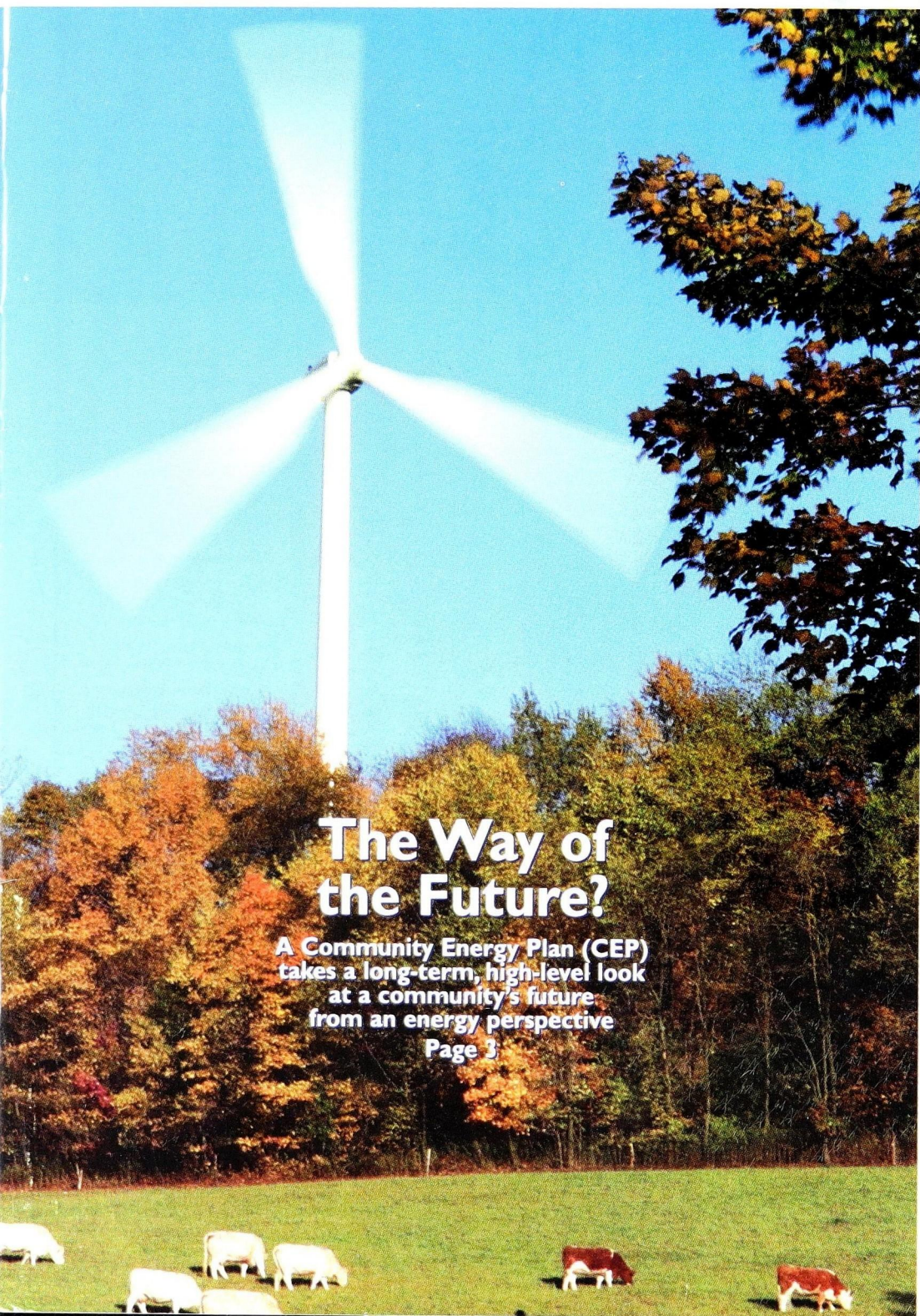


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Community Energy Planning— Securing Your Energy Future

By Ken Church

In ever-increasing numbers, municipalities across Canada are recognizing that economic success and quality of life relate to the availability and use of affordable local energy. Unpleasant surprises such as the 1998 ice storm and the 2003 blackout in eastern Ontario, as well as dire predictions of electrical shortages within five years, are heightening energy awareness and prompting local governments to develop Community Energy Plans to safeguard their communities.

A Community Energy Plan (CEP) is a long-term, high-level look at a community's future from an energy perspective. The plan takes into account the energy needs of future development from a systems point of view. It provides the framework for increasing the overall quality of life through the efficient use of energy and the use of local and/or sustainable energy supplies.

Community Energy Plans are not official documents. They are not required by law, and they have no legal authority. However, because the public is involved in their development and because they deal with issues ranging from the local economy to the environment, they may form a long-term guide for municipal action. A well-thought-out CEP therefore provides continuity from one official plan to the next and context for focusing on more specific areas such as transportation, water resources, economic development, waste management.

Why have a long-term energy strategy? Let's face it, energy is becoming more expensive. Without some form of widespread conservation program, the availability of natural gas will likely become a serious issue within the next two decades. Current residential, commercial and institutional energy expenditures (including transportation) in Ontario reached \$10.2 billion in 2001. When you compare this figure to the Ontario health care budget of \$29 mil-

lion, it is perplexing that the concern over health care expenditure is not extended to energy. Moreover, the economic and environmental impacts of energy use are often ignored. Current legislation does not encourage municipalities to consider these impacts as part of their planning process, despite their importance for the quality of life of municipal residents.

Sewers, water mains, institutional buildings and bridges are expected to last more than 50 years, and their design and location affect a community's energy consumption patterns. A major highway that fosters suburban growth means that sprawl will increase to the detriment of transit; a new school at the edge of town will increase the need for busing; a new megastore on the edge of town may create more traffic congestion. All these factors put stress even the best growth management plans.

A Community Energy Plan must look beyond the typical lifecycle of infrastructure, allowing steady change to occur: replacement rather than retrofits. A longer-than-usual timeframe also has the advantage of encouraging creative thinking and suppressing NIMBYism.

A CEP requires a six-step approach:

1. Develop a Community Vision

Where does the community see itself in 50, 60 or 80 years' time? Although this information may already be available through other "visioning" processes, it is surprising how many communities do not have a vision.

2. Analyze the status quo

Evaluate energy and air-quality conditions along with existing



Alternative energy sources in our future?

Photo: Superior Wind Energy Inc.

programs and practices. But the process should not end here. Too many undertakings are stymied by an eagerness to collect data. Data collection and analysis should be done in stages, at levels of detail that reflect the purpose of the data, and focusing on areas of interest. This allows for an overall picture to be developed relatively quickly at the outset. Areas of specific concern or interest can be highlighted for more detailed attention later.

3. Quantify the vision and set targets

If the vision is attained, what will it look like in terms of energy supply, land use patterns, or transportation? The analysis of the status quo will identify areas that are not sustainable or that lead the community away from the vision. Issues such as excessive amounts of solid waste, low levels of recycling, low-quality housing stock, poor air quality, or excessive commute times suggest programs that could be established to encourage improvement.

4. Develop programs and projects

Each program must address the community vision and involve realistic and meaningful actions. The programs must support both the community vision and each other. At this point, the groundwork may be completed to

support the installation of renewable energy systems, district energy, green building design, mixed-use developments or new bylaws for sustainable practices.

5. Develop a schedule

Not all programs can be launched tomorrow. Schedules for community energy planning cannot be rigorous, since much of the data is unknown. While it may be reasonable to estimate budgets for the initial six months or one year, longer estimates are unreliable. It is more important to ensure that the programs are launched in a manner that allows the community to gain some short-term benefits that will act as the building blocks for the long-term plan.

6. Implement and finance

The issue of financing is one that usually left until last in project development. Most projects are initiated by people who are more interested in the results than in the capital and revenue involved. Discussions with financial personnel should be held when the concept has been agreed upon to allow those knowledgeable in financial matters to provide insight into possible divisions in responsibility and ownership, or available financing

models. These discussions may also reduce the time and effort required to establish financing at a later stage.

To help communities undertake Community Energy Planning, Natural Resources Canada has developed a step-by-step guide, drawing on experience from experts in environmental and energy planning. The 350-page guide comes in three volumes. Section 1 provides an introduction, Section 2 explains the planning process, and Section 3 describes more than 150 examples of energy-efficient practices in 110 areas that could form the basis of programs and projects.

The Federation of Canadian Municipalities, through its Partners for Climate Protection (PCP) program, offers a 5-step approach aimed at short- to medium-term greenhouse gas reduction opportunities. More than 108 municipalities across Canada have used the PCP program. The two processes, CEP and PCP are compatible and support each other's goals and objectives.

Details of the Community Energy Planning methodology can be obtained from Ken Church at Natural Resources Canada at 613-947-8952 or kchurch@nrcan.gc.ca, or downloaded from the FCM Knowledge Network at: http://kn.fcm.ca/ev.php?URL_ID=2151&URL_DO=DO_TOPIC&URL_SECTION=201&reload=1076513561.

Ken's most recent contribution to the Ontario Planning Journal was a two-part series of articles on the benefits of district energy. He will be part of a panel looking at these issues at the upcoming Canadian District Energy Association annual conference in June (see Billboard).

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Learning from the long view

One Planner's Perspective on Bills 26 and 27

By John Bousfield

The following was delivered in somewhat abbreviated form, to a joint UDI/GTHBA Workshop in early February. Other panelists were Brad Duguid MPP, Parliamentary Assistant (Urban) to the Minister of Municipal Affairs; Jeff Davies, Davies Howe Partners; and Roger Anderson, Chair, Regional Municipality of Durham. The panel moderator was Mike Parsons, Monarch Development and current President, Greater Toronto Home Builders.

Bill 26, the Strong Communities Act, has four components which, briefly stated, are:

- Increased minimum time frames for appeals to the OMB.
- Proscription of private appeals to OMB requiring urban boundary expansions not sanctioned by local or regional government.
- "Be Consistent With" to replace "Have Regard For" in respect of the PPS.
- Ministerial power to declare a Provincial Interest, thus shifting the decision on an OMB appeal to Cabinet.

Minimum Time Frames

Table 1 summarizes the changes specified in the minimum time frames for private appeals.

These changes are really directed at appeals based on neglect and are obviously intended to afford municipalities more time for review and consultation before launchings can occur.

Before the pro-development lobby falls on

TABLE 1: Minimum Time Frames

Application Type	Pre-Bill 26 Only After	Post-Bill 26 Only After
Severances	60 days	90 days
ZBAs, Holding By-laws	90 days	120 days
Subdivision Plans, Condo Plans & OPAs	90 days	180 days

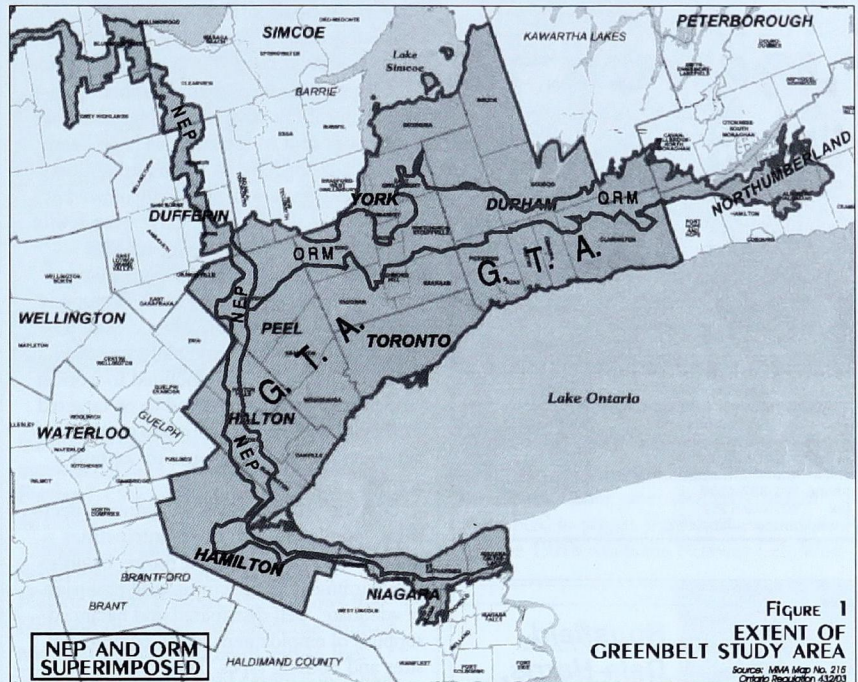


FIGURE 1
EXTENT OF GREENBELT STUDY AREA
Source: MMA Map No. 216
City of Regeneration 4/2003

Figure 1

its collective spear at the prospect of these new time constraints, it may be useful to remember that:

- only a very small proportion of all planning applications ever get referred to the Board;
- of all referral requests, relatively few are based on neglect as opposed to refusal or dissatisfaction with an approval;
- of the those based on neglect, not many are filed when, or even very shortly after, the minimum time frame lapses.

Ergo, we can expect that only a small percentage of planning and development applications will be affected by these new time frames.

In any case, the 30-day increases for severances, zoning by-law amendments and holding by-laws seem unlikely to make a noticeable difference to the way the processes work now. I must confess to some surprise that the 180-day time frame was applied to

condo and subdivision plans which don't require an OPA. In most instances, such applications are essentially technical in nature wherein the decision is based on the results of departmental and agency reviews and/or on planning staff likes and dislikes about urban design. Any public controversy normally attaches to the accompanying zoning by-law amendment, which, contrarily, has an appeal limitation of only 120 days.

Most local official plans (especially secondary or Part II plans) contain density, height and other specifications which, though labeled as "policies," are in fact regulations which effectively convert the document into a sort of upper-level zoning by-law. This is why I think the 180-day limitation on OPA applications will mainly affect infill and intensification proposals where the consultation process will undoubtedly be long and loud, ending only in a Council refusal, or in a third-party appeal in the unlikely event of a Council approval. Confronted by a seemingly inevitable OMB

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hearing, small wonder that the earliest possible appeal date has its attractions for the proponent. The application may ultimately succeed or fail, but at least the Board's pre-hearing timetable imposes some limitation on a process that otherwise could and likely would morph into an interminable filibuster.

**Private Appeals of Applications
Involving Urban Boundary Expansions
not Approved by a Municipal Council**

I can't pretend to know the number of private applications involving urban boundary expansions that in recent years have been successfully appealed to the Board against municipal opposition, especially upper-tier opposition. I suspect there have been few of any significant scale. If the geographic extent of the existing and already planned urban development in the GTA is properly labeled as "urban sprawl," then clearly it was almost entirely municipally approved sprawl. One is therefore inclined to wonder why private applications had to be targeted in this fashion and why anyone would think this is an important measure to contain sprawl.

Leaving urban boundary expansion decisions completely with the municipalities may, in the not-too-distant future, begin to prove inimical to the continuing provision of adequate, well distributed and balanced supplies of employment lands, commercial sites and housing types. Think not?

Consider, for example, North Oakville, a prime mixed-use development tract positioned only 4-5 miles north of Lake Ontario. Absent the earlier urban designation in the Halton Region OP, and given the existence of Bill 26, can anyone doubt that North Oakville would remain forever rural? Whoever does might check last November's municipal election results. And hands up all who think that circumstance would eventually trigger a Declaration of Provincial Interest in ensuring adequate supplies of land for urban uses at serviceable locations . . .

It should not be forgotten that shortages of developable land are not just building industry problems . . . they are equally Ontario's. But, thanks to Bill 26, the industry will no longer be able to help with the heavy lifting .

**"Be Consistent With"
vs. "Have Regard For"**

This is a revisit to one of the issues attached to the Rae Government's Bill 164, which proposed the same change. Coupled with the version of the PPS also proposed at that

time, the consequences would have been calamitous . . . a veritable planning strait-jacket for all participants in the planning and development processes. Many will recall the almost universal angst that prevailed beyond the corridors of the MMA during the debate which ensued at the time.

Since those harrowing days, my experience has been that, notwithstanding the prevailing "have regard for," most everybody strives to demonstrate that they are "consistent with" the PPS as it is currently worded. All the stuff I produce, and most of what I read seems aimed in that direction. So I'm not inclined to foresee much impact from this change except in three circumstances, two affecting municipalities.

Council decisions regarding intensification and infill applications will have to "be consistent with" Sections 1.1.2(e) and 1.2(d) of the PPS regarding intensification and infill, and with Sections 1.2(a) and 1.2(b) regarding the maintenance of ten- and three-year supplies of designated land and draft approved housing units, when it may not be politically convenient to do so.

The third circumstance depends of course, on the wording of the PPS. Should it ever revert to something like the 1994 nightmare, I would quickly change my tune regarding "consistent with" . . .

Declarations of Provincial Interest

This is a re-instatement of a provision that was dropped from the Planning Act several years ago. My recollection is that it had been used only sparingly . . . the 1992 Etobicoke Motel Strip OPA hearing being the last example that comes to mind.

It was Peter Walker who reminded me of a vexatious downside to this provision, in the form of lengthy delays that can attend decision-making by Cabinet, as evidenced by the track record of a number of appeals of Joint Board decisions.

For my part, I remain puzzled at the inclusion of this provision in legislation titled *The Strong Communities Act*. The community of Motel Strip landowners didn't feel any stronger because of the 1992 Declaration as I recall, and neither did Etobicoke. In fact, I think they both felt a lot weaker .

Upon Reflection . . .

Only item 1.2 above strikes me as having potential for much more than rhetorical significance. If the recent North Oakville experience proves to be portentous, and if,

in consequence, GTA land prices and hence housing costs begin to escalate as they did in the short supply years of the late 1980s, David Greenspan's "Law of Perverse Results" will once again prevail.

**Some thoughts about Bill 27—
The Greenbelt Protection Act, 2003**

Bill 27 also has four components:

- The Creation of a Greenbelt Study Area.
- Imposition of a one-year moratorium on new development beyond existing urban areas.
- Empowering the Minister to stay OMB hearings regarding urban development proposals outside urban designations within the Study Area.
- Amendments to the ORM legislation.

Here are some thoughts on the first two points.

The Greenbelt Study Area

Figure 1 shows the extent of the Study Area. Within it, all "urban settlements" as delineated in existing official plans, are exempt from the implementing Minister's Zoning Order, as are the NEP and ORM lands and the existing Zoning Order lands in Markham and Pickering.

Considering the protective crescent already formed by the NEP and the ORM around the GTA, one might question how much more is necessary in the way of a greenbelt. In any case, the extent of the Study Area looks rather heavy handed . . . why would anyone be studying GTA greenbelt possibilities in the far reaches of York and Durham Regions?

The new Greenbelt has been touted as, inter alia, a necessary and important measure to curb urban sprawl in the GTA. That seems to be a strange implement to use for the purpose . . . the record of greenbelts in this regard is not especially encouraging. For example, in the years following WWII, the NCC bought up a greenbelt around Ottawa, as had been proposed in the Greber Plan. Within a few years, urban growth had reached the inner boundary at many points and the hamlets isolated within the greenbelt were soon filled in. Continuing urban expansion simply leap-frogged beyond into Kanata, Stittsville, South Nepean, Gloucester and Cumberland. Thus, in the result, the greenbelt simply exacerbated the urban sprawl problem throughout the Capital Region. Adelaide Australia had experienced the same thing decades earlier.

Neil Rodgers (President of UDI and a

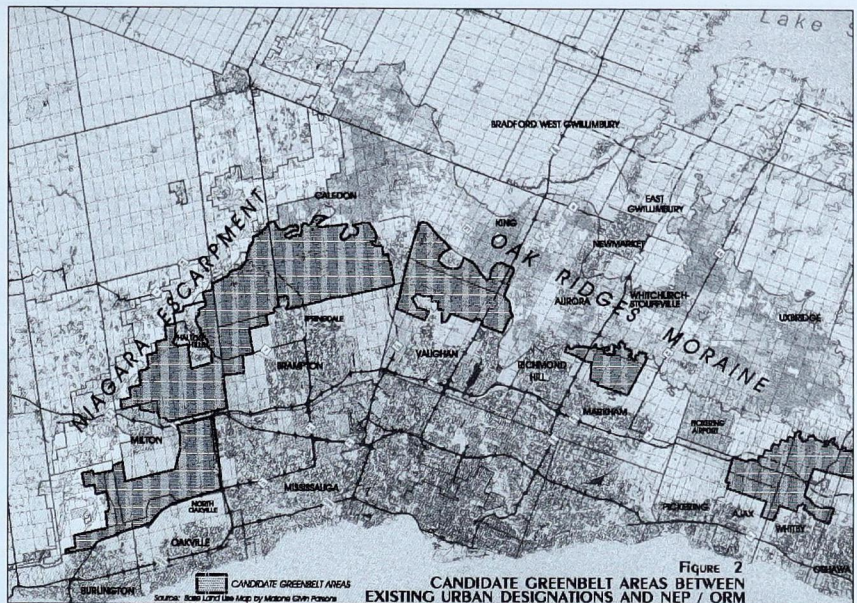


Figure 2

member of OPPI) points out that the much-acclaimed Urban Boundary around Portland, Oregon has been amended about 40 times.

Figure 2 is based on a marvellous map of South Central Ontario produced by Malone Given Parsons, which shows the NEP and the ORM, and all of the built-up and urban-designated lands within the GTA. With MGP's kind permission, I have highlighted the remaining rural-designated lands located inside the GTA perimeter defined by the NEP and ORM as the candidate greenbelt areas.

It is this drawing which raises concern that the province may have rushed into a very high-risk venture, most particularly because of the level of public expectations that will be raised. Will the province be able to deliver physical results that will satisfy the environmental and anti-growth lobbies? It will be observed that much of the candidate greenbelt acreage shown is in Halton, Caledon and King. Will the good folks who live in, or near those areas be happy if they don't become part of the greenbelt? But too much greenbelt could unduly constrain future land supply. This could turn out to be a lose/lose situation.

How the province will create the new greenbelt engenders further concern. As noted above, the NCC bought or expropriated the Ottawa greenbelt. But can this provincial government, confronted by a well-advertised \$5.6 billion debt, embark on a major land acquisition program? Or will it seek to rely on land use restrictions

imposed via special-purpose legislation?

Those with longish memories will recollect that another provincial government attempted to pursue the latter course during the 1970s when the Parkway Belt West

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Plan was created under the *Ontario Planning and Development Act*. The Parkway Belt was intended to function as a corridor for utilities and transportation/communication facilities and as a linear open space system linking prominent natural features and points of interest. These features comprised the Public Use Areas and they were to be publicly acquired.

However, the Parkway Belt was also designed to separate, and to give definition to the expansive urban entities, which then, and in future, would make up the GTA. In order to pack some flesh on the linear skeleton, and give the Parkway Belt sufficient lateral

dimension to achieve the "separator" objective, "Complementary Use Area" designations were applied to abutting private lands from place to place along the Public Use corridors. The only permitted activities were agriculture, forestry and low-intensity recreational or institutional uses. Urban development of a nature and density that would be routinely permitted on adjacent private lands was proscribed.

Once infrastructure arrived, however, and the "Complementary Use Areas" could not survive for long. Absent compensation to the landowners, the enforced idleness of selected private properties in order to fulfil public goals proved to be too offensive to

ingrained notions of social justice. Gradually the "Complementary Use Areas" in the plan were dismantled. By way of example, Figure 3 shows the series of exclusions along a section of Parkway Belt through Markham.

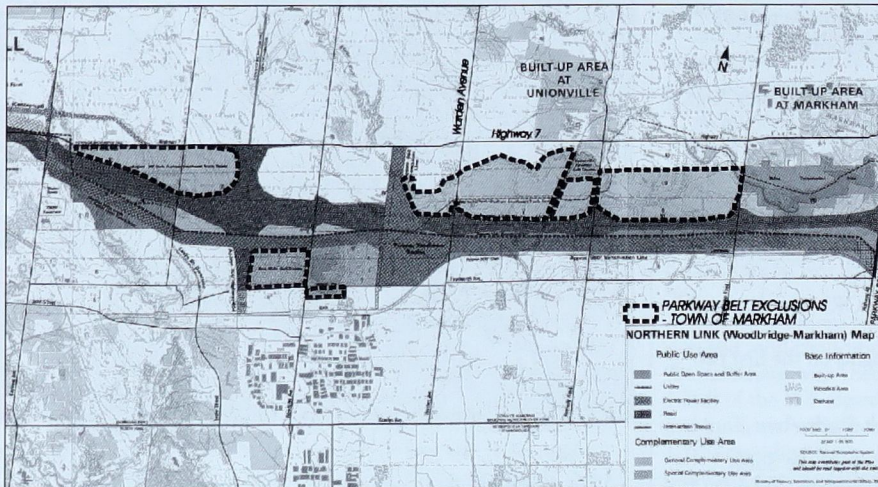


Figure 3

In one of the more delightful bits of irony, the southeast quadrant of Warden Ave./Hwy 7, which was originally intended to function as part of an urban separator, is now being planned as part of the Markham Centre. Jim Murray, long-time editor of *Canadian Architect*, was wont to observe that today's heresies are tomorrow's orthodoxies, and vice versa. How right he was.

The Moratorium

The one-year moratorium is intended to foreclose new development within the candidate greenbelt areas. At this writing, a Greenbelt Task Force, chaired by Burlington Mayor Rob MacIsaac, has been

appointed to conduct an intensive consultation program between April and June. If indeed the whole of the Study Area is to be examined seriously, the Task Force and Study Team appear to be facing a daunting challenge within a very tight time frame.

Bill 27 states that the legislation will automatically repeal itself on December 16, 2004. What happens if the new greenbelt has not been established by then?

Although there is no time limitation on the Zoning Order, apparently it has been assumed that it will be lifted once Bill 27 becomes adopt-

ed legislation. We can chatter about that if matters haven't been settled as the due date approaches . . .

Upon Reflection

Whatever its merit(s) may prove to be, the *Greenbelt Protection Act* will most certainly diminish the role of most GTA municipalities in long-range planning. Odd that it should have followed so hard on the heels of the *Strong Communities Act*.

Finishing Up

Neither of these Bills is expected to come up for Second and Third Reading for a couple of months, and by then they may have been revised in light of internal second thoughts or external criticism. It's possible for example, that the one-year time frame may be extended in the legislation that derives from Bill 27.

In both cases, the legislation in final form will be, in unusual fashion, retroactive to the dates in December, 2003 when the two Bills were introduced.

Meantime, next door in the Region of Peel, Brampton's Springdale Community is building apace on services brought 16-18 miles up from the lake. (See Figure 2.)

John Bousfield, FCIP, RPP, is the senior partner of Bousfield, Dale-Harris, Cutler & Smith Inc. He has been practicing in Ontario since the 1950s.



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Green Roofs: Unlocking the Future to More Sustainable Cities

By Carla Guerrero and Steven W. Peck

Green roof infrastructure is becoming an increasingly attractive option as communities seek effective ways to secure long-term sustainability. Green roofs can address many of the challenges facing urban planners and residents alike. Life-cycle costing indicates that green roofs cost the same as or less than conventional roofing systems and they are an investment that provides many social, environmental and economic benefits, both public and private.

To most planners the buzz surrounding "green roofs" is relatively new. However, green roofs are not a new phenomenon. In fact, LeCorbusier and Frank Lloyd Wright were both strong advocates of green roof technology. While Le Corbusier promoted rooftops as potential locations for urban green space, Wright used green roofs as a tool to integrate buildings more closely within the landscape. However, at the time neither were aware of the substantial public benefits that green roofs would offer to the 21st-century urban environment.

Sparked by rising concerns over the degraded quality of the urban environment and the decline in urban green space, interest in the public benefits of green roofs gained momentum in the 1960s. From an urban planning perspective, the public benefits of green roofs include stormwater retention, reducing the urban heat island effect, and mitigating community opposition to infill development.

A well-known benefit of green roofs is their ability to retain stormwater. Typical stormwater systems in urban areas have resulted in a numerous problems, such as surface and ground water contamination, sewage overflows, reduced water levels, water temperature increases, severe flooding and erosion. Green roofs substantially reduce and filter stormwater run-off, thereby providing a viable alternative for environmentally appropriate stormwater management. In a study of the stormwater retention benefits of green roofs, the City of Portland, Oregon, estimated that if half of the buildings in the downtown area (219 acres) had green roofs, approximately 66 million gallons of water would be retained annually. This would eliminate combined sewage overflows by 17 million gallons and storm water discharges would be reduced by

11 and 15 percent. As demonstrated by this and other studies in Winnipeg and the GVRD, green roofs have important implications for municipal infrastructure by reducing combined sewage system overflows and helping cities achieve multiple benefits while managing stormwater on site.



Carla Guerrero

The urban heat island effect refers to the overheating of urban and suburban areas relative to the surrounding countryside, due to more paved, built-over and hard surface areas. Consequent to the increased temperature, the urban heat island effect leads to increased heat-related illness and death, increases electricity use for air conditioners (hence more potential summer blackouts) and

also increases the rate that chemical processes generate pollutants, like ground level ozone. Green roofs mitigate the negative impacts of the urban heat island effect by acting as a barrier on the dark roof surfaces that converts solar radiation into heat. Vegetative surfaces, like urban forests, absorb solar radiation so that it is not converted into heat.

Another benefit of green roofs is their role in facilitating infill development. It has been demonstrated that green roofs can not only help make urban communities more attractive places to live, but that green roofs can play a key role in reducing community opposition to infill development. Green roofs help address community concerns over infill development by enhancing green-space, providing potential additional public amenity space for existing residents, and making the most efficient use of urban land. In several cases, such as the Ryerson gymnasium development in downtown Toronto, the provision of accessible green roofs has been successfully used to make development proposals more attractive to reluctant communities.

Green roofs have also been integrated into development proposals as a community offering in exchange for increased density or an unpopular development project. Cities such as Portland and Chicago have established density bonusing programs to help offset the higher upfront capital costs of green roofs and improve the quality of life in areas undergoing redevelopment.

With rooftops encompassing anywhere from 15 to 30% of the land area within our communities, they offer numerous opportunities for improving the quality of life in our communities and supporting the goals of sustainable development and smart growth. In addition to the above-mentioned public benefits of green roof infrastructure, other benefits include improved aesthetics, habitat development and air quality improvement. From the perspective of the professional planner, green roofs can play a key role in addressing some of the challenges confronting the efforts to build more sustainable communities and thereby unlock the future to a more sustainable urban tomorrow.

Upcoming Green Roof Workshops and Conferences

On May 11, 2004, a one-day green roof workshop in Ottawa will cover the latest information on green roof infrastructure as it impacts climate change, stormwater management policy, greening the downtown core, air quality and the urban heat island effect. The workshop is presented by Green Roofs for Healthy Cities and sponsored in part by Canada Mortgage and Housing Corporation.

On June 2-4, 2004, the City of Portland, Oregon will co-host a two three day conference entitled, "Greening Rooftops for Sustainable Cities," featuring over 55 speakers from nine countries and the Green Roof Awards of Excellence. On June 2, the inaugural Green Roof Design 101 Training Course will be launched. For more information and to register for either event please visit www.greenroofs.org.

Carla Guerrero, M. PL., is a Researcher with the CMHC and is a member of OPPI's Professional Development Committee. Carla is a Steering Committee member for the upcoming Green Roofs Workshop in Ottawa. Steven Peck is the executive director of Green Roofs for Healthy Cities (www.greenroofs.org). Mr. Peck is currently working with the City of Toronto to develop supportive green roof policies.

Resources

Canada Mortgage and Housing Corporation
www.cmhc.ca
Green Roofs for Healthy Cities
www.greenroofs.org

New Strategies for Farmland Preservation: Sizing up the American Experience

By Wayne Caldwell, Claire Dodds-Weir, Robert Dykstra, Stewart Hilts and Sarah Thomson

*This is the last in a series of articles looking farmland preservation issues. The first two articles examined current rural non-farm development trends in Ontario. Article three examined the establishment of the Ontario Farmland Trust. This one concludes the series by examining farmland preservation techniques used in three American states. The article is based on the report *Approaches to Farmland Preservation: Reflections on an American Farmland Preservation Tour* co-authored by Claire Dodds-Weir and Robert Dykstra for the Farmland Preservation Research Project, University of Guelph.*

Comparing American and Canadian solutions to farmland preservation is in some ways like comparing apples to oranges. Americans have property rights firmly entrenched in their constitution, whereas Canadians own property at the pleasure of the crown. As a result, in Canada, governments have more latitude to develop regulations to control development. Over the the past 20-30 years, Americans have had to find innovative solutions to preserve farmland to help compensate for relatively weak policies and regulations. Although there is potential to adapt some of these tools to Ontario, the right mix of political and public support and resources is critical.

One of the first lessons is that farmland preservation needs to become a political issue. This requires a well-educated public that believes in its importance. In the United States, a number of new governors won office in 2002 by partly running on smart growth platforms. U.S. governors see that containing urban sprawl is a solution to fiscal problems. In Ontario, politicians are starting to see containing urban sprawl as a political issue with the recent introduction of Bills 26 and 27 late last year. Bill 26—the *Strong Communities Act* proposes to prevent appeals to the OMB of urban expansions that are opposed by elected municipal governments and it also proposes to reestablish the requirement

that planning decisions be “consistent with” provincial policy. Bill 27—the *Greenbelt Protection Act*—proposes to create a greenbelt in the Golden Horseshoe. It also establishes a moratorium that temporarily prevents new urban uses outside existing urban boundaries on rural and agricultural lands.

As for educating the general public and government, the first ever farmland preservation conference, Protecting Farmland for Farmers, and the launch of the Ontario Farmland Trust will be taking place from June 27-29 at the University of Guelph. The participants will discuss the challenging issues around farmland preservation in the Canadian and Ontario context. The conference is being jointly held by the Farmland Preservation Research Project and the Ontario Farmland Trust. Professor Tom Daniels, Department of City and Regional Planning, School of Design University of Pennsylvania, will be one of the keynote speakers.

While political and public support for preserving farmland is important, allocating resources is equally important. Pennsylvania, for example, had previously allocated two cents from the tax on every cigarette pack for farmland preservation. This raised between \$20 and \$30 million annually. In the 1990s, New Jersey was able to set aside a one-billion-dollar bond to put towards farmland preservation with the support of a public vote.

Several state-run programs in Maryland such as Live Near Your Work, Brownfield Program (a subsidized contaminated lands clean-up), Priority Funded Areas, and Job Creation Tax Credits combine to offer tax incentives, low mortgage rates, and subsidies to businesses and the public alike to locate in areas where infrastructure already exists. In New Jersey the BIG program, Blueprint for Intelligent Growth, is in the process of being implemented. It maps the entire state into areas that are appropriate or inappropriate for development. All of these programs have potential applicability in the Canadian context.

One of the most commonly used programs to preserve farmland in the United States is the purchase and transfer of development rights. The long-running Purchase of Agricultural Easements Program, in combination with tax incentives and the Agricultural Security Areas program, made Pennsylvania the leading state in the nation for farmland preservation in 2000 with 1,476 farms and 180,916 acres of farmland preserved. The results of this strategy are successful, but their applicability in the Canadian context, where official plans and zoning by-laws appear to be more successful than in the United States, needs to be carefully evaluated.

Canada needs to establish resources that will assist in developing successful farmland preservation programs. These resources should take a variety of forms, including developing an organization equivalent to the American Farmland Trust, which provides research and guidance to communities who are trying to deal with rapid growth and farmland loss, and setting aside funds to promote farmland preservation activities.

In conclusion, there are innovative solutions occurring in the United States that can be adapted to the Canadian context. What is needed first and foremost, however, is a recognition by Canadians, including politicians, that Canada's agricultural resource is finite and that a long-term commitment must be made to preserve farmland for agricultural use.

For the complete version of the reports Ontario's Countryside: A Resource to Preserve or an Urban Area in Waiting? and Approaches to Farmland Preservation: Reflections on an American Farmland Preservation Tour, and for further updates on presenters and registration details for the farmland preservation conference, Protecting Farmland for Farmers (June 27-29), refer to the Farmland Preservation Research Project website www.uoguelph.ca/~farmland.

Moving Minds: Our Urban Challenge CIP-OPPI 2004 Joint Conference

By Wendy Johncox

Four out of five Canadians now live in urban centres. National attention has begun to focus on the state of Canada's cities and the physical, environmental, social and financial challenges facing urban areas. Recognizing that the status quo will not maintain the livability, creativity and economic wealth of cities, new ideas and solutions are being sought and advanced. "Moving Minds" is key for the new urban agenda and planning can advance the agenda on many levels.

You can participate in this important and timely debate and help explore the challenges facing planning by joining us at the CIP/OPPI 2004 Joint Conference, "Moving Minds: Our Urban Challenge" at the Sheraton Centre in Toronto from July 11 to 14, 2004.

The keynote speakers include Jaime Lerner, architect, planner, former mayor and Governor of Parana, Brazil. During his 12 years in office, Lerner personified the need to "maximize resources" and devised many innovative, inexpensive solutions to city problems. For instance, in the early days of the public transit system, to increase its funding and encourage ridership, he made a special city lottery, using bus fares as lottery tickets. To combat a growing litter problem, he created incentives for recycling, including exchanging bottles, cans and other recyclables for food. Lerner believed in implementing plans swiftly. In just 72 hours, he converted the downtown of Curitiba into Brazil's first successful pedestrian mall. Today, Lerner consults with cities on their plans for addressing long-term growth and sustainability. We can all be inspired by his approach to urban challenges.

On Tuesday, Canadian Avi Friedman, co-founder and current director of the Affordable Homes Program at the McGill School of Architecture, will be our keynote speaker. Known internally for his work on the Grow Home and the Next Home, Friedman will provide his observations on current urban housing challenges.

What is planning without politicians?

Prominent Toronto Mayor David Miller will speak at the Opening Session on July 12. Winnipeg's outspoken Mayor, Glen Murray, on urban issues, will speak at the Gala Dinner on July 13.

And let's not forget the social opportunities. The conference kick-off on July 11 will be held at the historic Distillery District. The former Gooderham and Worts distillery is a unique venue offering shopping, galleries, restaurants and entertainment. The Caribbean theme and music ensures that this venue will be hot, hot, hot. Alumni receptions, a student pub-crawl and the gala dinner will round out the planned social events. Of course, there are plenty of opportunities to socialize on your own in the heart of downtown Toronto.

Six Intensive Training Sessions will be available. They range from Urban Design Working Group to Neighbourhood Revitalization, from GIS Systems to Communication in Planning. The exhibitors will host a luncheon on Monday, July 12. Monday will also be our traditional Student Day and will end with a student networking session, student pub crawl and a scavenger hunt.


The sessions offer a wide range of topics and span the entire world: Innovative Community Design: Three Western

Examples, Revitalization in St. Louis and Cleveland, and Saint John to Hamilton Waterfront Revitalization. Vancouver, Montreal, Trinidad and Scotland are all represented. Other challenging topics include: Wind Power, Planning and Human Rights, Ousting Stigma, Roles for Activist Planners, Main Street vs. Big Box, Urban Design Initiatives and Who's Afraid of Tall Buildings.

The mobile sessions are just as diverse: Art for the Public, Planning and First Nations Peoples, The Kings and Distillery District, Markham New Urbanist Community, Innovative Ecological Restoration, Urban Gardens, Cultural Institutions and City Buildings, Sustaining the Moraine and more.

And because planners should always have the last word (we wish), the closing plenary session will be led by three forward-looking Canadian planning commissioners: Paul Bedford of Toronto, Larry Beasley of Vancouver and Pierre Sainte-Marie of Montreal. These leaders will share lessons they have learned while "Moving Forward" in Canadian communities.

Wendy Johncox, MCIP, RPP, is a senior planner with the City of Toronto and secretary-treasurer of the 2004 CIP-OPPI Conference.



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Build a Strong Foundation: Better Results Come When there are Multiple Opportunities for Education and Communication

By Joanne Hickey-Evans, Linda Harvey and Laurie Payne

One of the key goals for Hamilton's Visioning process was to "provide multiple opportunities for education and communication." Throughout the first phase we regularly added new materials and communications techniques, both on the Web and in print.

Challenge: Our audience was diverse: specific interest groups with extensive knowledge, general public with a low level of knowledge and in some cases, education; and a multicultural community, whose first language was not English.

Techniques: This part of the project was very exciting. Within six weeks, staff published a series of 14 "Points to Ponder" fact sheets on various issues ranging from urban boundary to the business case for sustainability, a "Building a Strong Foundation" (BASF) brochure and the VISION 2020 sustainability Indicators report card. The workbooks pro-

duced for each event were also an effective communications tool. We even created an "online" workbook for those who could not attend the events or who wanted to provide additional comments.

Success: The "Points to Ponder" brochures and Report Cards will be used as information tools long after the "Building a Strong Foundation" process is complete. All materials were concise and written in plain English, with little or no jargon.

Lessons Learned: While print material, websites and presentation are important communications tools, the greatest opportunities for education and communication in this process came from the discussions between friends, neighbours and community members. Participants learned from each other.

Delivering the Results

The Phase One consultation events and

activities of "Building A Strong Foundation" were a success. Over 300 people donated more than 1,600 hours of their time to building Hamilton's future. Our final challenge was to pull together all of the discussions that made up the process into an easy-to-read yet comprehensive report that accurately reflected all that was accomplished by the participants. In order to meet the community's expectations for immediate productive outcomes from the process, we also needed to deliver the report in a way that encouraged a quick response on the part of City Council.

By having a third-party facilitator, Lura Consulting, at every event and meeting, we were confident that the events had been recorded accurately and consistently in preparation for the final report. The participants expressed more confidence and trust in having a neutral party recording the results.

Having a consistent presence at each meeting also ensured that Lura could prepare the consultation report based on the full history of the process and without the bias of being a stakeholder in the process.

The result of the consultation process was "Vibrant, Healthy, Sustainable Hamilton—A Consultation Report for Phase 1 of the City of Hamilton's Building a Strong Foundation Process." Volume 1 included the updated Vision, a synopsis of the process and the nine Strategic Directions for GRIDS. Volume 2 is a compendium of all the notes that were taken at each of the 27 events. The compendium will be an excellent staff resource because many comments or concerns may have not been directly related to BASF; however, valuable information for other City programs/processes has been recorded.

In our eyes, two of the greatest successes of Building A Strong Foundation—Phase 1 were re-establishing community interest and having City Council (September 24, 2003) adopt the new Vision and include the nine Strategic Directions in GRIDS Study Design. We do hope that our public consultation component is as successful for the next phases of "Building a Strong Foundation."

This series of articles was written by Joanne Hickey-Evans, MCIP, RPP, and Linda Harvey, who work for the City of Hamilton, and Laurie Payne of Lura Consulting.



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Cottage Country— Protecting the Dream Demands Skill and Hard Work

By Stephen Fahner

Everyone's dream—your own retreat in Ontario's cottage country. For many a dream, for few a reality. A place to be shared with your family, but preferably with no one else.

The popularity of cottage country has led to its own challenges in terms of density of development and its impact on the shoreline. Not only are more cottages being constructed, they are getting bigger. So too are the accessory structures such as docks, boathouses, garages, and sleeping cabins.

The Township of Muskoka Lakes chose to address this issue in early 2002 with the passage of By-law 2002-24, an Interim Control By-law that capped the maximum density permitted on a lot and the size of a dwelling. An Ad Hoc Committee was formed involving representatives from various ratepayers associations, architects, home builders, the District Municipality of Muskoka, and the Township.

Being within one of the most prestigious cottaging areas in North America with a seasonal population of over 35,000 people (for a total population over 40,000), there was much at stake. Addressing issues such as the size of new dwellings and redevelopment of existing lots was a daunting task.

In addition, the Township hoped to examine the character of lakes. Although the three large lakes of Joseph, Rosseau, and Muskoka are the most active, there are 80 lakes in the Township. The character of the smaller lakes is definitely different from the large ones. The density is higher in many cases, but fewer shoreline structures and smaller dwellings gives an impression of a more natural setting.

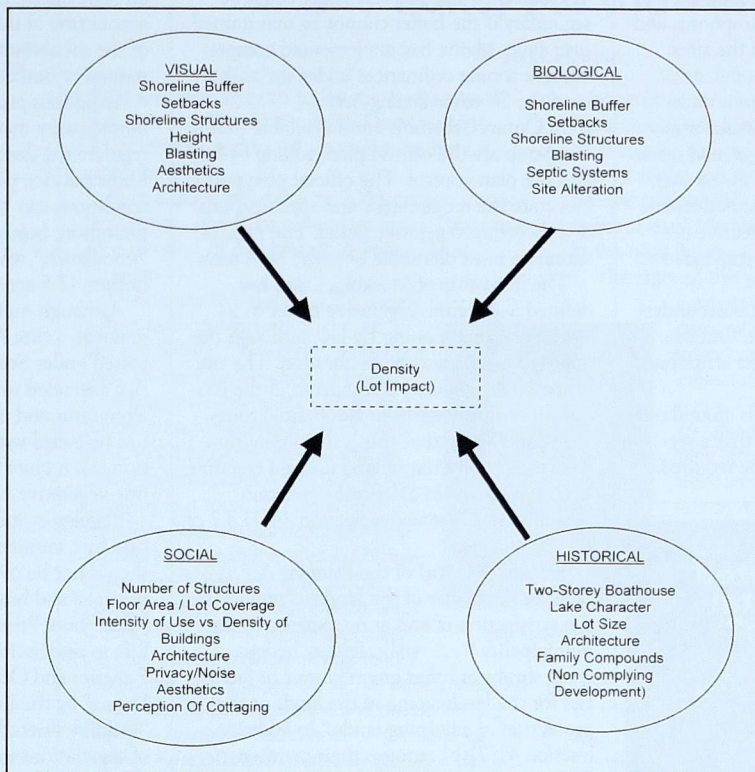


Figure 1: Waterfront Density Factors/Issues

Factors Influencing Development Density

The study initially considered lot coverage as the primary influence of development density. In absolute terms, this may be true, but against a backdrop of preserving the natural shoreline, it is but one factor.

As seen in Figure 1, the factors can be grouped into a number of categories:

- Visual
- Biological
- Historical
- Social

The Township is currently going through an Official Plan Amendment and Zoning By-law Amendment to address these matters. Although it is impossible to address every issue, as there are limits to what can be done under Sections 17 and 34 of the Planning Act, some items are crucial to addressing impacts.

Over the years, it has been found that the biological and visual impacts of development are paramount. Dealing with these impacts, however, must be done within a historical and social context.

Shoreline Vegetative Buffer: A Critical Component in Lot Development

The single most important item addressing most of the impacts (aesthetics, wildlife habitat, fish habitat, privacy, shoreline character) is the shoreline vegetative buffer. A shoreline vegetative buffer is an undeveloped area directly adjacent to a body of water. Buffers can comprise existing trees, shrubs and plants or new plantings.

Biologically, vegetative buffers make it possible to:

- reduce runoff by increasing stormwater infiltration into the soil;
- stabilize soils with plant root systems;
- reduce shoreline erosion from wave action;
- purify water;
- improve wildlife habitat by providing food, and shelter.

In addition, the visual benefits of screening development reduce the urbanized appearance of the shoreline. The natural shoreline, which has historically been the nature of the shoreline in the Township of Muskoka Lakes, is allowed to dominate. Privacy and wind protection are also enhanced with a vegetative buffer.

How Large A Buffer Is Necessary?

An appropriate size of buffer depends on a number of variables. Slope, soil condi-

tions, depth to bedrock, and vegetation species can all influence the size of buffer needed. The intended goal of total protection, moderate screening, or re-naturalizing of existing sites must be accounted for.

A study in the State of Maine (Woodard and Rock, 1995, Control of Residential Stormwater by Natural Buffer Strips) concluded that natural buffer strips can be an effective method of reducing phosphorus and total suspended solids. For all of the sites studied, a 50-foot undisturbed buffer strip brought phosphorus concentrations down to values similar to those of the control sites. They found that the amount of ground cover was more important than slope. Areas with extensive underbrush and a layer of decomposing forest litter were most effective at removing phosphorus and total suspended solids.

Such a detailed study has not been undertaken on the Canadian Shield in Ontario, although the importance of buffer strips has been recognized.

The steep slopes and thin soils around our lakes would lead one to believe that a setback wider than 50 feet would be required.

The local historical experience suggests this is not necessarily a good idea and that a wider buffer will force development up slopes and reduce the visual benefit of the buffer. Most undisturbed riparian areas contain a thick undergrowth and forest mat.

Implementation

The presence and size of a buffer could be secondary if the buffer cannot be maintained over time. Maine has implemented comprehensive zoning ordinances under the authority of the *Shoreline Zoning Act*.

In Ontario, the only tools available to the Township are the official plan, zoning by-law, and site plan control. The official plan policies state the requirement and specifications of a shoreline vegetative buffer. The natural shoreline must dominate over the built form.

The Township of Muskoka Lakes has defined a shoreline vegetative buffer in its Comprehensive Zoning By-law, although the appropriateness may be in question. The size of the buffer required is stipulated in the provisions of the Waterfront Residential zones. One could argue that this is in conjunction with the prohibition of land use and erection of buildings within a defined significant shoreline of a lake under Section 34(1) 3.2 of the *Planning Act*.

Section 41(7)(a) of the *Planning Act* requires the owner of the land to "provide to the satisfaction of and at no expense to the municipality" . . . walls, fences, hedges, trees, shrubs or other ground cover or facilities for the landscaping of the lands or the protection of adjoining lands." In addition, Section 41(7)(b) requires their maintenance. This permits municipalities to take securities for landscaping.

Registration on title is necessary to bind any future owners. Securities taken can be used to ensure preservation of existing trees but, in particular, for re-naturalizing of a property. A time limit can be incorporated to ensure longevity of the existing trees for a certain period of time. The use of site plan control, however, can involve an inordinate amount of staff time.

One of the major limitations of site plan control is that it can only be effected by the erection of a structure within the definition of "development." If there is no structure proposed, there is no agreement, and trees can be removed from the property without or prior to an Agreement in place. Nonetheless, the Township of Muskoka Lakes has been successful in the use of site plan control even to the extent of requiring the re-naturalizing of sites, from which trees have been removed immediately prior to site plan approval.

Cooperation of the municipality's Building

Department is important to withhold a building permit until site plan approval has been granted (including the registration on title of the required agreement and securities).

Conditions of subdivisions or consent can include Agreements. Section 51(26) gives considerable latitude in the contents of such an Agreement. Section 51(24) gives direct accounting of this for the health and safety of the inhabitants as well as the protection of natural resources.

To address premature tree cutting, a municipality may pass a by-law to prohibit or regulate the destruction of trees. Under the *Municipal Act*, permits can be issued and conditions can be imposed. A significant limitation, however, is the definition of "woodlands," which must be at least one hectare (2.5 acres) in size.


Although indirectly related to tree removal, a Site Alteration By-law can be passed under Section 142 of the *Municipal Act*. Intended to prohibit or regulate grade alterations and placement of fill, a permit can be issued with conditions. Such a condition can require the restoration of a shoreline vegetative buffer.

Regulatory means are always a consideration by a municipality, however, education should not be overlooked. A number of publications and brochures are already available. "The Shore Primer" produced by Cottage Life in association with Department of Fisheries and Oceans Canada, "Waterfront Living" by the Living by Water Project, and "Wildlife Friendly Waterfront" by a number of associations in the Rideau Valley and Thousand Islands area provide brief but important information on shoreline buffers.

Municipalities have a number of methods of addressing the continuing invasion of cottage development on our pristine shoreline. None, however, is more effective than the maintenance of a shoreline vegetative buffer. The Township of Muskoka Lakes hopes to incorporate this in all future development of the shoreline of its beautiful lakes and rivers.

Stephen Fahner, B.A. (Hon.), A.M.C.T., C.M.M.III, MCIP, RPP, is the Director of Planning for the Township of Muskoka Lakes. With this article, Stephen hopes to generate more discussion of "cottage country" and other recreational planning issues. He will be contributing articles to the Ontario Planning Journal on these issues from time to time and encourages others to do the same. Stephen can be reached in the "Land of Blue Skies and Clear Waters" at 705-765-3156.

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The Policy News Network— All Policy All the Time

By Jeff Celentano

It is always a pleasure to let you know about recent activities of the Policy Development Committee and to tell you what we have in store for 2004.

First, a quick look back to 2003 on two important fronts—the Rural Character Policy Paper and an evaluation of the Innovative Policy Paper Program.

During the first half of 2003, a consulting team comprised of Planscape Inc. and SENES Consulting, tackled the topic of the Conservation of Rural Character in Community Design and produced a substantial body of work for OPPI. It became obvious that in calling for this paper, OPPI was in fact engaging in a topic that is extremely complex. Also, we learned that thinking and practice in this area is not fully developed. It became clear to the Policy Development Committee and Council that we would be approaching this topic in a different way than a 'traditional' policy paper. So far, we have generated a "Key Learnings" document, and are consulting with you to obtain comments on Options for Further Research and eventually get your views on Recommended Actions for OPPI. You'll see more on this over the winter and spring periods.

By the end of 2003, the Policy Development Committee also made a series of recommendations to OPPI Council about the Innovative Policy Paper Program itself, since the program had reached a level of maturity and a number of 'products' had been delivered. The program had its origins in OPPI's Millennium Strategic Plan and was intended to enter the policy arena in a meaningful way and to raise the profile of OPPI both internally and externally. In many ways, it is felt that the program has achieved success on both counts. However, this program also commands a fair chunk of the Committee's available resources and there is the ongoing 'Watching Brief' activity that allows OPPI to react and respond to policy and legislation affecting planners and the practice of planning. With a new provincial government now in office and legislative changes to respond to, it was recommended that for the next period of time we place greater emphasis on the 'Watching Brief' side of Policy Development and change the frequency of the Policy Papers to every third year. In the interim, it

is hoped that a new program of Community Applications will allow members at the District level to take topics introduced in the Policy Papers series and recognize, analyse, explore, debate and possibly even celebrate them at the regional level. Members will receive more on this in the near future.

The start of this year sees your PDC already at work in evaluating and responding to new initiatives in planning legislation introduced by the province, with the expectation that there is more to come. Our Working Groups have identified a series of policy issues that they intend to keep an eye on during the coming year and the Committee stands ready to offer an Institute perspective on matters that affect planning policy and practice.

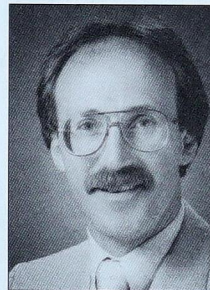
As always, this Committee of OPPI relies on the invaluable contribution of our members who volunteer their time and expertise, the capable assistance

rendered by our staff and by your feedback on things we are doing on your behalf. It is a privilege to serve as your Director of Policy Development for the coming year.

We anticipate a very busy 2004 and are looking forward to the challenges!

Jeff Celentano, MCIP, RPP, is Director of Policy Development with OPPI. He is also a senior manager with the City of North Bay.

*He can be reached at
jeff.celentano@cityofnorthbay.ca.*



Jeff Celentano



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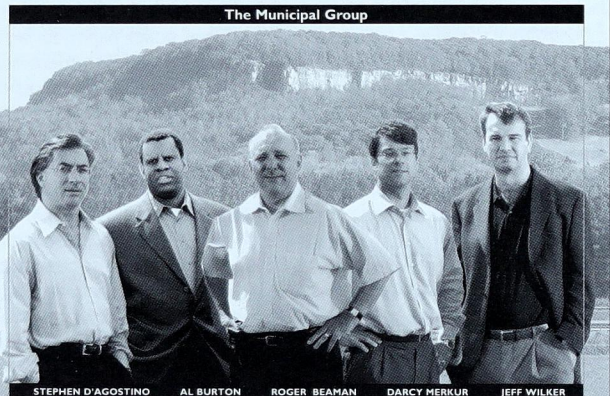
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Northern

What do the recent municipal elections mean for northern planners?

By Carlos Salazar

During the first three months of every year, municipal leaders focus on municipal budgets. This year has been difficult for many council members as they finished an election in November and were sworn in December. They have had little time to assimilate a great deal of information, particularly those who were elected for the first time.

The municipal election in November 2003 was very important, as there was a feeling of reform in the air. Before the elections, we saw changes in the provincial government. At the federal level, changes in the leadership of the three major parties were taking place. All of these changes generated a sense of "breaking with the past" and of being more open to the citizens.

In Northeastern Ontario, only one of the mayors of the four largest cities, Mayor John Rowswell from Sault Ste. Marie, returned to office. Of the other three, two retired (North Bay and Sudbury) and Timmins Mayor Jamie Lim was defeated.

The planning profession has always been a force for change, or at least we as planners like to think so. I decided to go back and review the inaugural speeches of the elected mayors to see if planning was going to be "front and centre" of the new administrations.

I started with Sault Ste. Marie. In his inaugural speech, Mayor John Rowswell emphasized the need for economic diversification. He mentioned a list of projects: a science or smart park based on the city research

and development efforts in the medical and forestry sectors; fibre-optic networks; more business opportunities in value-added steel, wood and aviation products; and more support for the airport as a transpolar cargo hub. Towards the end of his remarks, Mayor Rowswell commented on the community's vision statement that had been developed four years previously. He asked: "Where do we stand? What is our vision for our community in the next 5, 10, or 20 years?"

In North Bay, Mayor Victor Fedeli had a platform called *2020 Vision—A Plan for the Future*. He used the image of the three-legged stool balancing economic, environmental and social leadership. Under economic leadership, he added city management to the traditional areas of develop-

lematic it becomes. Let's bring these deals home now, and start growing our way out of debt."

In Sudbury, Mayor David Courtemanche started his inaugural speech by asking two questions: "What makes our city unique? What do we want to become?" He defined youth out-migration as the main issue facing the community. He proposed more citizen involvement, a collaborative leadership style, a community leadership summit, and greater emphasis on the Official Plan. He also suggested designating Sudbury the National Centre of Mining Excellence, Research and Education. Among other projects, his list included a civic auditorium, eco-industrial parks, and green energy projects. He concluded his inaugural address by

emphasizing the need to increase the capital budget and the importance of a new deal with the provincial and federal governments.

In Timmins, Mayor Victor Power stated clearly, "We know our history. We must be confident in our future. We are here today because of our natural resources. Mining and lumbering are our history and our future." He mentioned opportunities in Timmins for exploration, mining,

and processing gold and base metals. He called for a more efficient process to expedite environmental assessments so that mining initiatives and job creation can proceed "at a faster pace." One of the specific projects he proposes is a new athletic complex to make Timmins a major sports, recreational and tourist centre. He concluded by exhorting citizens to "develop the wealth and enhance the economy and the beauty of the city all of us love."

The four inaugural speeches have a clear focus: economic development. Some of the mayors add social and environmental elements to their speeches, but the "meat and potatoes" are the specific economic devel-

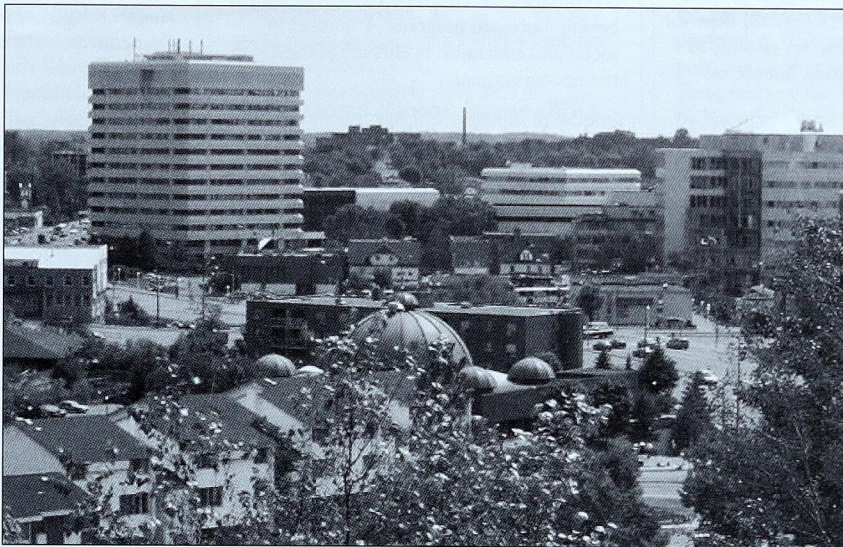


Photo: C. Salazar

Downtown Sudbury the target for Mayor's vision

ment, growth, industry and tourism. Then he outlined some of the "things he would like to see done": increase the tax base; create an aerospace centre at the former at the former CFB North Bay; place an underground data storage facility at the former NORAD facility; appoint a Fast Track Ambassador at City hall; hold kids' forums and youth conferences; sponsor an annual think tank meeting; create a Historic Waterfront District; and develop a downtown campus for Canadore College and Nipissing University. In his inaugural speech he states: "We did not get elected to do things we have always done . . . the longer a deal is out there, the more prob-

opment projects they are championing. The bias of these mayors is towards projects that have direct links to job creation and assessment growth. The trend is towards getting things done rather than conducting studies. How do planning departments and planners fit into this trend?

First, the traditional separation of planning policy and development review found in planning departments becomes an obstacle to the need for flexibility and speed to get projects under way.

Second, more interdepartmental coordination will be required to initiate and fast-track projects. In this environment, planners will need both development review and policy skills; but in the end, the effectiveness of planners, in the eyes of the community, mayor and council will be based on results, not by how nice a report looks or how long it took to process the application.

Given the focus on "action" by the mayors and the corresponding range of proposed projects, there are plenty of opportunities for planners. Planners have the set of skills to adjust to these new demands, but are we willing to change?

Carlos Salazar, MCIP, RPP, is Director of Long-Range Planning for the City of Sudbury and Northern District representative for the Ontario Planning Journal.

Southwest

Southwest District Packs 'Em In

By Amanda Kutler

Without question, 2003 was an eventful year for Southwest District. The year started with a dinner meeting on how to effectively use urban design guidelines and continued with a joint American Planning

Association (APA) meeting with the Michigan Society of Planners. The Annual General Meeting was held in Stratford in October, and planners had the opportunity to brush up on their Shakespeare at the Stratford Festival. The year closed with the annual holiday social/silent auction, which raised \$1,750 in support of the Southwest District OPPI Student Scholarship Trust Fund. Paul Mason and Paul Puopolo were recognized for their significant contribution to Southwest District. Thank you to all members for making these events a tremendous success.

Your 2004 Executive Committee consists of: Matt Pearson, Chair/OPPI District Representative; Amanda Kutler, Vice-Chair; Nancy Pasato, Secretary-Treasurer; Marg Charles, Program Sub-Committee Chair; and Wayne Caldwell, District Membership Sub-Committee Chair. A key initiative being undertaken by the Committee is the coordination and implementation of a membership outreach program. A number of social and education events are planned for the upcoming year.

OPPI's Second Annual Charity Curling Bonspiel took place in February in support of the Southwest District OPPI Student Scholarship Trust Fund. We raised \$350 in support of the scholarship fund and everyone had a great time. Congratulations to the City of Waterloo's team, which captured the title this year. The ice is already booked for next year, so it's not too early to start strategizing. Special thanks to Jennifer Passy for once again organizing this successful event.

Remember to check the OPPI website for updates on upcoming Southwest District activities and events.

Amanda Kutler, MCIP, RPP, is a planner at MHBC Planning Ltd., and Southwestern District representative for the Ontario Planning Journal.

People

Laura Johnson to Receive Prestigious Award from APA

Congratulations to **Laura C. Johnson**, PhD, MCIP, RPP, Associate Professor, School of Planning, University of Waterloo, who has received the American Planning Association's 2003 National Women in Planning Award (in honour of Diana Donald).

The award is based on Johnson's new book, *The Co-Workplace: Teleworking in the Neighbourhood* (Vancouver: University of British Columbia Press, 2003) as well

as her previous work on employment, family, and alternative work environments. The award will be presented at the APA's annual meeting in Washington, DC, on April 27, 2004.

One of the latest planning and urban design firms on the block is Office for Urbanism. Office for Urbanism was formed earlier this year by its three partners: **Harold Madi, Jennifer Keesmaat and Antonio Gomez-Palacio**, formerly of Urban Strategies and Brook McLroy Planning & Design. This dynamic "boutique" firm is currently engaged in several large-scale master planning projects Canada, Europe and in China that reflect its commitment to great city-building, excellence and beauty in design. Drawing on the unique strengths



Laura Johnson

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the partners, each project is approached in a collaborative way that allows for flexibility in tailoring methodologies to suit individual clients and deal with unique, site specific problems. Office for Urbanism is located in downtown Toronto.

Weston Consulting Group Inc. is pleased to announce the addition of two new Associates to the firm.

Anne McCauley joined the firm last fall, having moved from EMC Group Ltd., a planning and engineering firm in Vaughan. Anne was with the former City of Scarborough for many years in a number of planning capacities. **Ted Cymbaly** joined the firm in January, 2004. Ted has substantial experience in big city planning, having been with Walker Nott Dragicovic, the City of Toronto, the North York Board of Education and the former City of North York.



Paul Bedford

Paul Bedford, who last year was elected as a Fellow of the Institute, has decided to retire at the end of April after 31 years with the City of Toronto (pre and post amalgamation). Look for an article in the next issue of the Ontario Planning Journal.

Lorelei Jones, MCIP, RPP, and Thomas Hardacre, MCIP, RPP are the Ontario Planning Journal's contributing editors for People. They can be reached at ljones@rogers.com and thardacre@peil.net respectively.

Obituary

James Smyth

OPPI has received notice that James Smyth, MCIP, RPP, the chief administrative officer (CAO) for the City of Temiskaming Shores, died in late January at his home in Haileybury after a long battle with cancer.

James was formerly the CAO of Haileybury and was instrumental in helping to create the new City of Temiskaming

Shores. Born in Ireland, and raised in New Liskeard, James graduated with a BES, working in a number of municipalities, including Gravenhurst, where he was the senior planner. He later moved to Haileybury as the planner and chief clerk.

In addition to his heavy work load at the newly formed municipality, James had embarked on a Master's Degree in Public Administration at the University of Western Ontario, having previously completed the clerks and treasurers course at St Lawrence College.

In public tributes, numerous community leaders in Temiskaming praised his warm personality, dedication and talent. Last year, the local newspaper named him Personality of the Year. James is survived by his wife, Karen, and two children. He was 39.



James Smyth

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Editorial

Anniversaries the time to renew commitment

By Glenn Miller

2004 is a year for significant anniversaries. Several important milestones with import for the Greater Toronto Area and beyond are being reached in 2004. One is the 50th birthday of the creation of Metropolitan Toronto, arguably one of the most successful (but ultimately unsustainable) experiments in urban governance ever attempted in Canada. Second is the 50th anniversary of the opening of Canada's first subway from Union Station to Eglinton Avenue in Toronto. A third milestone, to be reached this fall, is the 50th anniversary of Hurricane Hazel, the devastating weather event that killed 81 people but which helped launch one of the most progressive environmental protection regimes seen in urban Canada.

These milestones suggest three lessons: the first is that it is possible to respond to crisis with creativity, and plan one's way out of trouble in a manner that ensures lasting results. The post-war development boom in the Toronto area had stretched municipal resources beyond the breaking point, leaving the City of Toronto and its suburbs with severe infrastructure deficits (to use the current vernacular). The Metro model helped focus human and financial resources to construct desperately needed new pipes, water and wastewater treatment facilities. This robust and flexible model was subsequently applied successfully to regional planning, public transit, school boards, policing, social services, and later to other regional governments.

The second lesson comes from the leadership shown by William McBrien, the tenacious head of what came to be known as the TTC. Against tremendous opposition and complaint, he built the subway,

promising that it would help overcome congestion. While the subway didn't quite accomplish that impossible goal, it certainly established an icon that inspired others to undertake daring challenges. Our cities need champions willing to take risks and overcome obstacles (according to legend, the province of Ontario and the federal government apparently promised to share the cost of the subway but never actually contributed). In the heavily regulated world of fiscal responsibility, is that quality gone for good? The subway anniversary was used as a photo op to re-announce funding promises from senior orders of government, but the long-term impact of living without a champion for Toronto's interests will be felt for decades.

Finally, from Hurricane Hazel we learned that visionary planners can add value, by transforming a project designed to ban development from flood-prone valley lands to a vast system of parks and recreational trails that stretches from the City of Toronto into the surrounding 905. This model has since been applied in many areas of Ontario.

These three anniversaries are a commentary on the condition of our public realm, and remind us that the quality of public assets we create today will be judged by our peers generations from now. How would you rate the condition of the public realm in your community?

Glenn Miller, MCIP, RPP, is editor of the Ontario Planning Journal. He can be reached at editor@ontarioplanning.com. Glenn is also Vice President, Education and Research, with the Canadian Urban Institute in Toronto (gmillercanurb.com).

Opinion

A Constructive Response to "Securing our Wealth: Investing in the Environmental Quality of Canadian Cities"

By John Livey

The following is adapted from remarks made by John Livey, FCIP, RPP, CAO of the Town of Markham, at a recent session organized by NRTEE in Toronto attended by more than 600 practitioners and decision makers from the public and private sectors.

The Roundtable should be commended for sponsoring this forum and for commissioning the two reports before us today (the second addressed the issue of brownfields). It is very timely to be discussing the federal role in the environmental quality of Canadian cities. Everyone should understand that the sustainability of cities is critical to the future prosperity and health of Canadians.

The report describes the environmental performance of Canada's cities as "patchy" at best—a very charitable description, given the quality of air, water and soil in our cities.

I think we should be using a stronger description of the deteriorated state of Canada's urban environment as more and more information becomes available on the links between human health and our patterns of daily living that force us to overuse the car, walk less and breathe polluted air.

Although the report quite correctly points out that "Regulation is not Enough," we need to keep in mind that the market has to operate efficiently to achieve our goals for cities. Private investment needs the proper signals and a consistent regulatory framework in order to have the confidence to finance projects. Much has been done on the regulatory side, but there are still a number of mixed signals in the system about what a sustainable city looks like.

There is no doubt in my mind that additional fiscal tools are needed to support sustainable cities. Even though most people

understand that fiscal tools are needed, there seems to be a reluctance to adopt them for environmental purposes even though it is accepted practice to use fiscal tools for other purposes. These include economic purposes such as tax programs that stimulate trade and commerce, and social purposes such as programs to combat poverty and redistribute wealth. We seem less ready to use fiscal tools to achieve environmental goals—perhaps there is still a lack of consensus on what we

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need to do. What would stopping sprawl look like anyway? What specifically do we need to achieve our environment goals?

The NRTEE's report helps build the resolve to address the future of Canadian cities and questions of their environmental sustainability. It should help get all governments onside.

I would also like to comment on many of the Roundtable 11 recommendations and for areas of future exploration.

Recommendations 1-3—

Getting the Federal House in Order

This recommendation deals with siting federal buildings and facilities, greening the federal vehicle fleet and a Sustainable Code of Practice for the Canada Lands Company. These are laudable actions but the question remains: What will success look like in these areas? How will we know when we have achieved these ends? Surely a greater role exists for sustainability objectives across the entire federal government, especially in the Department of Transport and Environment Canada.

Recommendation 4—

\$10 Billion for Transit

\$1 Billion per year to 10 years for urban transit would be an excellent start to addressing part of the deficit in transit in this country. But it has to be sustainable to be effective, and both capital and operating costs have to be considered. The lack of stable federal funding for transit has been an environmental and economic drag on our cities that is finally being addressed. The proposal by the government to provide municipalities with a share of the federal gas tax would clearly be helpful in this regard, because it would be an ongoing and hopefully consistent source of funding.

Last year in March the federal government announced its support for our York Region Quick Start Program, contingent on the Province of Ontario and the Region matching this amount for a total of \$150M investment in rapid transit. For Markham's 240,000 residents, this is welcome news and we are looking forward to the funding from the federal government and province to begin the vehicle purchases and construction program.

The timing of this program is critical. It is extremely important to lock rapid transit routes into all the ongoing development decisions that are before us. Without the knowledge that the investment will be made, securing the dedicated right-of-ways becomes extremely difficult. Without that certainty, the alternative land use patterns

that will emerge will not be environmentally sustainable and our plans for Markham Centre and other corridors will fail. We will be left with a continuation of the automobile-dominated suburbs.

The report is recommending that this funding to municipalities be contingent on a set of criteria that includes:

- a) having a long-term plan to support increases in transit ridership, assess travelers cost/time versus auto travel;
- b) asking municipalities to document and implement a comprehensive approach to achieving transit-supportive land use including centres and corridor policies, transportation demand management policies and programs;
- c) requiring municipalities to document and monitor the financial, economic and environment benefits and results.

That is precisely what we are doing with our Markham Centre plan, our plans for the revitalization of the Highway 7 Corridor and environmental management plan (how we operate our programs, how we plan and engineer our communities, find energy efficiencies, green our fleets).

Markham Centre:

- a) A vibrant centre—a downtown of human scale buildings, public spaces, public streets, served by regional transit and framed by the Rouge River Valley.
- b) Located North of 407 along Highway 7 between Rodick Road across Warden Avenue where the Civic Centre is located through to Kennedy Road at the Go Station and the new YMCA site.
- c) It is anchored by IBM software Labs, Hilton Suites Hotel, Motorola, Town Centre.
- d) Targets of 25,000 people in 10,000 units. 4-8 storey buildings and up to 13 stories (commercial buildings), 16 floors for residential at landmark locations.
- e) 17,000 jobs—5M sq.ft. of office, institutional and retail—one quarter of the way to date.
- f) A district energy plant in operation.
- g) Transportation Demand Management Plan in place.
- h) A new Transportation Management Association is starting.
- i) A parking authority is the next element to be put into place.
- j) Rapid Transit to arrive in 2005.
- k) A property tax proposal to funding structured parking that helps create the built form in commercial buildings we need to create a downtown.

Recommendation 7—

GST Rebate for infrastructure that improves environmental quality

The "New Deal" for cities has addressed this recommendation. It is non-targeted. The case is compelling enough for government not taxing another level of government. Municipalities have a large infrastructure deficit. AMO estimates that there is a \$5 billion annual infrastructure deficit. As a result municipalities have been deferring maintenance to keep tax increases less than 10 percent, more in line with inflation. Even though Markham is one of Canada's wealthiest municipalities, we are just starting to re-invest in the maintenance that was deferred. We need additional money for such things as environmental land acquisition and a green roof for the Civic Centre. So saving the remaining 50 percent in GST on a \$120M operating budget and \$1M of GST savings on a \$60M capital budget help us play catch-up but are not the entire answer.

The gas tax dollars will be helpful to address some of the operating needs of for transit but are still way below the needs we face. Other new tax sources are needed or room has to be found in the existing property tax base. The proper solution to restructuring municipal finance is to either provide income tax room for municipalities to deal with income redistribution and health programs (welfare, EMS, public health and longer term care) or to upload them back to the province where they belong.

Recommendation 8—

Community Energy Systems

The recommendations would amend the Income Tax regulations to make Capital investments in community energy systems fully eligible for the acceleration capital cost allowance. This recommendation should be supported and has already been endorsed by the Canadian District Energy Association. Markham has a distributing energy plant that produces 10 MW for heating and 3,500 Tonnes cooling and 3.3 MW electric generation in Markham Centre.

Our District Energy plant opened in 2000 and provides heating and cooling to the IBM software labs, Motorola and the Hydro building at Warden and Highway 407. It can also generate electricity in peak periods or blackouts. Each MW of capacity reduces 2,000 tonnes per year of CO₂ emissions.

Cont. on pg. 23

Climate Change and Impacts to Local Communities: The Lake Huron Example

By Patrick Donnelly

As planners, we are compelled to consider current trends in order to effectively plan for the future. Trends in areas such as the economy, demographics and technology are examples that historically have been incorporated into planning. It is often said that our job is to manage “change.” As an environmental planner, my field of practice must consider the relationships that exist with the natural environment. We recognize that humans are the greatest single force affecting “change” in the natural environment, both positive and negative. However, humans are part of “the ecosystem,” so these changes impact us. This is the context in which the topic of “climate change” must be considered.

These comments reflect my experience in resource and land use planning in the private and public sectors, as well as profit and non-profit organizations. I will give you some local community examples, focusing on the Lake Huron shoreline where I am involved in coastal management and community education.

What is climate change?

Climate change is becoming a term like “sustainable development,” commonly used, rarely in the proper context, and often misunderstood. Simply put, climate change is a global imbalance of the carbon cycle. The carbon that was formerly stored in the earth’s natural reserves of vegetation (forests), and in the soil (oil and gas) is now being converted into carbon dioxide gas and stored in the atmosphere. This conversion is a result of many human actions but primarily by forest clearing and vehicle emissions of fossil fuels into the atmosphere. The result is an imbalance that our global climate is struggling to

deal with. This means that the composition of the atmosphere, air circulation and weather patterns are, or will be, changing to accommodate the “new normal”—whatever that is defined to be.

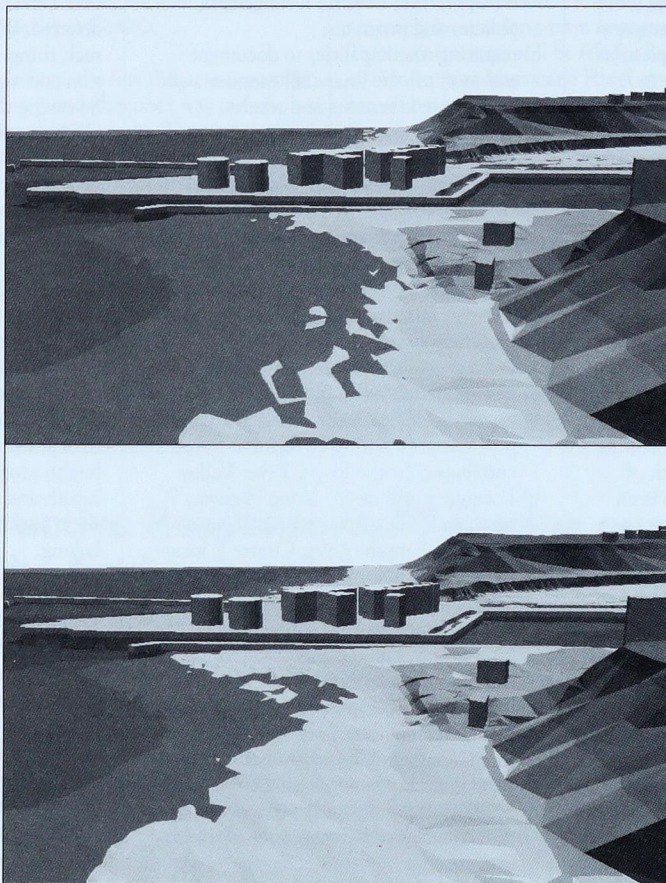
Climate is long-term—it is not discussed

commonly associated with long-range planning frameworks such as official plans.

What is the link between climate change and land use planning?

At a minimum, planners need to consider climate change as a major trend that will affect land and water use in the next 20 years. The change in severity and frequency of storms will require a shift in how we manage stormwater, design transportation systems and consider servicing options. Source water protection and water use will need to be re-examined. Coastal planning will need to adapt to the anticipated change in the level of freshwater systems (lower in the Great Lakes due to increases in evaporation) and salt water systems (higher in the oceans due to melting ice caps).

Climate change will need to be reflected in policies and management plans that will provide direction to decisions being made over the next 20 years. This will also assist in adaptations being made that are carefully managed rather than changes hastily made to reflect decisions based on single events. Projected climate changes that will be experienced in 20 years, therefore need to be considered now in land and water resource planning.



Simulation shows impact of climate change on Goderich shoreline over 20 year period

on the 6 o'clock weather forecast. Local weather forecasts are described in days, not years or decades that are the context for climatic discussions. Climate change is expected to make noticeable differences to our climate and weather patterns in 20 to 25 years from now. This generally accepted time frame is coincidental with the time period

What climate change impacts might be experienced by a community such as Goderich?

Goderich is a relatively small community (population of 7,500) on Lake Huron's east shoreline, also known as “Ontario's west coast.” This community has a diversified

economic base ranging from government (Huron County seat), industry (salt mine, heavy equipment manufacturer, boat building), tourism (beaches, boating, fishing) and commercial (local shops and businesses). All of these economic interests can be linked in one way or another to the location of the town on the shoreline of Lake Huron.

Goderich owns the deep-water port and has a Port Management Commission to direct investment and management decisions. The port services the world's largest salt mine and provides docking facilities for approximately 100 lake freighters annually from all over the world.

Climate change projections for Lake Huron (Lake Huron Coastal Centre, 1999) in this area could result in lower lake levels by the year 2050 (1 metre lower) and by the year 2090 (2 metres lower). Based on research by Ryan Schwartz (Schwartz, 2000), the following images and analysis were derived to illustrate the potential physical impacts.

Harbour operations will be affected as a result of reduced access to the main harbour basin where loading/unloading occurs. Every centimeter of ship draft that is reduced due to lower lake levels decreases the quantity of cargo to be shipped (estimates are 6,000

tonnes less per trip), suggesting economic consequences. Furthermore, municipal infrastructure such as water intakes and sewage outfalls will need to be extended further into the lake. This was estimated to be an additional 125 metres offshore, again suggesting financial implications.

What are the possible impacts to other local shoreline communities?

Recreational boating will be impacted by the shallow water conditions where shoals and obstructions will be more common. Dredging estimates in the Goderich area alone could total \$5 million to remove these exposed areas both within and outside the harbour.

Water quality of Lake Huron beaches, currently the topic of much debate, would also be affected by shallower waters that could have higher temperatures. These higher temperatures may impact bacterial contamination and increase beach postings and warnings of unsafe swimming conditions.

Coastal ecosystems such as coastal wetlands, bluffs, alvars and beach/dune systems will need to adapt to these new environmental conditions and will require sound management practices. Sand dunes in particular, and associated dune systems are

landscapes that are frequently misunderstood and mismanaged despite the intensive use applied to them by tourism and cottage residential use. Recent experience in managing them as a system in the Southampton and Sauble Beach areas suggests that climate change will provide additional challenges to both resource managers and land use planners (Lake Huron Coastal Centre, 2004).

What can planners do to bring this issue forward?

In June, 2003 the Lake Huron Coastal Centre hosted a workshop in Bayfield where 17 land use planners and conservation authority staff from along the Lake Huron shoreline assembled to discuss coastal management issues. This workshop, "Planning the Beach: taking the higher ground," was the first ever coastal management event involving planning staff from the Counties of Bruce, Huron and Lambton and from the City of Sarnia. At that workshop it was clearly evident that the concept of climate change and lake level variability was missing from the recent municipal planning initiatives related to long-range, land use planning. This was clearly evident in the case of shoreline management plans (SMP). These plans were completed by

Opinion

Cont. from pg. 21

This recommendation would help us hook up new buildings in Markham Centre and start a second plan.

Recommendation 14— National Urban Strategy

This outlines the federal role, intentions and actions for improving the sustainability of Canadian cities. It is a logical progression in thinking about these issues, but I worry that such a strategy could delay implementation on many of the compelling recommendations that the Roundtable has offered.

In closing, I would like to thank the Roundtable for its report. It will help us all move forward. There is considerable diversity in the problems faced by Canadian cities. Each has a set of circumstances and a specific history, traditions and culture for how it deals with pressing issues. I would like see the

federal government work closely with each of Canada's city regions and their municipalities to harness the energies of local interests. The provincial government should attempt to build consensus on specific responses to environmental sustainability in each city region. The diversity of approaches and solutions that would emerge could provide a greater chance of success than any one central or uniform approach. And I think these efforts would be well received by all concerned.

Before his appointment as Markham's CAO, John Livey, FCIP, RPP, was the Commissioner of Planning for the Region of York. He was OPPI's first president and is a former president of CIP. The reports referred to in this article can be found at www.nrtee-trnee.ca.

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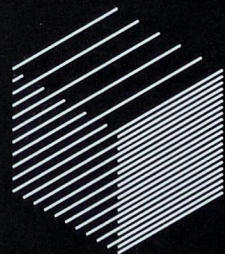
conservation authority offices in the early 1990s after a period of high lake levels and pre-date the discussion concerning climate change and lower lake levels. A review of the SMPs was completed for the workshop. Findings indicated that only one SMP has been updated to reflect terminology in the 1997 Provincial Policy Statement (PPS) regarding shoreline hazards and the issues related to low lake levels currently experienced (ABCA, 2000). This clearly reflects the need for climate change to be incorporated into policies and long-range land use plans.

In summary, water resource and land use planning professionals need to consider the potential impacts of climate change and reflect this in local/regional policies and plans. Adaptations to changing climatic conditions need to be discussed and considered now, not later. Climate change projections highlight the possible implications to some communities, in particular coastal communities, as well as to sensitive ecosystems. These projections may also impact the economic feasibility of some decisions that are based on the "old" normal. The information exists and the scientific consensus on the concept of climate change has been confirmed. It now requires the obligation of practitioners and the will of policy makers to consider the potential impacts of climate change and how negative impacts can be minimized through adaptation. There is a role for land use planners.

Patrick Donnelly, M.Sc. MCIP, RPP, is a practicing environmental planner with PEIL in Kitchener and a co-founder of the Lake Huron Coastal Centre. He dips his toe in Lake Huron as often as he can. He can be contacted at pat.donnelly@lakehuron.on.ca and encourages readers who are interested in accessing climate change data from the Coastal Centre to visit www.lakehuron.on.ca.

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“Canadian New Urbanism: Past, Present and Future”

By Alex Taranu and Michael Crechiolo

The Urban Design Working Group (UDWG) of the Ontario Professional Planners Institute held a meeting on the topic “Canadian New Urbanism: Past, Present and Future” in Toronto last November. We brought together urban designers, architects, planners, developers with an interest in New Urbanism. The group followed up on a previous meeting with Andres Duany, prominent New Urbanist and member of the Congress for the New Urbanism Board of Directors.

The meeting was led by a panel includ-

ing CNU and UDWG Coordinating group members Dan Leeming, Ann McIlroy and Alex Taranu. After a review of the ongoing initiatives to promote urban design in general at local, provincial and national level, the panel presented initiatives and ideas to organize Canadian professionals interested in New Urbanism. An animated discussion followed with the participants talking about issues such as what is specific to Canadian urbanism or what is the best approach to organize this group. There were also exchanges of ideas about the rela-

tionship with the Congress for the New Urbanism and other similar groups in Europe, Australia and other countries.

The group concluded that this initiative should be pursued and the contacts with other professionals across the country should be established. There is a lot of interest in promoting good urbanism and a Canadian specific version of “New Urbanism.” A meeting has been scheduled in March for further discussion and to start generating an activity plans, the documents and the organizational framework needed.

For further information or to get involved with this group contact Alex Taranu, MCIP, RPP, at 905 874 3454 or by e-mail at: alex.taranu@city.brampton.on.ca.

Legislative News

Province Promises to Transform Land Use Planning in Ontario

By Jason Ferrigan

In November last year, MPPs from across Ontario gathered in Toronto to open the first session of the 38th Parliament of Ontario. Since then, business at the Legislative Assembly has been brisk as MPPs highlighted a host of issues and as the government got down to the business of running the province and began to put its stamp on things, including planning. Most significantly, in mid-December, the Minister of Municipal Affairs introduced two Bills that, if enacted, could transform planning in Ontario.

Bill 26 redefines the provincial role

Bill 26, *An Act to Amend the Planning Act (Strong Communities Act)*, contains over 20 amendments that would redefine the province's role in planning and change the way that planning decisions are made. Borrowing from the past, Bill 26 would amend the Act to require that all comments, submissions, advice or decisions of municipal councils and other public bodies affecting a planning matter “be consistent with” provincial policy statements. Currently, municipal councils and other

public bodies are only required to “have regard to” such statements, which is generally considered to be the weaker of the two tests. While this change signals a strengthening of the province's role in planning, it is not clear how strong this role will be. Will they follow the existing policy-led system, or will they assume a more active role? What will guide their input and decision-making? It is clear that changes to the 1997 Provincial Policy Statement will be made. Don't expect the government to rely solely on the feedback from the consultations on the Provincial Policy Statement initiated by the previous government to



Jason Ferrigan

make these changes, however. Additional consultation will occur, either in parallel with or, more likely, as part of the consultations on Bill 26. The government will want to consult soon, allowing it to continue with the changes early in its mandate. What is unclear is how the Smart Growth Panel Reports will be used, if at all.

As the first step in the proposed reform of the Ontario Municipal Board, Bill 26

would remove a proponent's right to appeal to the Board in instances where a municipality has decided not to adopt amendments to their official plan and/or zoning by-law to create a new urban settlement area or alter the boundaries of an existing urban settlement area. An urban settlement area is a new, broadly defined term, which includes urban areas, urban systems, urban policy areas and future urban areas as well as villages, hamlets, rural clusters, rural settlement areas and rural service centres.

Bill 26 would also remove the 65-day deadline for municipalities and planning boards to hold public meetings on applications to amend their official plans and

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would eliminate the right of appeal if they do not give notice of the public meeting within that time period. These changes are a direct response to the concerns expressed by municipalities dealing with substantial growth pressures. The proposed changes place the responsibility and accountability for such decisions in the hands of municipalities.

In a similar vein, Bill 26 also proposes to extend the timelines that municipalities have to make decisions on all types of planning applications before they can be appealed to the OMB. The time limits for official plans, official plan amendments, plans of subdivision and plans of condominium would be doubled from 90 to 180 days. The limits for zoning by-laws and holding by-laws would be raised to 120 days from 90 days. Municipalities would

also have 60 days to render decisions on consent applications (up from 30 days). While these proposed changes would provide some breathing room and would be welcomed by many municipalities (especially if matters of provincial interest are to be more rigorously factored into decision-making), it is uncertain how effective they will be at giving the public a stronger voice in the planning decisions that affect their communities.

Bill 26 also proposes to give the Minister of Municipal Affairs the ability to declare a provincial interest in any OMB Hearing involving an official plan, an official plan amendment, a zoning by-law or a holding by-law if the Minister is of the opinion that all or part of the matter "adversely affects" a matter of provincial interest. This interest must be declared at least 30 days before

the start of the hearing. Cabinet, which would also be given the ability to confirm, vary or rescind the Board's decision, would ultimately decide the matter in question. While these proposals would give the Minister similar powers as those granted under Section 23 of the Act respecting matters of provincial interest and municipal official plans, they create additional uncertainty in and cloud the transparency of the decision-making system.

Bill 27 described as "welcome relief"

Bill 27, An Act to establish a greenbelt study area and to amend the *Oak Ridges Moraine Conservation Act, 2001* (*The Greenbelt Protection Act*), is described as a "welcome relief" and "interim control by-law on steroids." This Bill, which is reinforced by two Ministerial Zoning Orders, establishes a greenbelt study area largely based on municipal boundaries wrapping around Lake Ontario from Northumberland County to Niagara and following the Niagara Escarpment as it reaches up the Bruce Peninsula. The main purpose of the Act is to establish a one-year moratorium on development outside of the generously defined urban settlement areas in the greenbelt study area (except in the City of Toronto, the Niagara Escarpment Planning Area and the Oak Ridges Moraine Area) to give the government time to decide which areas should form the permanent greenbelt for the Golden Horseshoe Area. For one year, all applications and administrative hearings will be stayed for lands outside of urban settlement areas. Proponents and municipalities would also be prohibited from applying or deciding on planning applications. During this time, land outside the urban settlement area could continue to be used for those uses permitted by the existing zoning.

A Parting Thought

Having signalled its intent, it will be interesting to see how the government handles these bills as various stakeholder voices begin to be heard as they move toward Royal Assent. Stay tuned for further updates.

Jason Ferrigan, MCIP, RPP, is a planner with Urban Strategies Inc. in Toronto. Melanie Hare and John Ghent also contribute to these articles on behalf of OPPI. If you are aware of legislative initiatives that readers should know about, contact Jason at jfferrigan@urbanstrategies.com.

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Ain't Life Fungible? Using Markets to Price and Transfer Risk

By Jim Helik

The recent flurry around electricity deregulation has pointed out the growing place for market mechanisms and exchanges to accomplish several goals. Prices, which were once established by government fiat, can now be set through the normal interaction of buyers and sellers. Since, the argument goes, supply and demand considerations price everything from oil to the price of cars, why not let the same interactions establish prices for electricity?

This has led to a growing examination of using free markets to price many items of interest to planners, and to transfer risk from those who might be risk averse (say by buying a long-term fixed-price contract for electricity) to those who are more accepting of risk. These items include:

- **Weather trading**, where certain weather conditions, such as very high or very low temperatures or excessive amounts of rain, trigger a payout. For example, an owner of office buildings heated by electricity faces a severe cold period: though the price for electricity may have

been fixed through a long-term contract, the amount of electricity the owner uses is not. A weather contract can be established that effectively insures the building owner against severe cold weather, and the costs associated with it. Weather derivatives have been traded on the over-the-counter (OTC) market, but futures and options contracts also trade on the Chicago Mercantile Exchange (CME).

- **Emissions trading**, which uses market mechanisms to help industries with the costs of meeting national emissions targets under the Kyoto Protocol, including sulfur dioxide and nitrous oxide, and extends to the more current greenhouse gas emissions, including carbon dioxide. For example, a company which invests in an emission reduction project (such as retrofitting a coal-fired plant to burn natural gas) will gain emission credits, which can then be traded to another firm, thereby allowing this other firm to emit "more than its share" of emissions. All of this trading happens on electronic trading platforms, such as CO2e.com (owned by Cantor

Fitzgerald and PricewaterhouseCoopers) and the Bloomberg PowerMatch system.

- **Pollution mitigation trading**, where credits from the restoration of wetlands or the preservation of an endangered species are sold to developers.

Continuing work is currently being undertaken on ways to transfer the price risks associated with housing ownership. Currently, for example, an owner of a house is fully exposed to the movement of markets—when house prices go up the owner makes money, but loses when the price goes down. Are there ways that an individual owner can "lock in" the current house price, in the same way an electricity user can lock in today's energy price by buying a long-term contract? The possibilities are endless. In Europe, for example, progress has been made in creating a market for the transfer of development rights.

Stay tuned for further developments.

Jim Helik, MCIP, RPP, is a research planner with the City of Toronto. Jim is the Ontario Planning Journal's contributing editor for professional practice. Jim also teaches at Ryerson University in Toronto. He can be reached at jhelik@toronto.ca.

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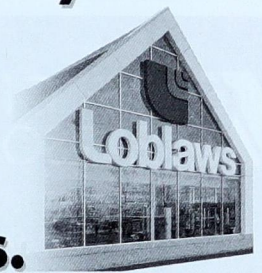
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City of Toronto Regulates Drive-through Facilities

By Paul Chronis

In October 2002, the City of Toronto enacted a series of 36 by-laws which had the effect of defining for the first time a "drive-through" use and regulating these facilities across the amalgamated City. Specifically, the by-laws have the effect of prohibiting the use of drive-through facilities in residential areas, mixed commercial-residential areas and designated centres in the former constituent municipalities. Drive-through facilities continue to be permitted uses in commercial and industrial zones, subject to a 30-metre separation distance from all parts of a drive-through facility to any abutting residential zone.

Effectively, the by-laws provide for a wholesale change in the planning regime and the manner in which drive-through facilities in each former constituent municipality are considered. Prior to their enact-

ment, drive-through facilities were typically considered as a permitted accessory use, wherever the associated and principal use was permitted. Each drive-through facility was subject to site-specific approvals in the form of detailed site plan control review to examine matters such as separation distances from residential uses, site size and the ability for the facility to be developed in such a way that typical impacts (noise and traffic) were mitigated.

By defining a drive-through use facility as distinct and separate uses in combination with a City-wide prescription for where these uses should be prohibited and permitted, the by-laws established a regulatory control of any drive-through use, whether associated with a restaurant, bank or financial institution, dry cleaners, personal service shop or retail store. (The by-law

amendments do not apply to car washes and gasoline service stations.)

Four major fast-food restaurant chains and five major financial institutions appealed the by-laws. Principally, the fundamental difference between the appellants and the City was how best to regulate this type of facility in the future.

From the City's perspective, the main rationale for the by-laws was founded on the concern that the existing zoning regulations of the former municipalities did not define drive-through as a distinct land use activity, nor were there other standards or guidelines for the development of drive-throughs. As the popularity of drive-throughs was gaining momentum, the City was anticipating an increase in applications for new drive-through facilities especially associated with restaurants. This represented a significant catalyst for the need to apply a uniform planning approach for future consideration in a consistent manner.

The Board heard evidence that the by-laws were the first part of a two-phase approach. Phase II contemplates the preparation of standards and guidelines for the development of drive-throughs.



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A drive-through stacking lane in Oakville without any negative impacts

The Board in its decision summarized the overriding issue, which could be characterized as one of approach and vision. While the appellants wanted the status quo to be maintained, leaving the evaluation of drive-throughs to a site-specific case-by-case basis, they argued that the impacts, if any, should be more appropriately addressed at the site plan stage rather than in the regulatory process proposed by the City. A "one-size-fits-all" approach, it was argued, is not appropriate, given the diverse characteristics of urban form across the amalgamated City. In contrast, the City, by enacting the by-laws, convinced the Board with its planning rationale that by-laws focused predominantly on the City's vision to reduce reliance on the automobile and encourage re-urbanization, thereby advancing pedestrian-friendly land use planning. From a policy and planning perspective, the City preferred to restrict the use throughout the amalgamated City, accepting that further applications for exemption would be advanced and requiring determination on a case-by-case basis.

In arriving at the conclusion to dismiss the appeals and approve the by-laws, the Board embarked on a detailed review of the various impacts associated with drive-through facilities, including the following elements which traditionally generate general public concerns:

- noise;
- traffic;
- urban design;
- air quality;
- odours;
- hours of operation;
- landscaping illumination and signage;
- visual impact and land utilization.

While the Board ultimately considered that each of the above impacts could be

addressed on a site-specific basis in any application, the proposed 30-metre separation distance still represented an appropriate planning rationale to advance the overriding policy interest of the City, on a City-wide basis, namely: the vision for pedestrian-friendly environment—especially in mixed commercial-residential areas.

The Board recognized that the City is a diverse, urban community, one that is heterogeneous and not homogeneous in nature. As anticipated by the City, the Board fully expects that there will be applications seeking to vary the drive-through standards on a site-specific basis. However, the Board, as a matter of good land use planning, determined that the by-laws achieved the policy objectives of the City and were consistent with the City's Official Plan policies.

The Board adopted the visionary policy choice made by the City after hearing the evidence. It concluded that caution was warranted. It found that the zoning restrictions proposed in the by-laws afforded an adequate level of protection and recognized the public concerns that were advanced by the participants in the hearing. The by-laws were not considered to be a complete prohibition on drive-throughs across the City. The opportunities to establish a drive-through as a permitted use continues to exist in commercial-industrial zones, subject to a 30-metre separation distance. The Board also fully expects that site-specific zoning exceptions would be made through rezoning applications that would permit the evaluation on a case-by-case basis.

Source: Ontario Municipal Board Decision
 OMB Case No.: PL021072
 OMB File No.: R020240 et. al.
 OMB Members: J. de P. Seaborn and J. R. Boxma

Paul Chronis, MCIP, RPP, is a senior planner with WeirFoulds in Toronto. He is also a member of Council and the Ontario Planning Journal's contributing editor for the OMB. He can be reached at pchronis@weirfoulds.com.

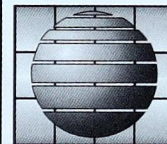
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Local Firm Makes Name Change that Builds on Its Strengths



GSP Group Inc. makes debut

Changing the name of a successful company that has been operating for close to 10 years is a bold move. But for a local planning, urban design and landscape architecture consulting firm it was an appropriate one. The firm's partners wanted to better reflect what the company has become.

Green Scheels Pidgeon Planning Consultants Limited has been renamed GSP Group Inc. The goal: to recognize the contributions of its staff and reflect the depth and scope of the company's expertise.

The new name and tag line—"shaping great communities"—embraces the community planning, urban design and landscape architecture services provided to its clients.

"It reflects that our firm is much more than Bill Green, Glenn Scheels and Chris Pidgeon and recognizes the talents and contributions our staff have made to build this company and its reputation," said Bill Green.

The firm continues to expand its planning and design portfolio with projects throughout southwestern Ontario. Local projects include a new entrance to Kitchener's Victoria Park, the Hanlon Creek Business Park in Guelph, Wellington Square housing redevelopment in Cambridge, and the Doon Mills neighbourhood in south Kitchener.

Along with the name change comes a new logo and corporate visual identity that provides a fresh but recognizable look reflecting the firm's creativity and professionalism. A local graphic design firm was retained to design the new material with extensive staff participation.

The new name and logo were recently unveiled at GSP Group's annual seasonal reception and coincides with the opening of a new office in downtown Hamilton in addition to its offices in Kitchener-Waterloo and Guelph.



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Better Land Use Solutions

It's Time to Boost Ontario's Brownfield Initiatives

By Stan Stein and Shari Elliott

Numerous articles published in this Journal have looked at issues related to encouraging brownfield redevelopment. A few years ago, the City of Toronto's bid to host the 2008 Olympics created the initial spark for new legislation but the process seems to be on hold. With a new government now in place at Queen's Park, an update on the legislative framework and the need for a fresh impetus is timely.

When Toronto was seeking to host the Olympic Games, the proposal to locate an Olympic Village on brownfields in the waterfront area needed a new legislative regime. To assist the bid and to promote brownfield development generally, the former provincial government launched some new concepts in Bill 56. Introduced on May 17, 2001, Bill 56, the *Brownfields Statute Law Amendment Act, 2001*, was passed on October 31, 2001 and received Royal Assent on November 2, 2001. However,

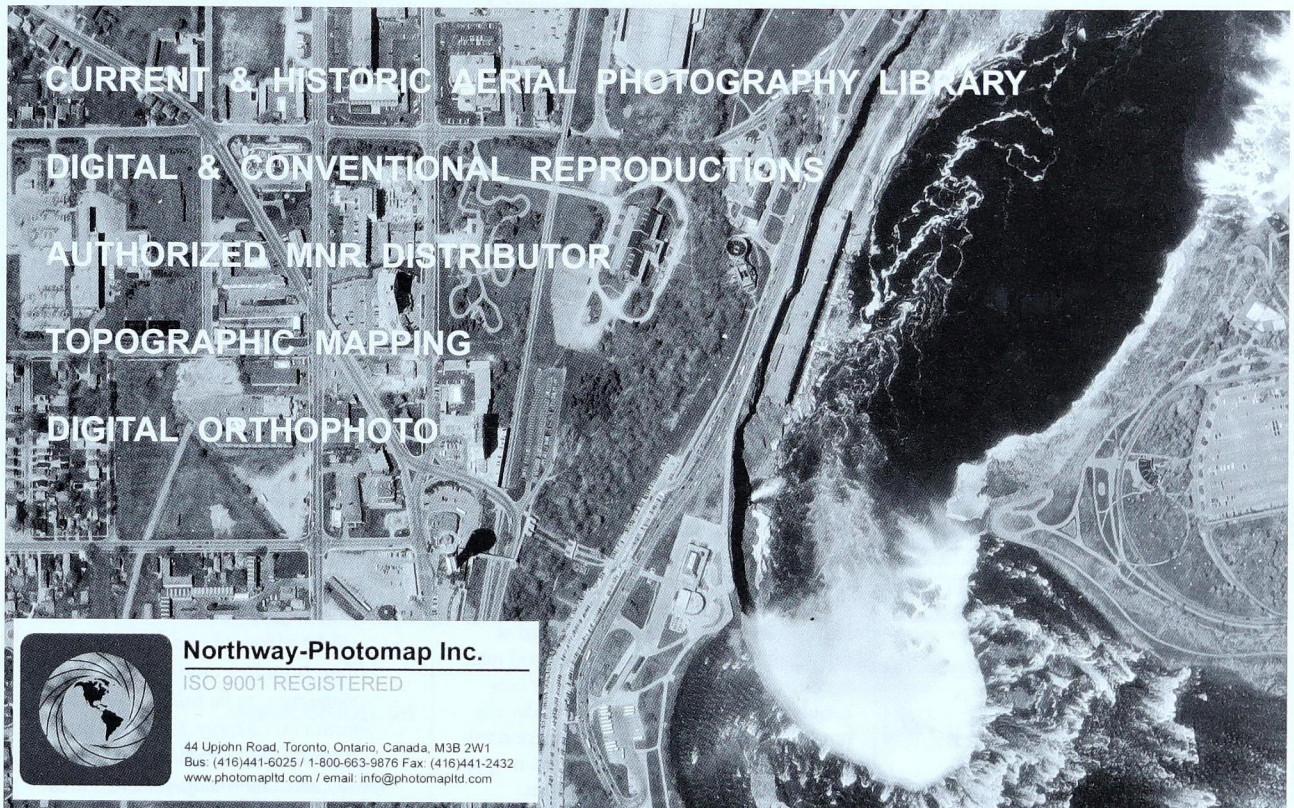
many of its provisions have yet to be proclaimed in force.

Introduction of this Act also coincided with the announcement of the former government's Smart Growth initiative. This concept copied a U.S. metaphor for good planning, focused on promoting well-planned communities, while enhancing environmental objectives. Within the broader Smart Growth initiative, the new *Brownfields Act* was intended to provide the legal basis to support revitalization of contaminated lands in Ontario communities in general, and on the Toronto waterfront in particular.


Whether or not the Act does provide sufficient incentives and protections to encourage the revitalization of contaminated lands remains an open question. Toronto subsequently lost the bid to host the Olympics with the result that creation of the Olympic Village never came to fruition. Without the pressure to assist in accommo-

dating Toronto's Olympic bid, the former government seemed to lose momentum in the brownfields initiative. It remains to be seen if the new government will move ahead with the legislative concepts of the 2001 Act.

Some portions of the Act have been proclaimed in force and seem likely to remain. These consist mostly of providing limited protection from regulatory orders to municipalities, secured creditors, receivers, trustees in bankruptcy and fiduciaries. Certain other provisions dealing with limited financial incentives in the form of property tax relief have also been made effective. Under the Act, municipalities may freeze or cancel the municipal portion of property taxes for the period during which rehabilitation/development of a brownfield site proceeds. If authorized by the Minister of Finance, similar relief with respect to the provincially controlled education portion of the property taxes may also be granted.



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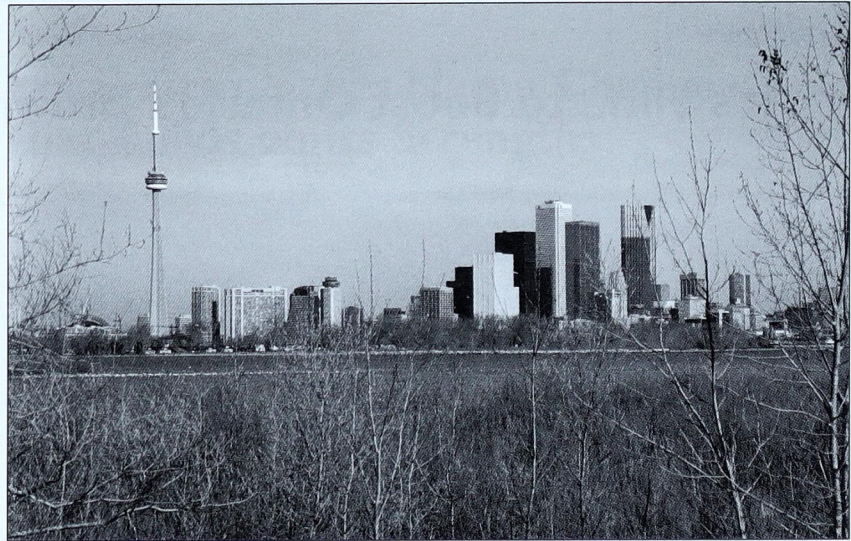
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The actual effect of the changes has largely remained untested as the financial incentives appear inadequate (compared, for example, to those available in various U.S. jurisdictions) to promote significant private-sector interest in brownfield redevelopment.

Issues of potential liability for regulatory orders are a key issue when dealing with brownfield sites. One of the ways that the Act addresses liability is the provisions for Records of Site Conditions (RSC) for properties where contamination issues have been documented. An RSC must be filed in the Environmental Site Registry, for example, when it is proposed to change the use of property from industrial or commercial to residential or parkland. The long-term potential of the proposed regime for filing RSC's remains unclear, since some of the regulations required to give effect to the Act are still not yet out for comment in draft form. This is where the opportunity lies for the new government. Assuming that the provisions of the Act related to RSC's are eventually implemented by the approval of Regulations, it will:

- set legally binding standards for contaminated site cleanups to which it applies;
- provide public access to environmental information regarding contaminated and formerly contaminated sites through an Environmental Site Registry;
- provide a procedure to protect developers and purchasers from specified Ministry orders relating to on-site conditions if a property is cleaned in accordance with the new regime—which can include a risk assessment approach in lieu of clean up to generic criteria;
- offer protection from a narrower range of



Olympic bid an impetus for brownfield legislation

orders to secured creditors, receivers, trustees and municipalities.

Another aspect of the Act that addresses potential liability is to provide greater certainty to the remediation process in Ontario by adopting, and expanding on, several aspects of Ontario's existing "guideline-based" remediation regime. Prior to the Act, guidance on standards to be applied in remediating contaminated lands was set out largely in the Ministry of the Environment's 1996 Guideline for Use at Contaminated Sites in Ontario. Although the Guideline has been generally accepted as the industry remediation standard, cleaning up a property in accordance with the Guideline does not provide property owners with any real protection from regulatory actions or civil lawsuits.

Once the Regulations are in place, the Act will build on the principles and concepts that are familiar to Guideline users, and will provide immunity from certain regulatory action in particular circumstances. However, the immunity from regulatory action is significantly limited (for example, it provides no protection from orders relating to off-site contamination). Various conditions and circumstances will strip away the protection granted and "re-open" the issue of liability (for example, false or misleading representations in the Record of Site Condition, violation of future soil management or disposal regulations, any new contaminant discharge on, in or under the property, or a change in use to a more sensitive use). In addition, the Act offers no protection from third-party civil actions.

Re-use of contaminated sites, restoration and renovation are taking place where they can provide a financial return to investors and low risk of exposure to third-party claims. Experience in the United States has shown that liability exemptions and carefully targeted financial incentives do encourage cleanup and redevelopment, yielding appreciable benefits to communities.

The adoption of the *Brownfields Statute Law Amendment Act, 2001* in Ontario reflects the interest in and need for programs in Canada to encourage the voluntary redevelopment of brownfields. While the new regime under the Act can be criticized for not going far enough in providing incentives and protection, it should be recognized as being a step in the right direction. Any programs that pursue redevelopment objectives in Canada on any level are welcome. Hopefully the new provincial government will pick up the ball and continue to implement the Act and those strategies that have proven effective in other jurisdictions.

Stan Stein is a frequent contributor to the Ontario Planning Journal and is a partner at Osler, Hoskin & Harcourt LLP. Shari Elliott is an associate lawyer at the same firm. These and other issues will be addressed in the Canadian Urban Institute's annual brownfields conference, to be held this year in Toronto on October 21-2. For more information on brownfields visit www.canadianbrownfieldsnetwork.ca.

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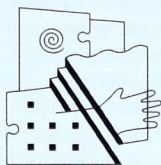
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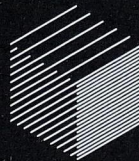
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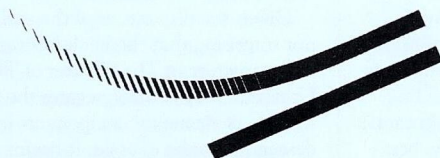
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Canadian Communities to Compete with the World in New York

By John Jung

Several years ago, the Intelligent Community Forum (ICF at www.intelligentcommunity.org) started to publish an annual list of the Top Seven Intelligent Communities in the world. The intent was to recognize achievement by cities, regions and communities deploying broadband, building a knowledge-based workforce, bridging the digital divide, encouraging innovation and effective economic development marketing. The seven communities selected provide best practices from which communities around the world can learn. It is now a globally recognized list and has been covered by CNN, major papers such as the *New York Times* and *Wall Street Journal*, and most recently was covered by the BBC World News (news.bbc.co.uk/2/hi/

uk_news/scotland/3256686.stm).

One of the seven will be selected as the Intelligent Community of the Year during the Intelligent Communities Conference and Awards in New York on June 11, 2004. We have a Canadian community in Nova Scotia among the selected Top 7 this year and Calgary was a co-winner with Seoul, Korea last year. Additional awards include Intelligent Building of the Year; Intelligent Community Visionary; and Intelligent Community Technology. You can obtain the submission forms for these awards from www.intelligentcommunity.org.

One of the interesting aspects of this conference is that it will be held at the base of the World Trade Center site in the renovated Marriott Financial Center Hotel. The redevelopment of the WTC and lower

Manhattan will be one of the key on-site visits. The new development will encompass elements of the "Intelligent City," including deployment of broadband to reinforce the city's dominance as the financial capital of North America. It will be fascinating to hear and view first-hand the planning and economic development aspects of this redevelopment from the chief players in this massive project.

John Jung, MCIP, RPP, is a vice president with the Greater Toronto Marketing Alliance and Chairman, Intelligent Community Forum, located in the NY Information Technology Center, 55 Broad Street, 14th Floor, New York, New York 10004 USA.

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John has written numerous articles for the Ontario Planning Journal and was the recipient of the Hans Blumenfeld Award from OPPI some years ago for a series of articles in the Ontario Planning Journal about intelligent communities.

34 / IN PRINT

The New Urbanism Master at Work

The New Civic Art: Elements of Town Planning

Andres Duany, Elizabeth Plater-Zyberk, Robert Alminana
Rizzoli, New York, 2003

By Charles Lanktree

Throughout the course of western civilization there have been a number of manuals for the professions practising the art of civic design. The arrival of these practice manuals or "pattern books" have been heralded as important events in the evolution of civic design, and so we should recognize the importance of this new manual entitled *The New Civic Art: Elements of Town Planning*, which came out late in 2003.

The authors, as the principal exponents of New Urbanism, have claimed a place in the tradition of civic design manuals by emulating the 1922 publication, *The*

American Vitruvius: An Architect's Handbook of Civic Art by Werner Hegemann and Elbert Peets. Like its namesake publication by Marcus Vitruvius (1st c. A.D.), who compiled a manual of classical Greek building precedents based on the principles of beauty, function and structure, it outlines the best examples of design from the past that could serve the urbanism of the time. The line can be traced back to the Renaissance era when the Italian architect Alberti (1404-72) followed the example of Vitruvius with his *Ten Books of Architecture*. Then on to Camillo Sitte, who in 1889 published a treatise on medieval cities *The Art of Building Cities*. This "methodology of emulating successful models" (p. 9) is a tradition that originated in architectural practice, which planners in the postmodern era might well take heed of. Design is presented here as a tool to remedy the shortfalls of policy and rational process, as implemented through our vast legal system. As in much of the New Urbanist dialectic, this is a challenge to modernist planning practice, but one that in the face of the placelessness created over the last half century, is not merely a fashionable diver-

sion but urgently needed.

Given the disposition of the authors, it is not surprising that the book follows the basic structure of *The Charter of The New Urbanism*, which disaggregates the metropolis into its elemental components in descending order of scale. It begins with the scale of the Region and moves down through the Neighbourhood or District scale and finally to the individual city block, street and building. While this may be apparent to those familiar with "The Charter" it is not immediately discernible from a glance at the Table of Contents of this book. This would have been assisted by filling out the Contents page with a more complete outline of the book. While the text is organized in a very rational manner, that order is lost without being displayed for the reader. Whereas the introductions to the book and each chapter do provide a brief description of the contents, one must wade into their imposing depths to discern a more complete picture of the impressive gestalt of the book.

In like manner to "The Charter" this book begins with the "Order of the Region,"

which reviews plans derived from a social basis, the natural environment and the transportation network. While it is now generally agreed that a plan should contain all of these aspects to be complete and well balanced, the emphasis of the historic precedents as cited on one of these aspects as an underlying premise is revealed in this chapter.

The second chapter entitled "The Transformation of Urbanism" again addresses the city as a whole, but in a novel manner projects the pattern of urban growth over time from "traces on the landscape" to the "inaugural settlement" through to "settlements transformed." This temporal aspect of urban development is not one that is commonly addressed in the literature of urbanism, so it is welcomed to see this chapter focus on it. This is especially true of the examples provided to demonstrate the potential transformation of urban fabric, which is sorely needed today.

The finer grain of the "Pattern of Urbanism" is addressed in Chapter Three. This provides a look at the middle scale of the Neighbourhood or District. It examines the social structure of the neighbourhood from the inception of the concept as attributed to Clarence Perry in the Regional Plan of New York in 1929 to the recent models of New Urbanism and Transit-Oriented Development. The section on "infrastructure" dwells on the form-giving aspects of transportation systems rather than the hidden utilities. The absence of the latter would seem to be an oversight, as any planner who has dealt with subdivision design or site planning can attest. The survey of the myriad variations on the configuration of the urban fabric is enlightening and well presented. While the basic patterns can be categorized, the variations are seemingly infinite.

The chapter on "The Public Realm" is definitely the most thorough in this book. The authors state at the outset that "the public realm is the pre-eminent concern of civic art" (p. 147). They divide the topic into three sections: public, civic and commercial space. Each of these sections is then further divided by typology. The public spaces include: spatial definition, plazas, squares, parks, green systems, closes, inner gardens, playgrounds, passages, intersections, urban waterways, urban waterfronts, streetscapes, street sections, and solar sections. The discussion of civic spaces focuses on the formal relationship of important public buildings in space through a survey of approaches, civic complexes, and monuments. Commercial Centres, however, are inexplicably not categorized, although the variation of market squares, arcades, galleries,

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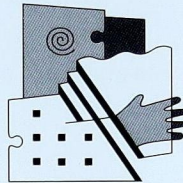
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town squares, entertainment districts, main-streets, shopping centres and malls is clear in the examples.

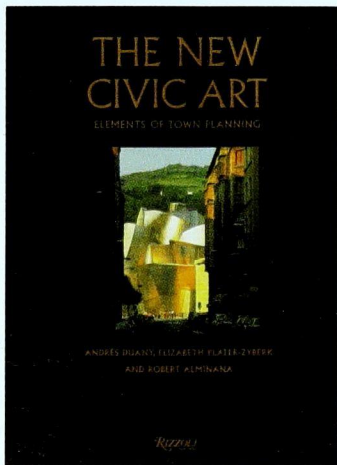
The Private Realm is addressed in Chapter Five with the basic division of the Disposition of Buildings as blocks, interior blocks, carpets, bars, urban villas, buildings in the landscape, hybrid blocks, building orientation and finally perceptual placement. The section on the configuration of buildings then explores the concept of architectural syntax and the urban response of buildings in their context. It proceeds to a look at edge yard houses, courtyard houses and other specialized types, then on to mixed-use buildings, environmental configuration and an all-too-brief look at social housing as a building type in itself. You may note that there is no mention of use or density common to zoning by-laws. This is a purposeful departure to an approach focused on

building form and type, which creates the organic intensification of "authentic urbanism" (p. 313).

The final Chapter, "Design at All Scales," was disappointingly brief. While it did display some exemplary affordable housing by the U.S. Housing Corporation from WWI, and some good examples from a German planning manual of 1939, it fell far short of expectations, given the range of available examples. Although the remainder of the book did dwell thoroughly on the hierarchy of scale in urbanism, this chapter could have served at least as a fitting summary to the book.

While the authors state in the Introduction

that the volume is not yet large enough, they make little attempt to fill out this last important chapter. They seem to be saving the missing material for a second volume, which they state, is indeed waiting in the

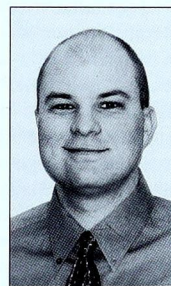


wings. Regardless, this book seems rather rushed and truncated as a result. It does not give one the impression that it is leading to another volume in a series.

As a civic design manual, this book delivers admirably with the display and analysis of many illustrations, which are organized within the new urbanist framework described above. These illustrations are of immense value in themselves, whether you agree with the statements contained in the captions or not. The material is a comprehensive and well-organized source of some of the best examples of urban design. This is definitely the strength of this publication. It provides information that is desperately needed at this time when design is looked on increasingly to solve the emerging problems of our intensifying urban environments.

As the authors state, "The New Civic Art is therefore an emergency project. After a period of institutionalized resistance to change, there is now a general call to instruction." (p. 8) The question now remains. Will we heed this siren call and learn from the rich tradition of civic design that is available to us?

Charles Lanktree, MCIP, RPP, CSLA, OALA is an urban designer working for the City of Ottawa. He can be reached at charles.lanktree@ottawa.ca.



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