
Crews, Robert J.	CD (reinstated)	Muir, Kevin	ED
DalBello, Rino	SD	Neermul, Dhaneshwar	ED
Dalton-Boeckner, Danette	SD	Nestor, Ted	ED
Davies, Laurel	SD	Novoselac, Gillian	SD
DeCecco, Enrico	SD	Nowlan, Michael	ED
Doyle, Christy	CD	O'Hara, David A.	CD
Esho, Fared	CD	O'Toole, Colleen	CD
Feeley, Nicholas	ED	Paray, Lalita	CD
Fisher, Jeffrey	CD	Poulos, Nick	CD
Fraser, Stephen	CD	Rendek, Sherri	CD
Friel, Meaghan	CD	Rivet, Marc	ED
Fujiki, Shawn	CD	Robinson, Sarah	CD
Gallimore, Christina	CD	Sayah, Saide	ED
Hayworth, David	CD (reinstated)	Sitarz, Margaret	CD
Heydom, Christina	CD	Sone, TMichael	CD
Hope, Andrew R.L.	CD	Stan, Brenda	CD
Houde, Rachel	CD	Surti, Nilesh	CD
Hui, Bonnie	CD	Sutherland, Brian	ED
Jardine, Brian	ED (from RTP1)	Theocharidis, Toulia	CD
Johnston, Matthew	CD	Tomlinson, David G.	CD
Kapusta, Stephen	SD	Walaszczyk, Magdalena	CD
Kelly, Johan	CD	Walker, Gerald	CD
Kidd, Paul	CD	Wallace, George	ED
Klijn, Marielle	CD	Wilson, Joyce	SD
		Wong, Elaine Ym	CD
		Xu, Haiqing	SD (reinstated)



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Central

## Oak Ridges Moraine Implementation . . . According to Plan?

In late January, the Municipal Section of the Ontario Bar Association and OPPI hosted a seminar entitled the "Oak Ridges Moraine Implementation . . . According to Plan?" Steven A. Zakem of Aird & Berlis LLP chaired a panel comprising Michael Melling, a partner of Davies Howe Partners, Catherine Condrad, a solicitor with the Ministry of Municipal Affairs and Housing, and Anne Joyner, head of Planning and Development Strategies at Dillon Consulting Limited. All the panelists have struggled with the Oak Ridges Moraine legislation and its implementation.

The seminar focused on how municipalities are to conform to the Oak Ridges Moraine Conservation Plan; the technical papers that the provincial government is producing in support of the implementation of the Plan; and the flexibility of the Plan at the Ontario Municipal Board.

Local municipalities are expected to bring forward amendments to their official plans and zoning bylaws to implement the requirements of the Plan by October of this year. The Regions of Municipalities of York, Durham and Peel are required to do their conformity exercises by April 22, 2003. According to Catherine Condrad, the Ministry of Municipal Affairs and Housing is allowing some flexibility for municipalities to rename designations and to include policies that respond to local needs and circumstances. It is not required that the four designations in the Plan (Settlement Area, Countryside Area, Natural Linkage Area, and Natural Core Area) be repeated verbatim into official plans both at the local and regional level. The mapping and data provided by the Ontario Government for the conformity exercises is intended to be the first step or the base for the regions and municipalities to add their own understanding and make improvements. Some municipal representatives expressed concern that they do not have the time or the resources to undertake this work within the prescribed deadlines.

Considerable attention was given to the provincial government's technical papers, which set out how to do the mapping, and define features, and also specify the roles of various agencies for defending and appealing parts of the implementation process. Since the technical papers comprise the evaluation procedures that are referred to in the Plan, the panelists argued that they may be taken very seriously at the OMB. There are bound to be debates about the precise meaning of wording in the technical papers. Many municipalities are concerned that it is hard for them to meet their deadlines when these technical papers have not yet been released or are only in draft. Only three of the eight papers produced have actually gone through a training exercise and been put on the EBR.

Some panelists expect that because the technical papers are more detailed than the

Areas, Natural Linkage Areas and Countryside Areas of the Plan must be applied in concurrence with the Table at the end of Part 3 of the Plan.

A common question that landowners on the Oak Ridge Moraine are asking is, can I get compensation or can I swap my land for other land? It was established by Michael Melling and Catherine Condrad that the answer is clearly "no." The Act and the Plan are applicable to all landowners on the Oak Ridges Moraine, and no special treatment will be given to anyone.

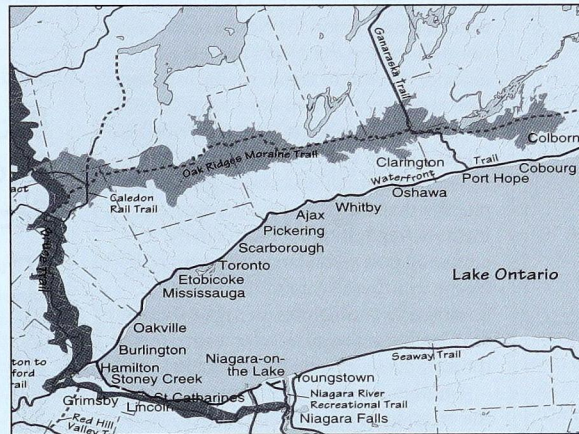
There was also discussion over language interpretation. Throughout the seminar, Michael Melling used examples to show how the Act and Plan can be interpreted to suit individual purposes, and in some cases how the wording (or lack of it) in the legislation could provide an opportunity to build a residential dwelling in areas where

this would otherwise not be permitted. He argued that in deliberately not choosing the word "comply" or language that was similarly mandatory and clear, it is implied that there is a discretion for the approval authority to depart in some measure from the strict wording of the Plan.

In concluding, Catherine Condrad described the Oak Ridges Moraine Act and Plan as a pilot project in that its implementation is long term; it is brand new and will need time to work out the kinks and to be implemented properly. Anne Joyner added that it will be interesting to see how amendment applications proceed, especially

when developers get more aggressive and feel that the time has come to test the Plan and see how far they can go. It will also be interesting to see how amendment applications are dealt with at the municipal level, how often they are referred to the OMB, how the OMB will decide on them, and the role that will be played by the Ministry of Municipal Affairs and Housing in interpreting which areas are appropriate to go to the OMB. Decisions will no doubt vary by Board member, by case and by issue. We will have to stay tuned to see what happens.

*Sandra Patano is a graduate student in the Faculty of Environmental Studies at York University and member of OPPI.*



Oak Ridges Moraine

requirements under the Provincial Policy Statement, they will ultimately set the standard for natural heritage and water resource protection both on and off the Moraine.

The transitional provisions of the Plan that apply to applications submitted prior to the Conservation Plan process were also debated. It was not the intention to provide special or preferential treatment to official plan amendments submitted before the November 2001 deadline. Catherine Condrad explained that only transitional applications that could be implemented by a building permit were intended to be considered for preferential treatment. In addition, with the transitional provisions in the Plan, the prescribed provisions set out in Section 48 with respect to land in the Natural Core



## Check May 20 for 5th Ryerson Alumni Spring Reception

The Fourth Annual Ryerson Planning Alumni Spring Reception was attended by more than 200 people and supported by 28 sponsors.

The proceeds go towards two student scholarships designed to challenge third and fourth year students to examine their academic and practical experience while at Ryerson University. Karima Esmail (Class of 2002) and Mathew Laing (Class of 2003) received the scholarships last year.

The alumni committee would once again like to acknowledge the generous corporate sponsorship and the strong support of fellow planners and friends. This year's event will again be held at the Arcadian Court, on Tuesday May 20, 2003. We look forward to an even better event with food, a live Jazz Band, and colleagues and friends to meet with.

For more information please visit our Website at [www.ryerson.ca/surp/alumni.htm](http://www.ryerson.ca/surp/alumni.htm) or call Anthony Biglieri, RPA Chair at 416-693-9155.



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Northern

## A New Vision for Northern Ontario

By Carlos Salazar

The Northern Ontario Mayors' Coalition, in collaboration with NOMA (Northwestern Ontario Municipal Association) and FONOM (Federation of Northeastern Ontario Municipalities) released the document "Embracing the Future—A New Vision for Northern Ontario." The Northern Ontario Mayors' Coalition is made up of the mayors representing Thunder Bay, Sault Ste. Marie, Timmins, North Bay, and Sudbury.

Early last year, Statistics Canada released the population figures from the 2001 Census. Northern Ontario experienced a decline of almost 5 percent of its population between 1995 and 2001. The Mayors' Coalition, which had successfully lobbied for the development of the Northern Ontario medical school, decided that we needed a new vision for Northern Ontario not only to stop the North's population decline, but also to create the high-quality jobs necessary to retain our educated youth.

The Mayors in their Vision for Northern Ontario group their recommendations in nine topics. Under education, the Mayors' propose that the provincial government institute free tuition for Northerners attending post secondary education in the North. Northern Ontario clusters in forestry and mining present opportunities to develop research and development projects through public-private partnerships.

Another important recommendation is the creation of a Northern Ontario "broker" in Queen's Park; many decisions are being made in Toronto without a clear understanding of the uniqueness of Northern Ontario. The vision also recommends the relocation of provincial offices to the North, particularly downtowns. The North offers lower operating costs while providing a great quality of life with low housing costs, commuting times of 20 minutes or less, no congestion, and proximity to nature, canoeing, walking trails, and beautiful lakes.

Businesses in the North also need support and the Mayors propose to develop tax incentives and hydro rates as benefits for business expansion and attraction. To complement these business incentives, it is also necessary to upgrade the highway system in Northern Ontario; in addition, and given the large geographic area of the North, The

Vision recommends the use of information and communications technologies to promote innovation in the private sector and offer new educational opportunities.

In the last two sections of the recommendations, the Mayors put forward the idea to use federal and provincial immigration policies as a tool to increase the North's population. But to attract immigrants, provincial offices, and new businesses, Northern Ontario municipalities need to coordinate their marketing efforts and brand northern Ontario as offering an alternative to the "big city blues" of traffic congestion, pollution, and high housing costs.

The Mayors have met with provincial cabinet ministers and are hopeful that provincial budget and the next provincial government will work with the Mayors' Coalition to implement the new Vision for Northern Ontario

*Carlos Salazar, MCIP, RPP, is a senior manager with the City of Sudbury.*

*He can be reached at [carlos.salazar@city.greatersudbury.on.ca](mailto:carlos.salazar@city.greatersudbury.on.ca).*

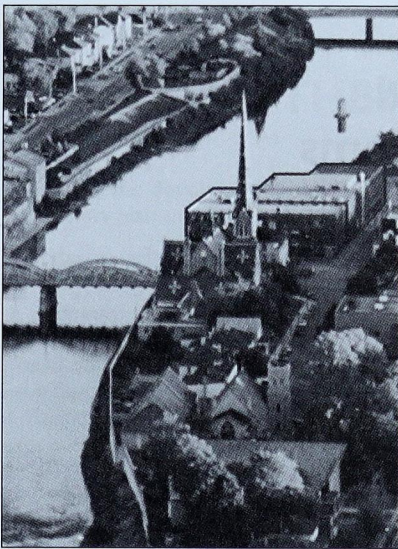
Southwest

## Brownfield Redevelopment Scores a Hit

The Board of Governors of the University of Waterloo passed a historic resolution in February. By unanimous vote the Board determined that the School of Architecture will relocate to the former Riverside Silk Mill in the historic Galt core of the City of Cambridge. "The significance of the vote lies in the fact that this is a final and unconditional commitment on the part of the University. The School is moving to a new home. We hope to be in it in the summer of 2004," said Rick Haldenby, Director of the School. Ontario Planning Journal readers will recall a cover story on this project some months ago when it was still in the planning stages.

Haldenby added, "More than \$22 million has been raised to date. Of this \$14.6 million in public funding comes from the City, the Province and the Federal governments. In addition, we have pledges of \$7.5 million from individuals and corporations. The additional \$5 million will be raised over the next 18 months." Rick Haldenby can be reached at [erhalden@uwaterloo.ca](mailto:erhalden@uwaterloo.ca). Or visit [www.fes.uwaterloo.ca/architecture](http://www.fes.uwaterloo.ca/architecture).



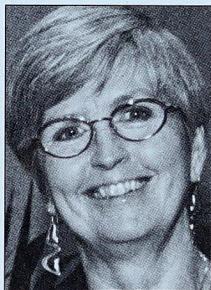


The site of the new school

People

## Planners Without Borders

**B**eate Bowron and Gary Davidson have decided to spend their early retirement on local and international projects that help “build community.” Beate was until recently the Director of Community Planning for Toronto’s South District. Her most recent article for the Ontario Planning Journal was in the 100th issue (17/5), in which she described a 25-year stint with the City. She previously held senior posts in buildings and inspections, and in economic development, where she was responsible for helping put Toronto’s fashion scene on the map. She can be reached at Beate Bowron Etcetera, 416-537-0717,



Beate Bowron



Gary Davidson

beatebowron@aol.com. Gary is a Fellow of the Institute, a past president of CIP, and most recently was Huron County’s Director of Planning and Development. Gary can be reached at The Davidson Group Inc., 519-565-5374 or davidson@scsinternet.com.

**Emma Aragon** has recently joined the community planning and design team of Bousfield, Dale-Harris, Cutler & Smith Inc. as an urban designer and planner. She brings more than seven years’ experience in public and private sector urban design projects with Page & Steele Architects, including developing urban design guidelines for residential and commercial projects throughout the GTA.

**Mary Ellen Scanlon**, formerly with the City of Hamilton, has joined the Ontario Ministry of the Environment as Great Lakes Advisor with MOE’s West Central Region in Hamilton.

*Lorelei Jones, MCIP, RPP, and Thomas Hardacre, MCIP, RPP, are contributing editors for People. They can be reached at lja@rogers.com and thardacre@peil.net.*

Obituary

## Harry Petschar— Planning Consultant Helped to Shape Mississauga

**H**arry Petschar, a full member of the Institute who helped guide the development of Mississauga, died of cancer last June. “He was one of the guys who laid the foundation that enabled Mississauga to develop into the great city it is,” commented Binke Meyer, one of Petschar’s partners in Team Three, a Mississauga-based consultancy.

Harry Petschar worked as a planning commissioner for the Township of Toronto and the Town of Mississauga from 1964 to 1973, the year before Mississauga was incorporated as a city. He played a role in the decision to relocate the centre to its current location and facilitated the quick approval of Square One.

Born in Austria, Petschar earned a degree in architectural engineering in Graz before coming to Canada to take a graduate degree in planning at the University of Toronto. According to Russ Edmunds, who succeeded Petschar as commissioner, Petschar was committed to the concept of high density nodes, earning the nickname,

“High Rise Harry.” “He delighted in it,” Edmunds noted. “In retrospect, it would have been better (from Mississauga’s perspective) if (even more) high rise pockets had been developed.” He was respected as a visionary, who pushed the concept of transit-supportive development for more than 30 years.

*(Contributed by Harry Petschar’s daughter, Laura Tanner.)*

## Ross Paterson— Housing Expert

**W**e are very sad to advise that Ross Paterson, our dear friend and colleague, passed away on March 3, 2003.

Ross had been ill with a virus since last May, and the virus progressively weakened his heart. After almost three weeks in the Cardiac ICU of Toronto General Hospital, Ross could not battle back this time.

We will remember Ross as an incredibly caring and supportive colleague. He was a dedicated, talented and hard working professional—but at the same time was so humble and unassuming that it sometimes took colleagues years to discover he had a doctorate. Ross had a wicked sense of humour and his best lines were delivered with a smile and twinkling in his eye that would light up the room.

Ross cared passionately about the people of Toronto, especially those that no one else seemed to care about. He had a lifelong commitment to ushering in the day when everyone in Toronto could enjoy decent shelter. After years of work in the City of Toronto Housing Department, Ross joined the City Planning Division and was the lynchpin behind second suites, the Rental Housing Action Plan and the new Official Plan’s housing policies.

Ross was a gifted and wonderful colleague and a true friend to many of us. We will miss him terribly, but despite our tremendous sorrow, when we remember him for his wit, brilliance and spirit—we will smile through our tears.

**Paul J. Bedford and Barbara Leonhardt**

*Editor’s note:* Consultant Ed Starr added this comment: “This is indeed a great loss. Ross was widely admired for his expertise and dedication and was the finest guy you would ever want to meet. He will be missed.” OPPI’s Loretta Ryan noted that Ross had been very helpful with the Institute’s housing paper.



## Better Solutions Needed To Fix Emerging New Problems

By Glenn Miller

By the time you read this, the provincial government may well have responded to the recommendations of the Central Area Smart Growth panel. Who knows? We could be faced with a whole new set of challenges – such as learning to successfully channel massive amounts of capital funds into our urban infrastructure (something that some European cities are having to deal with).

Maybe not.

As the political rhetoric winds into high gear, some thoughtful planners are expressing concerns about the legitimacy of Smart Growth. Their principal complaints are that we are heading into a period of “politically correct” policy making, where jargon and poorly understood terminology substitute for analysis.

One of the most frequently heard criticisms is that, compared to our neighbours to the south, we have been achieving Smart Growth for decades. As an article in this issue notes, our overall densities are higher than those in the US. Furthermore, the development patterns shaping Ontario's major centres are not “sprawl” — they were planned that way.

Although professionals may spar over the semantics, it is impossible to deny that, in most of our larger urban centres, the roads are hopelessly congested. The air is foul. And whether the issue is convenient access for people or on-time delivery of freight, we clearly

have problems that need fixing.

Could it be that we have entered a new phase of urban growth for which we have not yet developed practical solutions?

The rapid pace of growth in Ontario over the past 50 years quite simply has created urban development at an unprecedented physical scale. The ratio of “core” to “suburb” has changed dramatically. In an affluent society that can support the kind of personal mobility afforded by cars, the resulting “size large” urban fabric generates too much activity to manage effectively. Hence the congestion.

We are not alone in this circumstance. A recent survey of 14 city regions on three continents conducted by the Canadian Urban Institute found that concerns about quality of life, congestion and growth management top the list of concerns in all the jurisdictions examined. So even though many of Ontario's cities can legitimately point to the high quality planning that has carried us this far, perhaps the problem lies in the fact that there is too much “suburban” and not yet enough “urban.”

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

### ANNOUNCEMENT

#### Ontario Association of the Appraisal Institute of Canada

The Ontario Association of the Appraisal Institute of Canada (OA-AIC) Board of Directors has appointed Robert A. Gubbins as Executive Director and General Counsel.

The wide range of experience Mr. Gubbins brings to the position will strengthen the role the OA-AIC plays in the real estate services sector. Most recently, he has practiced law with a major Toronto law firm. He has held positions with the Association of Municipal Managers, Clerks and Treasurers of Ontario, two municipal governments and worked as a consultant to non-profit associations.

Mr. Gubbins is a graduate of the University of Windsor's Faculty of Law and holds an Honours B.A. from the University of Toronto and an M.A. from Wilfrid Laurier University.

The Ontario Association of the Appraisal Institute of Canada is dedicated to maintaining high professional standards and ethical practices. The Institute protects the public interest 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.



ROBERT A. GUBBINS, MA, LLB



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## GTHBA Supports Plan—With Caveats

By Paula Tenuta

**Do the details of the new Toronto plan undermine its vision?**

Last year, the GTHBA devoted considerable effort responding to the release of the City of Toronto Official Plan. After preparing the Association's formal submission, GTHBA's Toronto Committee members spent the summer months conducting their own road-show — meeting with staff and as many City Councillors as schedules would allow. GTHBA also figured prominently in the jam-packed, all-day meeting of the City's Planning & Transportation Committee held just before final approval. The GTHBA is generally supportive of the plan's vision for growth and intensification, but we believe that in its current form, the plan presents some restrictive, and often onerous policies. These could serve as a disincentive to residential growth and affordable housing.

GTHBA strongly supports maximizing the City's existing infrastructure and accommodating an additional 500,000 to 1 million new residents. The residential construction industry already meets this demand by offering consumers choice and by building all

types and sizes of new housing. The condominium market makes up nearly one-third of all new home sales in the GTA. Over 80 percent of this total is in the City of Toronto. Our industry is building what the plan calls for, promoting the type of development already well established in the City. Development approvals are in the works for over 140,000 mostly condo and townhouse units, which have the potential to house 250,000 people.

Although the GTHBA supports the plan's policy regarding balanced growth management to build better communities by encouraging intensification and infill, development along existing transit corridors, transit centres and road networks, we feel that the City will not be able to get where it wants to go if some of its proposed policies remain as printed.

In its submission to the City, GTHBA presented recommendations regarding: public realm, parkland dedication, secondary plans, the avenues and healthy neighbourhoods, built form and tall buildings, housing provision and intensification, Section 37 agreements, the promotion of smart growth, brownfield remediation, implemen-

tation and interpretation.

Many of the plan's policies conflict with clearly identified provincial interests and policies as set out in the Provincial Policy Statement under section 3 of the Planning Act. The current plan requires significant modification if it is to be consistent with provincial initiatives respecting smart growth and efficient land use patterns.

Although the plan tries to communicate a grand vision of intensification, it fails to explicitly encourage the growth contemplated in the City's own background documents. This results in a disconnect between the plan's proposed urban structure and policies from the growth management exercise. In many of the growth sections of the plan, terms such as "anticipates" and "envisages" are used as opposed to direct "encouragement." What basis exists to determine if the plan will accommodate growth the way the City expects? What tests exist? How can progress be measured without targets?

The GTHBA is also concerned that the proposed policy related to parkland dedication is actually anti-intensification. Using the proposed rate of 0.4 hectares per 300 residential units, calculations equate to an extremely onerous cash-in-lieu policy that is 400 percent higher, or four times the value of the current standard. Where a builder was used to paying \$1,100 per unit, the proposal increases the fee to an average of \$4,500. This criterion is not conducive to urban intensification. Smaller, more affordable units will pay a higher amount either in cash-in-lieu or will create a larger dedication. This is punitive, both for the applicant and for the City, as calculations show that the parkland dedication and cash-in-lieu requirements substantially increase as proposed densities increase. This will not serve to encourage the densities that the City desires, and which its Official Plan suggests.

If anti-intensification policies that clearly undermine the condo market remain in the plan, we will not see the types of development that have been driving commerce and business, and that have been helping to provide a quality of life that Toronto residents have come to expect. Some of these onerous policies have a direct, restrictive financial impact on



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intensification and on development in the City. The industry is committed to assisting in the revitalization of this City, but this will be more difficult if the proper planning policies are not in place. We hope that the new Minister of Municipal Affairs and Housing, the Honourable David Young, is listening. We also hope that the industry's views are

taken into consideration as the plan is reviewed, as it is in everyone's best interest to ensure that Toronto continues to be an economically vibrant and desirable place to live and work.

*Paula Tenuta is Municipal Government Advisor with the Greater Toronto*

*Home Builders' Association.  
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*Editor's note:* In the last week of November, Toronto City Council passed the by-laws necessary to give effect to the new plan. The 90 waiting period is now over.

## Letters

### Devil is in the Details

Re. Concerns about nutrient management (Vol 18 No 1: Here in the "far east" of Ontario, we are facing the threat of Mega-Hog farms jumping the Quebec border due to the provincial moratorium there, so people have been looking at Bill 81 and the proposed regulations closely. The dairy and crop farmers AND the environmentalists agree that the idea is sound but a lot of it is really not practical. And banning composting is just going the wrong way. If there is no financial assistance, the implementation costs will push family farms to become corporate farms. With the price of milk quota high at the current time, and with

the average age of existing farmers being about 55, several of our best producers are selling and retiring now to avoid the hassle. All of this has a de-structuring effect on our community. Once again, Harris-Eves manage to screw up the details.

*David Sherwood, MCIP, RPP,  
is a planning consultant  
who used to operate a dairy farm  
east of Ottawa.*

### Thunder Bay Gets Active on Housing

As a follow up to two recent housing articles by CMHC in the Ontario Planning Journal, I would like to highlight some of the proactive housing policies that the City of Thunder Bay has introduced in its new Official Plan.

In preparing the new plan, policy makers in Thunder Bay recognized that our housing policies would need to be broadened and made more flexible to permit the wide range of housing forms suitable to meet the requirements of an aging population and others with special needs. Because special needs housing is continually evolving, staff recognized that the policies would need to be general enough to support housing that is innovative and changing.

To meet this challenge the new plan has a detailed housing policy section that seeks to provide opportunities for a wide range of dwelling types to meet the needs of all income groups, age cohorts, and household sizes.

The policies provide for:

- the development of innovative housing forms that are designed to accommodate changing lifestyles through flexible rooms sizes, adaptable forms, expanding floor spaces, and versatile living arrangements;
- a variety of tenure arrangements to promote choice and flexibility;
- accessory apartments and the rental of bedrooms in single detached dwellings;
- the establishment of garden suites;
- continuum-of-care living arrangements to address special housing needs and to

provide a range of social, health and support services;

- a range of housing that combines service and care components with housing needs in order to allow individuals requiring varying levels of care and assistance to continue residency in familiar neighbourhoods, and remain integrated in their communities;
- a commitment by the City to participate, to the fullest extent practical, in various federal and provincial financial assistance and housing development programs to meet the housing needs of the City's residents and, in particular, the special needs of the elderly, persons with disabilities, and low income groups;
- mixed-use developments and affordable housing that is in close proximity to shopping and community facilities, and within close proximity to existing or planned public transit routes.

With these supportive, integrated and flexible housing policies in place, we feel that the City of Thunder Bay is well positioned to meet the community's housing needs both now and in the future. Should you wish to review our housing policies in their entirety, please visit our web site at [www.city.thunder-bay.on.ca](http://www.city.thunder-bay.on.ca) and select "planning" from the guide to City services to link to the Official Plan.

*Leslie McEachern, MCIP, RPP,  
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## Housing

## Regent Park Revitalization: Transforming a Public Housing Neighbourhood

By John Gladki

*This is the first of two articles.*

About 30 years ago when I was a student, I lived just north of Regent Park in an area now called Cabbagetown, but then referred to as Don Vale. I often used to walk through Regent Park, a large, 28-hectare (69-acre) public housing project—Canada's first and largest.

I remember mature, leafy trees, outdoor swimming pools full of screaming kids, baseball in the park and groups of teenagers huddled around benches. I also remember parking lots, no streets, walk-ups and six to eight storey red brick apartment buildings surrounded by patchy grass and asphalt walkways. I learned later that North Regent was built in 1948, inspired by Ebenezer Howard's Garden City movement and designed by Toronto architect J.E. Hoare. Further south, "modernist" high rises from the 1950s were already beginning to show signs of age.

I used to like walking through the "Park." I liked it because it offered a reprieve from the rest of the city. It was different. I also liked it because my American friends refused to believe that this was public housing—it was too clean, there was no graffiti and you could walk safely through the area.

A few years later I did some canvassing for a candidate during a provincial election campaign in one of the high-rise buildings in South Regent Park. One of a series of five award-winning 14-storey buildings designed by Peter Dickenson of Page and Steele Architects in 1957, it was inspired by Le Corbusier's Unité d'Habitation in Marseilles. The buildings have two-storey family units with corridors every two floors.

The thing I remember most was the stench in the elevator. The corridors were full of kids on roller skates and tricycles. There was a cacophony of noise and every smell imaginable. The people who answered their doors seemed wary of strangers or maybe they just didn't want to be bothered with a canvasser for a political candidate!

In later times I kept hearing stories in the media that were at odds with my earlier impressions of Regent Park—drugs, prostitution, shootings. People who lived nearby told me they would not walk through the area at night anymore.



Regent Park

When The Regent Park Collaborative Team, which I led, was selected by the Toronto Community Housing Corporation (TCHC) to undertake a revitalization study for the area last July, I thought this would be a great opportunity to reconnect with Regent Park—to get an insider's impression of the community. It turned out to be an extremely enlightening experience.

### Regent Park—A Short History

Regent Park stretches eastward from Parliament Street in downtown Toronto between Dundas and Queen Streets. It consists of two parts that were developed at different periods with different goals and design guidelines—Regent Park North and Regent Park South.

The development of Regent Park North in 1948 was intended to replace the squalour of the neighbourhood, which at the time was considered a slum by city officials, with a modern, car-free, spacious and pleasant environment. It was built by the Housing Authority of Toronto over a ten-year period following a referendum in 1947 which approved the expenditure of funds for this project with financing primarily from City tax revenues and debenture funding. There was minimal financial support from the fed-

eral government and only legislative support from the provincial government. (Those interested in getting a flavour of the thinking about Regent Park at the time might want to take a look at a short NFB documentary called "Farewell to Oak Street.")

Regent Park North was initially intended to house the "working poor." About 20 percent of the initial residents were former homeowners prior to redevelopment. In Regent Park South, partially as a consequence of the federal government's involvement, the tenant selection focused more on affordability and the income level of the applicant than in Regent Park North. As a

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result, Regent Park South, built between 1957 and 1959, provided housing more exclusively for those in need than for the "working poor." Over time, as a result of the concentration of federal and provincial policies on accommodating those "most in need," only the poorest and most disadvantaged households gained access to housing in the area.

According to the 2001 Census, Regent Park is now home to 7,035 people with an average of 3.39 persons per dwelling unit, significantly higher than the city average of 2.57. There are also many children in Regent Park compared to the City of Toronto, with 46.8 percent of the population under 19 years of age compared to 23.2 percent in the rest of the city. All of the units are rent-geared-to-income (RGI) and many of the households qualify for deep rental subsidies.

*John Gladki, MCIP, RPP, is a director and principal consultant with GHK International (Canada). Before becoming a consultant he was a director in the pre-amalgamation City of Toronto Planning Department. He spends a lot of time walking through city neighbourhoods, whistling out of tune and enjoying street theatre—the best show on earth.*

Ontario Municipal Board

## OMB Sides with Local Interests in Careful Interpretation

By Paul Chronis

### PYNE DEVELOPMENT CORP. VS. TOWN OF INGERSOLL

An owner of approximately 27.5 hectares of land in the Town of Ingersoll wanted to rezone a portion (2.51 hectares) of its property to permit a maximum of 58 dwelling units in a condominium form of development comprised of one-storey townhouses community catering to retired or "empty nester" residents. The lands were centrally located within a developed phase of a draft plan of subdivision, predominantly consisting of single-family homes, centred around a community park.

To implement the proposal, it would have been necessary to re-route at least one public road, a public walkway to the park, and a number of adjacent roadways within the approved plan, as well to change the lotting on the remainder of the subdivision.

The County of Oxford (as the approval

authority for the draft plan) approved the draft plan and treated the changes as "minor" amendments not requiring any new application and public notice; the Township, on the other hand, denied the rezoning application. This prompted the applicant to appeal the matter to the Ontario Municipal Board.

The Board heard extensive evidence in support of intensification and the benefits of more intensive use of the existing infrastructure as espoused by the policies of the Provincial Policy Statements and County's Official Plan. While the Board accepted the evidence and applied the general principle in analyzing the merits of the proposal that intensification, it found that the principle in itself cannot justify a development of the magnitude proposed. The Board found that intensification was not encouraged at all costs, but rather as a goal that must be considered in the context of the

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community and in the light of the principles of good planning.

When applying these principles in the context of the proposed development, a private enclave was created in the middle of a planned community. The development did not have any relationship with the remainder of the community and cut off direct public access to the community park for many of the members of the community. In effect, the Board concluded that the development, as presented, "turned its back" on the remainder of the community and would not integrate in any meaningful way with the balance of the community. The changes proposed presented obstacles to community access to the park, which was the community's focal point in the original draft plan.

In conclusion, the Board noted that when approving developments, the Board is in fact "creating communities, and that these communities must work to the benefit of the future residents as well as the existing community." The proposal created a hole in the community, which affected the integrity and continuity of the community, and created a disjointed and incoherent development plan.

The proposal was found to be premature; it did not conform to the Official Plan and was incompatible with existing and planned development, and did not represent good planning. The appeal was dismissed.

Source: Decision of the OMB  
OMB Case Nos.: PL020350  
OMB File Nos.: Z020055  
OMB Member: S. D. Rogers

#### TOWN OF COLLINGWOOD INTERIM CONTROL BY-LAW 02-40

Council for the Town of Collingwood enacted an Interim Control By-law to protect the areas in the Town's Official Plan which were designated as Environmental Protection (EP) and Rural (RU) from inappropriate development until the recommendation of a staff report, which outlined appropriate uses for these areas, were implemented.

The sole appellant owned approximately 222 acres. The appellant was proposing to develop the subject lands as an 18-hole golf course. The proposed golf course was designated and zoned EP and RU.

While it was conceded that the RU designation of the Official Plan and the applicable zoning by-law in effect since 1990 would permit the use of the subject lands as proposed, there was dispute as to whether or not that use would be permitted on private lands in the EP designation of the Official Plan. The purpose of the interim control by-law was to permit staff time to formulate an appropriate by-law having regard to the Provincial Policy Statement, as well as the County of Simcoe's Official Plan. The bulk of the golf course development was proposed to occur

within lands identified as a provincially significant wetland. The wetland was designated as Greenlands in the County's approved Official Plan and under the existing policies, no development or site alteration was permitted within a provincially significant wetland.

The Board found that it was appropriate, on an interim basis, to interfere with property rights existing under an older zoning by-law and Official Plan regime (in light of the fact that a newer upper-tier plan had been approved) and to implement newer provincial policy. While it was conceded that the existing in force Official Plan and zoning by-law permitted a golf course, the newer planning documents did not.

The Board accepted the Town's desire to consider the suitability of the zoning for the environmentally protected and designated areas to ensure that the proposed project was compatible with the long range planning objectives of the Town and County. The Board found that it was in the public interest to exercise the greatest caution where an identified provincially significant wetland might be at risk as result of an inappropriate development. Further, the Board indicated that it was reasonable to carefully consider the appropriateness of land use boundaries impacted by provincially significant wetland areas covering the EP and RU areas.

In conclusion, the Board determined that the Town had conducted itself in a reasonable manner under the circumstance. The Town was in the midst of an intense and open public planning process endeavouring to bring land use policies into conformity with the County's Official Plan. While the new vision offered a different approach, especially related to environmentally sensitive lands, the Board found this to be an important time of planning transition within the community to utilize the cautionary and interim measures of the by-law. The Board indicated that avoiding reckless or hasty development decisions during this crucial period was paramount. Interim control by-laws were usually triggered by relatively sudden initiatives that might lead to development contrary to new community visions.

Considering the balancing of the interests between the Town and applicant, the Board found that it was most appropriate to sanction what constituted a temporary freeze of golf course development in the EP and RU designated areas to prevent any abrupt development action that might serve to undermine long-range planning objectives contrary to the public interest.

Source: Decision of the OMB  
OMB Case No.: PL020544  
OMB File No.: R020134  
OMB Member: D. R. Granger

*Paul Chronis, MCIP, RPP, is a senior planner with WeirFoulds. He is also contributing editor for the OMB for the Ontario Planning Journal and a member of Council.*



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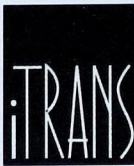
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### Student Affairs

## Urban Regeneration: Pursuing National Prosperity

By Jeffrey Cantos and Renée Gomes

The Rotman MBA Business Conference framed urban regeneration as a strategy to enhance Canada's economic competitiveness. OPPI was one of the several sponsors held at the University of Toronto's Rotman School of Management in January. Keynote speakers represented a diversity of interests, and each offered unique insights. Professor David Foot, author of *Boom, Bust and Echo*, spoke of the significance of demographic shifts to urban planning. His demographic forecasting was interesting, although whether or not changing patterns of immigration and settlement will conform to his model may be challenged. Neil Rodgers, President of the UDI, presented an interesting approach to Smart Growth. Don Drummond of the TD Bank and Roger Martin, Dean of the Rotman School of Management, were final keynote speakers. Panelists included John Howe, of Ontario SuperBuild Corp.; Joseph Parker, of Pricewaterhouse Coopers; William Thorsell, of the Royal Ontario Museum; Michael Young, of CIBC; Jeff Evenson of Canadian Urban Institute.; Robert Hindle, of Ingenium Group Inc.;

Glen Murray, Mayor of Winnipeg; and William Strange, of the Rotman School of Management. Moderator Amanda Lang, host of AM Business, ROBTv, ensured that discussion remained focused on the challenges of contemporary urban issues.

For planning students, this conference shed light on the significance of corporate influence and public-private partnerships in urban agendas. Although the keynote speakers and panelists presented different approaches to urban regeneration, they all reminded us of the urgent need for investment in urban Canada. The conference highlighted innovative methods of managing the challenges faced by Canadian cities. Interestingly enough, there was little mention of the role of planners in urban regeneration. In addition, the conference would have benefited from the inclusion of speakers and panelists who represented the gender and cultural diversity that is a vital part of the urban experience in Canada. As prospective planners and visible minorities, we look forward to contributing our insights to the ongoing process of urban regeneration in Canada.

*Jeffrey Cantos and Renée Gomes are both first-year students in the University of Toronto Programme in Planning and student members of OPPI. They may be reached at [cantosj@geog.utoronto.ca](mailto:cantosj@geog.utoronto.ca), and [gomesr@geog.utoronto.ca](mailto:gomesr@geog.utoronto.ca), respectively. Jeffrey Cantos and Paula Neto, also a University of Toronto Planning student, attended the Urban Regeneration conference as guests of OPPI.*



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## UDWG holds "Public Spaces" mini-conference event in Brampton

By Alex Taranu



Brampton City Hall

In early January, the City of Brampton hosted a meeting of the Urban Design Networking Group, the forum coordinated by the Ontario Professional Planners Institute's Urban Design Group (UDWG). Over 30 professionals from municipalities around Toronto as well as private practice attended the event, focused on Public Spaces. The three presentations complemented themselves wonderfully to present a balance of history and practice, from concept to design and implementation.

Sonny Tomich, Urban Designer with the City of Hamilton, presented an overview of public spaces from antiquity to the modern times, under the umbrella of the "genius loci" (spirit of place) concept, followed by examples from his work and an entertaining presentation of the a case study from his hometown.

Cory Bluhm, urban designer with the City of Kitchener presented a study his municipality did for the downtown public spaces and their role in revitalization of the area. An animated discussion followed around the potential solutions to the problems revealed.

James Brown and Kim Storey, partners in Brown & Storey Architects of Toronto presented a series of public space projects from their firm portfolio. From the well known St. George Street and Garrison Creek Study to more recent streetscape projects, they presented a variety of problems and solutions that highlighted the importance of good urban design in achieving the quality of public realm that creates good places attracting people and businesses alike. A lot of interest

was focused around their Dundas Square project in Downtown Toronto, the most significant addition to the public realm of the city in the last decade. Beyond the design approach and the complexities of the intricate process of creating such an important space in the city, the architects underlined the city's effort to program this space envisioned to be more than "the Times Square" of Toronto.

The event could have continued long in the night as the discussions around this topic of utmost interest for all the participants went on. What was supposed to be a simple "exchange of opinions and ideas meeting ended up being a mini-conference on the topic. All the participants enjoyed it and left keen on continuing the dialogue on other issues of interest.

In the upcoming year, the Urban Design Networking Group, and its coordinating

body, the OPPI Urban Design Working Group, will continue to organize events and activities of interest for the urban designers of the province as well as coordinate national efforts through the CIP National Urban Design Interest Group (NUDIG). Our Division had a solid presence, provided active input in the dialogue and proved to be an excellent host due to the efforts of Donna Clouter-Park and Andres Cotic.

### The Art and Business of Placemaking

The Urban Design Working Group was also involved in two sessions with the Canadian Urban Institute. In late February, the group joined the CUI to stage a special workshop, "Putting the Urban in Suburban: The Art and Business of Placemaking." Moderated by Gordon Harris from Vancouver, the event was a "sold-out success," with presentations from a broad range of professionals and participation via videolink from Duany's office in Florida and planners from the Vancouver area. The location—in Lucent's Learning Centre in Markham Centre—proved to be a winner. The event was supported by CMHC, Bell and the Town of Markham, along with the Remington Group and Urban Intelligence.

A couple of weeks later, Alex Taranu joined Janice Etter, a citizen member of the Toronto Pedestrian Committee, and City of Toronto's Paul Bain to discuss the Walkable City, focusing on the remarkable achievement by Janice and her colleagues to get Toronto Council to pass the first Pedestrian Charter. Look for fuller reports on both these events.

*For more information on the CIP NUDIG or OPPI UDWG you can check the NUDIG Web site at: [http://www.cip-icu.ca/English/aboutplan/ud\\_welc.htm](http://www.cip-icu.ca/English/aboutplan/ud_welc.htm) or contact Alex at 905 874 3454, e-mail: [alex.Taranu@city.brampton.on.ca](mailto:alex.Taranu@city.brampton.on.ca). Alex Taranu, MCIP, RPP, is a manager with the City of Brampton.*



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The Armchair World Traveller

## Two Great Books: From the OMB to City Networks

### A Law Unto Itself: How the Ontario Municipal Board has Developed and Applied Land Use Planning Policy

Author: John G. Chipman  
 Publisher: University of Toronto Press,  
 2002;  
 ISBN 0-8020-3625-2  
 Pages: 259  
 Price: \$60.00

**A** *Law Unto Itself* is a significant contribution to the debate on modifying or eliminating the Ontario Municipal Board. It provides documented insight into how the Board has made decisions, created new unwritten planning policy and filled land use planning policy vacuums in Ontario. The purpose of the book is to demonstrate, through an objective analysis of decisions, that the OMB has outlived its usefulness.

The book is divided into six chapters. The first chapter provides an excellent overview of the history, operation and context for the Ontario Municipal Board. Chapter 2 undertakes an analysis of decisions to determine whether any interest group has captured the decision making process of the Ontario Municipal Board, by winning a disproportionate share of the

hearings. The results over the three time periods are mixed, but do not suggest the Board has been captured by any one interest group. Chapter 3 examines how the Board has applied general statutory provisions of the Planning Act, to the decision-making process and how the Board has developed policy, such as the meaning of "minor" in minor variances. Chapter 4 analyses cases to explore how the Board has or has not interpreted value-sensitive terms, including good planning; neighbourhood protection; commercial competition; social housing; and "prematurity." Chapter 5 examines the relationship between provincial planning interests and OMB decisions. It concludes that provincial policy is given equal weight to all other evidence in the decision.

Chapter 6 brings the previous analysis together, arguing against a future role for the Board. It makes comparisons with other provincial planning tribunals, and examines the traditional roles of administrative tribunals, making a compelling argument that this Board is a tribunal out of time.

The research material for the book is based on some 870 OMB decisions published in the *Ontario Municipal Board Reports* and taken from three time periods. The early period from, 1971–1978 was chosen because it reflected a time when the Planning Act had little procedural direction

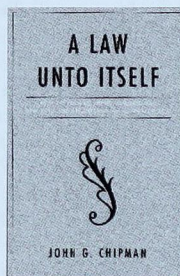
and few substantive planning policies. The middle period, from 1987–1994, was selected to reflect changes introduced through the Planning Act 1983. The last period was from 1995–2000 reflects how the Board responded to the introduction of the Provincial Policy Statement. The book provides a strong, objective analysis of Board decisions, using an administrative perspective. It clearly demonstrates that this tribunal is doing more than adjudicating administrative decisions of local councils.

The absence of a subjective, qualitative analysis of the decisions leaves the reader wondering if the results were good or bad planning. The author assumes that all planning decisions are political decisions and could be left in the hands of councillors. There is no discussion on council's resources, ability or ultimate desire to make reasoned long-range planning decisions.

While the book acknowledges the role of the Board as an alternative to local planning decisions, it does not explore the legislative changes, which might address the issue of undermining local planning decisions.

The book is well written in clear unambiguous text, with an overlying legal tone. It uses many significant decisions of the Board to demonstrate how the decisions move beyond administrative interpretations. There are excellent

notes, references to cases, an impressive bibliography and index, all adding to the high quality of the book. This book is recommended reading for planners, lawyers, councillors or community associations, with an interest in debating the future role of the Ontario Municipal Board.



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## Global Networks, Linked Cities

Author: ed. Saskia Sassen  
 Publisher: Routledge: London, 2002  
 Pages: 368  
 Price: (no price given)

**G**lobal Networks, *Linked Cities*, provides both a practical and theoretical approach to examining what Sassen constitutes as the "organizational architecture" of cross-border flows in labour, raw materials, goods, and travellers. By focusing on cities in the global south, the contributing authors examine the consequences of their mid-range position in the global hierarchy of cross-border economic circuits. The authors probe the implications of new information and communication technologies that both heighten and reduce many hierarchical inequalities between cities. Further investigation is made into the sociospatial reorganization within cities, including state policies, telecom and networking technological capabilities, older histories of economic advantage, and the socio-spatial restructuring of city development. Sassen makes clear that the nature of cities in the global south exposes this socio-spatial dynamic in its actual configuration, unlike global cities that are already well established.

The premise of *Global Networks, Linked Cities* is illustrated in the introductory chapter where Sassen forms her own hypothesis of key features in the global economic system. This first includes trends of centralization and dispersal; more specifically, the spatial dispersion of economic activities at the metropolitan, national and global levels that contribute to centralization in top-level management and control functions. She then points to the highly concentrated value of economic transactions taking place in cities and nations of the North Atlantic Rim. Finally, Sassen emphasizes the role of cities in an increasingly digitized global economy. Particular attention is paid to the growth demonstrated by finance and specialized services, in addition to the impact of new networking technologies on urban economies.

The remainder of the book is divided into three main categories that focus on the urban architecture of global networks, cross-border regions, and network nodes. Part I addresses the tension between the architecture of global networks and their interactions with specific environments of different cities. In addition, this section centres on the exchanges between technical networks and the social or economic networks of (Cont. on page 32)

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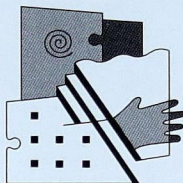
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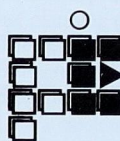
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## Environment

# New tool being developed by Ducks Unlimited Canada and MNR

By Silvia Strobl

On the Canadian Shield, the Provincial Policy Statement, Policy 2.3 provides direction to municipalities by recommending that development and site alteration only be permitted in or adjacent to a provincially significant wetland if it can be shown (through an Environmental Impact Statement) that there will be no negative effects on the values and functions of the wetland. Wetlands are determined to be "significant," or not, through field-based application of the Ontario Wetland Evaluation System (OWES). The OWES ranks the biological, social, hydrological and special features of a wetland and its surrounding landscape. An evaluated wetland is then considered to be "Provincially Significant" or regionally or locally significant, based on its overall total score (that is, greater than 600 points out of a possible 1000 points).

Unfortunately, the cost of evaluations is high, averaging \$1000/50 acres of wetland. The MNR has evaluated 24 of the 906 wetland complexes in the District Municipality of Muskoka, and the ratio of evaluated wetlands is similar elsewhere in central Ontario's cottage country. Without an indication of significance, inappropriate planning decisions may be made in or within 120 metres of wetlands in this part of Ontario where approximately 50 percent of the land area is privately owned, and the population is growing faster than the provincial average.

### Why conserve wetlands on the Canadian Shield?

Wetlands are an integral component of the forested landscapes that occur on the Canadian Shield in central Ontario. They include open marsh, forested swamp, bog and fen communities. They provide important wildlife habitat, including habitat for several species at risk.

Wetlands on the Canadian Shield play an important role in the region's hydrology. Most full-time residents in this landscape rely on private wells or surface water for their water supply. Better conservation of wetlands through effective planning controls will ensure that wetlands can continue to provide groundwater recharge and discharge functions thereby providing the important

environmental and economic benefit of water quality and supply protection. As such, wetland conservation is very much in the public's interest.

### Better mapping and information is essential for wetland conservation

To provide planners in cottage country municipalities with better wetlands information, Ducks Unlimited Canada (DUC) in partnership with MNR, the District Municipality of Muskoka and others has developed a methodology to:

- 1) Produce enhanced wetland mapping using existing GIS and information derived from satellite imagery, and
- 2) Score wetlands for significance using a Rapid Assessment Technique (RAT) that was originally developed by researchers at the University of Waterloo. The RAT model was derived through regression analysis which demonstrated that five of the 28 variables evaluated in the OWES contributed substantially to the final wetland score, and that these variables could be scored without site visits.

### Pilot project improves wetland information in Muskoka

To date the project has produced enhanced wetland mapping for the District Municipality of Muskoka that maps 58 percent more wetland area than previously identified by MNR's Natural Resource Values Information System. Validation with 800 terrestrial and wetland ecosite point field-based samples obtained through the Georgian Bay Coast project (conducted by the Nature Conservancy of Canada) confirmed that 97 percent of the new wetland polygons were accurately mapped as wetland ecosites, and 78 percent of swamp polygons and 71 percent marsh polygons, respectively, were classified correctly. Fens and bogs could not be distinguished.

Rules for scoring the five variables in the RAT model were developed and compared to respective scores from existing field evaluations. The variables include: wetland size, rarity of ecosite type, landscape aesthetics (comprising human disturbance and distinctness), open water and ownership.



Currently, the model is being applied to the 906 wetland complexes in Muskoka, and a final product is anticipated by May 2003.

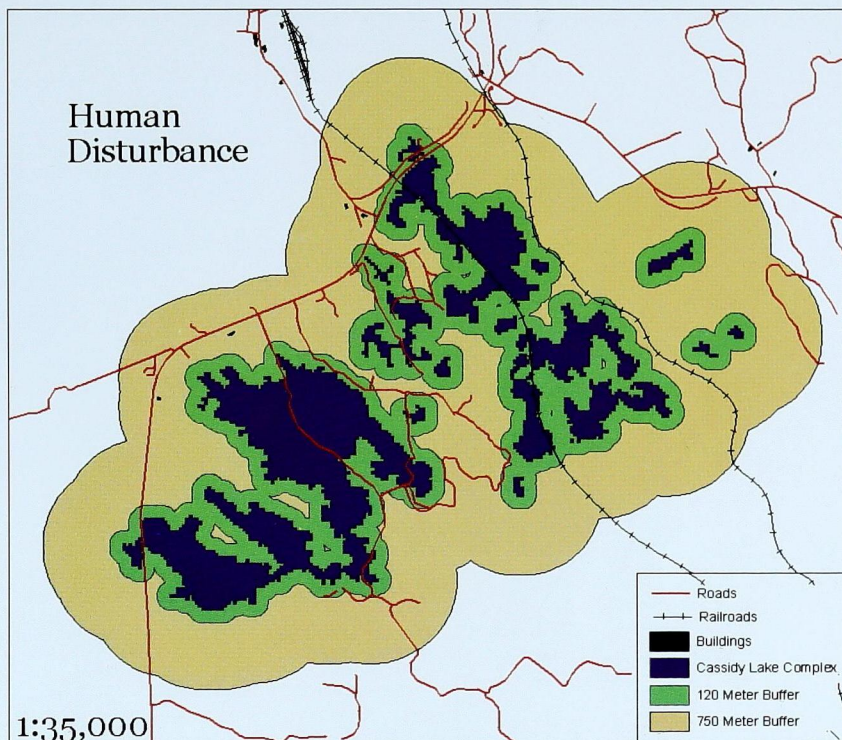
### How will better wetland information help conserve wetlands?

With no means to readily evaluate the majority of wetlands in cottage country, wetlands (if they are currently mapped) will continue to be designated as "Hazardous Zones": a designation with limited protection and no protection from adjacent land uses. The enhanced wetland mapping and evaluation developed by this project will help conserve wetlands by:

- 1) Providing a more accurate inventory of wetland area so that potential conflicts with development can be identified a priori.
- 2) "Flagging" potentially Provincially Significant wetlands and, together with complementary wetland policies, requiring a field-based wetland evaluation to confirm the wetland's value before development can be proposed.
- 3) Permitting municipalities to designate potentially Provincially Significant wetlands in their official plan schedules and, together with complementary wetland policies, set out expectations for the potential uses of wetlands and their adjacent areas.

### Transfer to other municipalities is ongoing

DUC hopes to interest other municipalities on the Canadian Shield in applying the enhanced wetland mapping and evaluation to their areas. By developing partnerships with municipalities and other community partners, funding has or is being obtained to apply the technology to the County of Haliburton (with the recent approval of funding support from the Ontario Trillium Foundation) and Algoma (pending funding proposal approval) beginning in April 2003.



The RAT provides a uniform, unbiased approach to evaluating 5 OWES variables

### Acknowledgements

Funding assistance from the Ontario government's Living Legacy Trust is gratefully acknowledged, and was instrumental to the development of the enhanced wetland mapping and evaluation technology reported in this article.

*Silvia Strobl is a forester working with Ducks Unlimited Canada. She can be reached at (613) 389-0418 or [s\\_strobl@ducks.ca](mailto:s_strobl@ducks.ca). Steven Rowe, MCIP, RPP, is the principal of Steven Rowe Environmental Planner. He is the Ontario Planning Journal's contributing editor for the environment.*

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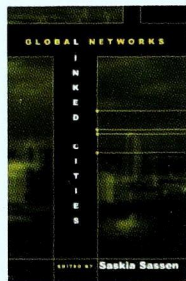
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(Cont. from page 29) business, capital exchange and transport. Garcia and Graham develop this theme in the first two chapters by exploring the complex relationship between technical connectivity and economic growth. Chapter 3 attempts to classify cities in terms of their involvement in cross-border networks, where Taylor, Walker and Beaverstock have mapped the global networks of offices of accounting, law and finance firms. The section's final chapter by Smith and Timberlake is concerned with the network relations of world cities defined by their linkages of exchange. The authors apply a framework of network analysis to air travel to exemplify the indirect connectivity of certain cities to the global political economy.

Section 2 makes the transition from the global to the sub-global scales of regional and urban dynamics. Case studies are used to examine the roles of cities in cross-border regions. Parnreiter's assessment of Mexico City in chapter five describes the city's location as one that is on multiple global circuits. This illustrates the history of economic internationalization that characterizes the country. Parsa



and Keivani also provide a case study of the emergent Dubai-Iran corridor in chapter six. This area is an example of decentralized production in an era of rapid globalization processes. Here is seen an emergent division of functions that positions Dubai as the leading financial and trade centre of the region while Iran remains the key supplier of land resources and labour. In chapter 7, Schiffer returns to Latin America, where he discusses the role of Sao Paulo as the crucial intersection of the Mercosur cross-border region. A key issue developed by Schiffer is how the deregulation process of the Brazilian government reshaped the environment required for cities like

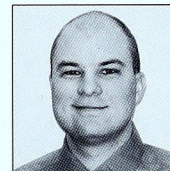
Sao Paulo to participate in the global economy. Huybrechts provides the final case study in chapter eight, which examines the rebuilding of Beirut through institutional objectives of reconnecting the city to key global circuits in finance and port-linked trade.

In the last section of *Global Networks, Linked Cities*, the authors analyse the modes for developing infrastructures, urban spaces and policies necessary for global city functions. The first three chapters consider the

role of spatial reorganization and how it facilitates global city development. Meyer discusses the role of Hong Kong in chapter nine, as a strategic node between China and the world. He contends that the social connectivity of this city has continuously redefined its strategic role over time. The impact of new communication and information technologies on Hong Kong is also considered. Chapter 10 by Gu and Tang furthers the dialogue of interdependence by discussing government control, leadership and initiative in Shanghai. Such efforts in technical connectivity are what provide this city a potential role in global networks. In contrast, Ciccolella and Mignaqui focus on the new forms of sociospatial polarization experienced in Buenos Aires in chapter eleven. They document the actual development of this city's capacity to host global city functions. The concluding chapter by Riemens and Lovink judges the aptitude of new networking technologies in strengthening local urban interactions. Their narrative speaks to the struggle faced by people in cities around the world who attempt to make new technological advances work in their favour.

*Lori Tesolin is currently a first year candidate in the Master of Science in Planning Program at the University of Toronto. Her interests include economic policy and planning, urban revitalization and the impacts of global trade agreements at the local level.*

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