

# ONTARIO Planning

JANUARY/FEBRUARY 2006, VOL. 21, NO. 1 JOURNAL



## Planning cities for public health and welfare

*On track to overcome policy conflicts?*

*Page 3*

**Also:**

**Planning for health in Cameroon**

**The single-family home**

**Planning education**

## ONTARIO PLANNING JOURNAL

Volume 21, Issue No. 1, 2006

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

INSTITUT DES PLANIFICATEURS  
PROFESSIONNELS  
DE L'ONTARIO  
L'Association affiliée ontarienne  
de l'Institut canadien des urbanistes



ONTARIO PLANNERS:  
VISION · LEADERSHIP · GREAT COMMUNITIES

### Editor

Glenn Miller

### Deputy Editor

Philippa Campsie

### Contributing Editors

Communication, Philippa Campsie  
Environment, Steve Rowe  
In Print, David Aston  
Management, John Farrow  
The New Economy, Jeff Lehman  
The OMB, Paul Chronis  
People, Thomas Hardacre & Lorelei Jones  
Planning Futures, Paul Bedford  
Professional Practice, T.J. Cieciora  
Provincial News, Marcia Wallace  
Transportation, David Kriger  
Urban Design, Anne McIlroy and Alex Taranu  
Technology, George Lysenko  
Sustainability, Carla Guerrero  
Legislative News, Jason Ferrigan

### District Coordinators

T.B.A., Northern;  
Amanda Kutler, Southwest  
519-576-3650 x728;  
Don Maciver, Eastern 613-692-3571;  
Alissa Mahood, Central 905-546-2424

### Art Director

Brian Smith

### Subscription and Advertising Rates

Please visit the OPPI website at  
[www.ontarioplanners.on.ca](http://www.ontarioplanners.on.ca)  
<<http://www.ontarioplanners.on.ca>>  
and click on *Ontario Planning Journal* and  
then *Journal Subscription Information*.

### How to Reach Us

To reach the Journal by e-mail:  
[editor@ontarioplanning.com](mailto:editor@ontarioplanning.com)  
To reach OPPI by e-mail:  
[info@ontarioplanners.on.ca](mailto:info@ontarioplanners.on.ca)  
Visit the OPPI web site:  
[www.ontarioplanners.on.ca](http://www.ontarioplanners.on.ca)

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

## CONTENTS

### Cover / 3

Public Health and Welfare ..... p.3

### Features / 9

Master Planning in Cameroon ..... p.9  
The Single-Family Home ..... p.10  
Planning Education & Sustainable Cities ... p.13

### Districts & People / 14

Lakeland: First Nation Workshop ..... p.14  
People ..... p.15

### OPPI Notebook / 17

President's Column ..... p.17  
Thinking Big Begins Now ..... p.18  
New RPP Members ..... p.19

### Commentary / 20

Editorial ..... p.20  
Opinion ..... p.21  
Letters ..... p.22

### Departments / 23

Planning Futures ..... p.23  
Environment ..... p.26  
Sustainability ..... p.28  
Communications ..... p.30  
Civics ..... p.32  
Urban Design ..... p.34

### In Print / 35

Transportation & Sustainable  
Campus Communities ..... p.35

## BILLBOARD

MAY 10-12

### CANADIAN DISTRICT ENERGY ASSOCIATION'S 11TH ANNUAL CONFERENCE

#### "COMMUNITY ENERGY TODAY. DISTRICT ENERGY FROM COAST TO COAST"

Fairmont Waterfront & Vancouver  
Convention Centre  
Vancouver, BC.  
In association with The Canadian Urban  
Institute  
Contact [cdea@canurb.ca](mailto:cdea@canurb.ca), or  
Call 416-365-0765, or  
Visit [www.cdea.ca](http://www.cdea.ca)

MAY 11-12

### GREENING ROOFTOPS FOR SUSTAINABLE COMMUNITIES GREEN ROOFS FOR HEALTH CITIES AND THE CITY OF BOSTON

Boston, Mass  
Visit [www.greenroofs.org](http://www.greenroofs.org)

JUNE 2-5

### FCM ANNUAL CONFERENCE AND MUNICIPAL EXPO

Montréal, QC  
Visit [www.fcm.ca](http://www.fcm.ca) for more information

SEPTEMBER 17-20

### WATER IN THE CITY 21ST CENTURY APPROACH TO WATER ISSUES

Victoria Conferences Centre  
Victoria B.C.  
Visit [www.waterinthecityvictoria.ca](http://www.waterinthecityvictoria.ca)

IN VANCOUVER, B.C.

JUNE 14-23

### WORLD PLANNERS CONGRESS (CIP NATIONAL CONFERENCE) "SUSTAINABLE URBANIZATION—TURNING IDEAS INTO ACTION"

JUNE 14-16

### PLANNERS 4 TOMORROW

JUNE 19-23

### 2006 UN-HABITAT CONFERENCE, THE WORLD URBAN FORUM

For all the above, visit [www.cip-icu.ca](http://www.cip-icu.ca)

SEPT 28-29

### OPPI 2006 PLANNING SYMPOSIUM

Nottawasaga Inn, Alliston  
Visit [www.ontarioplanners.on.ca](http://www.ontarioplanners.on.ca), Conferences  
& Events

OCTOBER 26-27

### CANADIAN BROWNFIELDS 2006

Toronto  
[www.canadianbrownfieldsnetwork.ca](http://www.canadianbrownfieldsnetwork.ca)

For a listing of more events and additional information,  
check the OPPI web site at [www.ontarioplanners.on.ca](http://www.ontarioplanners.on.ca).

Don't forget to check out the latest issue of Members Update  
e-news—OPPI's monthly newsletter sent to you by e-mail

# Public Health and Welfare: An Urban Planning Perspective

Dan Leeming, Diane Riley and Dena Warman

**T**his article on the role of planning in public health and well-being is the second in a series of three articles (the first was on energy). Each article addresses issues of convergence of key areas of change—the end of cheap energy, serious problems in public health and welfare related to the built environment, and a rapidly aging population.

Understanding public health and welfare is as fundamental to urban planning as physical, economic and environmental issues. If, as a profession, planning cannot comprehend and provide the basic needs for healthy living, then it fails to lay a firm foundation for all subsequent development and supports a badly flawed system. According to Maslow's theory of human motivation, the first four levels of human needs are physiological, safety, belongingness, and esteem; all other human needs rest on these. Each of these basic needs is a fundamental component of a person's health and welfare. Yet we as planners often simply take these fundamentals for granted and don't consider them in the planning process. Planners are, after all, not trained health and welfare workers, so why should we be concerned? This attitude misses the point, of course: planning is the most basic form of health care there is.

Health is far more than simply not being ill: the World Health Organization defines health as “a state of complete physical, mental and social well-being and not merely the absence of disease or infirmity.” Good planning practices should support a range of responses to public health and welfare. These responses are detailed in *The Ottawa Charter of Health Promotion* which states that five activities must be undertaken together for effective promotion of public health:

- Promoting health through public policy.
- Creating a supportive environment.
- Reorienting health services.
- Strengthening community action.
- Developing personal skills.

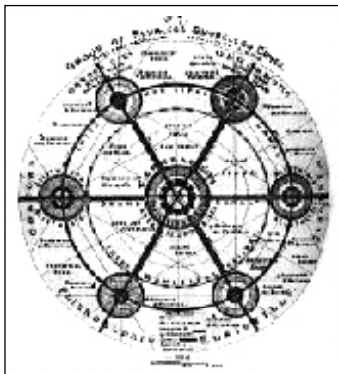
Of these, the first two would be addressed directly by any good planning process and the latter two would be indirectly addressed through the creation of a supportive setting with healthy choices for the community and the individual.

The inherent problem with planners or any group of professionals who become specialists is that they believe that other specialists will take care of specific issues. Public health and welfare is a case in point. Such an attitude leads to poor planning. First and foremost, planners need to be generalists who can analyze, identify and understand broad societal problems and then use their specialist skills to solve them.

The Garden City Movement, a foundation of the modern urban planning profession pioneered by Ebenezer Howard and others, was in essence a public health response to the abysmal living conditions and poor health and welfare of people in England during the Industrial Revolution of the 19th century. By way of relief from appalling conditions, Howard argued that a Garden City—a settlement with the advantages of both town and country—could be built without the disadvantages of either. Howard was a clerk and writer, not a planner, who transformed the idea of simple company towns (such as Bourneville) into a movement of people and industry away from the unhealthy 19th-century city.

In the 19th century, the diseases with the highest death rates in the Western world were related to poor sanitation and contaminated water: cholera, malaria, tuberculosis, typhoid and yellow fever. Significant reductions in mortality rates and the spread of disease were made through contributions of planners, engineers, and architects in building sanitary drinking and waste water systems. By comparison, the major diseases and disorders of the 21st century Western world are related to lifestyle: cardiovascular (heart, stroke), respiratory (asthma, emphysema), musculoskeletal (arthritis, osteoporosis), weight-related (diabetes II, heart disease), and mental (depression, anxiety, substance misuse). Each one of these health problems has either doubled or tripled in the last 20 to 30 years. The social and economic burden of these problems is immense. As was the case in the 19th century, planners, engineers and architects still have a crucial role to play in building a healthier environment.

The effects of chronic disease and disorder on society are repeatedly discussed by urban planning professionals, but these concerns have not been absorbed in any meaningful way into the



Garden cities movement: Howard and his ideas



profession. Although it is apparent that many of the ills faced by Canadians are a result of urban form and related environmental conditions, planners continue to design unhealthy cities. This article briefly reviews three areas of health affected by the built environment and current development patterns: diet and exercise, respiratory problems, and mental health. It examines the role of public health in contemporary urban planning, looks at reasons why action is needed now and defends the need to incorporate public health into a holistic approach to long-term urban strategies; it closes with some recommendations for planners regarding the development of healthy communities.

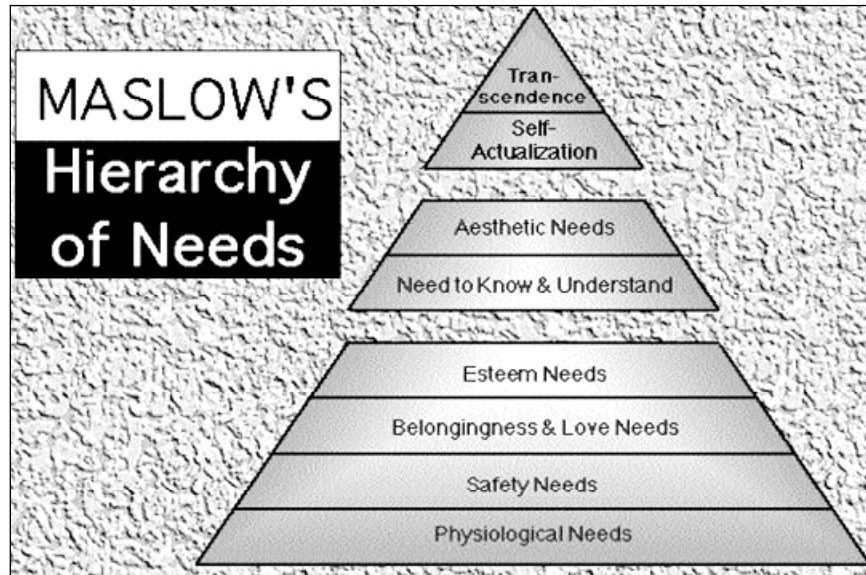
### Diet and Exercise

- According to the National Population Health Survey in 2001, almost half of Canadians are overweight and one in six is obese. The number of obese children has tripled over the past 20 years, and 10 to 25 percent of all teenagers have a weight problem ([www.obesitycanada.com](http://www.obesitycanada.com)).
- In 1996, the U.S. Surgeon General recommended 30 minutes of moderate activity daily; in 2002 the Institute of Medicine recommended 60 minutes. The Canadian Coalition for Active Living has adopted 60 minutes, which highlights the fact that Canadians have become so inactive that the national guidelines for structured exercise have had to combat a sedentary lifestyle to meet the needs of the body (<http://www.activeliving.ca/>).
- Inactivity and obesity relate to health problems that include hypertension, diabetes, heart disease, osteoarthritis and depression, each of which has increased dramatically in the last 30 years.

Leading a healthy lifestyle in our current urban context is increasingly difficult. Driving to the gym to walk on a treadmill seems like a modern-day irony, but disconnected uses and an unpleasant or unsafe environment, along with the need for people to socialize with others in shared activity, supports this habit. The current building patterns in low-density areas leave little opportunity for random physical activity. Land use planning often promotes automobile use by focusing on roadway service levels and capacity issues while discouraging physical activities such as walking and cycling, especially as the primary mode of transportation. Between 1969 and 1990 the U.S. population grew only 21 percent, but the number of car trips grew by 42 percent. The car is a necessity for most people in order to reach jobs, shopping, schools and even parks. The average of two hours per working day in a car over a 30-year period adds up to 2.5 years. This is not only a waste of precious time: the average cost of running an automobile is \$8,500 per

year. While for many, one car is essential, the cost allocated to running a second or third car (necessitated by poor transportation options or inconvenience) might be much better spent. A lack of interesting and diverse walking environments in many communities further discourages walking and cycling, though people prefer to walk or bicycle, given the option. At a recent think tank of public health specialists, Dr Diane Finegood, scientific director of the Institute of Nutrition, Metabolism and Diabetes at the Canadian Institutes of Health Research, stated, "We need to look well beyond more gym classes for kids and better food in school cafeterias. We need to understand how we can fundamentally alter the environment so the healthy choice is the easy choice." (Picard, *Globe and Mail*, October 12, 2005).

A growing body of research links driving to obesity and its related diseases (Frank et al., 2004; Ewing et al., 2003; Bray et al., 2005). Dr. Lawrence Frank of the UBC School of Community and Regional Planning has shown that higher-density, mixed-use communities function with an "inherent synergy . . . creating a walkable urban environment." A notion long intrinsically accepted by planners is now supported by quantitative data. The Canadian Heart and Stroke Foundation's 2005 *Report Card on Canadians' Health* documented that obesity is associated with car dependence



The theory of motivation

and identified Dr. Frank's empirical research as a call for change; planners should take the lead in such change.

A recent survey in San Diego, California, examined the relationship between the "walkability" of two different neighbourhoods and the physical activity level of residents (Saelens et al., 2003). After adjusting for age and education, residents of the "high-walkability neighbourhood" had 70 more minutes per week of moderate or vigorous exercise than those in the "low-walkability neighbourhood." This amount of exercise translates into a weight loss of 1.8 kilograms over one year. Some 60 percent of residents of low-walkability neighbourhoods were overweight compared to 35 percent of residents of the high-walkability neighbourhood.

For many, the reality of living in low-density suburbs is that both parents must commute to work and rush home to pick up the children from day-care, then drive them, and themselves, to their various activities. Another modern irony is that even with easy access to fresh food many, Canadians can schedule only periodic shopping trips to large-format retail outlets. Shopping patterns are dictated by a separation of land use and time in transit, so that food now needs to be processed for shelf-life and packaged for eating on-the-run or in front of television. These consumption patterns mean that many Canadians are not eating according to the guidelines of a healthy diet and instead are over-eating empty calories with no easy way to burn them.

## Respiratory Health

- Respiratory diseases such as emphysema and asthma have more than doubled in 20 years, with the greatest increase being among children.
- Smog continues to increase in Canadian cities despite attempts to reduce it; in 2005 there were a record number of smog alert days in Toronto.
- Road traffic is cited as the main cause of poor air quality in urban areas (Centre for Sustainable Transportation, 2005).

The costs of air pollution are staggering. Not only has the rate of asthma increased 2.5 times in the last 20 years, but hospitalizations and death rates have also increased significantly. In 2003, the Ontario Medical Association estimated that there were 2,060 premature deaths, 48,690 emergency room visits, \$465.2 million in direct health care costs, and \$585.6 million in lost productivity costs related to respiratory problems. In 2004, the Toronto Public Health Unit reported that there were 1,700 premature deaths in the city and between 3,000 and 6,000 hospital admissions due to smog-related air pollution such as ozone, nitrogen dioxide, sulphur dioxide, carbon monoxide and particulate matter. The search for remedies to these problems is, at best, modest in scope.

Poor air quality keeps people indoors and inactive, especially those most susceptible to respiratory disease—children and the elderly. Simply being inside does not protect from the effects of poor air quality. The Centre for Sustainable Transportation in their report *Children, Youth and Transportation*, cited a study in Denver, Colorado, which stated “children who live near high-traffic areas (20,000 cars per day) may be six times more likely to develop childhood leukemia and other cancers.” Asthmatics find that in order to stay in the city over the summer months, they must double or triple their medication to keep their lungs functioning. As travel times and smog increase, so too do the number of days on which people are advised to stay inside, thereby giving rise to higher levels of air conditioner use and a greater demand on coal-burning generators, resulting in more pollution.

It is intriguing to note that when car-dependent Atlanta hosted the 1996 Olympics, automobile use was greatly curtailed in favour of mass transit and within that three-week period, air quality improved so much that childhood asthma hospital admissions dropped by approximately 20 percent and asthma-related medical claims dropped by 40 percent. But current development patterns and human preference for convenience continue to support a car-dominated society. As congestion increases, drivers continue to accept longer commutes, tolerating two hours or more a day. Even

as gas prices increase, Canadians continue their love affair with cars, often a necessity dictated by design and re-enforced by land-use planning policies. Traffic and congestion may be annoying and counter productive, but the real issues are the health problems associated with the numerous toxic chemicals released. The solution is not to cure the consequences, but to address the causes of automobile dependency and limited transportation options, high energy demands placed on coal-burning plants, poor land use planning and compromised lifestyle choices.

## Mental Health

- The concept of isolated and individual independence has replaced the community network.
- Depression is on the rise worldwide.
- Antidepressant medication prescriptions issued by psychiatrists in the U.S. increased between 1988 and 1998 from 32 million to 89 million (178 percent).
- Mental disability carries a massive financial burden. The 2001 *Report of the Auditor General* stated that depression costs Canadians \$14.4 billion in treatment, medication, lost productivity and premature death.

There has been an abundance of research in developed countries on the isolation created by urban form. Children are reliant on parents, the elderly are reliant on children, and everyone is reliant on automobiles. For many, the social interaction of everyday life has been replaced with long commutes broken up by the cell phone, a workplace with infrequent human contact, and very limited family time that is often dominated by television (or, increasingly, computers linked to the Internet). As land patterns changed from villages and agricultural areas into suburban communities, people have become more isolated; individualism has replaced community. In a report for the Ontario College

of Physicians and Surgeons, Bray and colleagues state: “sprawl communities have increased loneliness, inactivity, depression and commuting stress” (2005, p. 6). The lack of opportunities for exercise compounds depression. The privatization of space and the increase in self-reliance can trap people in their own homes and cars, markedly reducing unstructured social interaction. In the Greater Toronto Area, many new Canadians (60 percent of immigrants to Canada come to the GTA) find themselves isolated by language and cultural differences in suburban areas. Called “Astronaut Families,” they have a higher incidence of depression and stress-related disorders than other families.

Land use patterns have changed the way Canadians interact and



Killer disease defeated by public works

consume. Department stores changed shopping patterns by removing the connection between customer and shop keeper, producer and consumer. Big box stores have exacerbated this trend so there is no longer a connection between where one shops, who one shops with and where one lives and works. The casual everyday interaction of walking in the neighbourhood or shopping at the local store is often lost, hardly replaced by the store “greeter.” The communal nature of village life has not been incorporated into many planned communities and the traditional social safety net that protects the vulnerable from being forgotten has been eroded.

In Canada, many illnesses are associated more with the loss of life quality than they are with death. The World Health Organization (WHO) now tracks not only life expectancy (LEX) but healthy life expectancy (HALEX), which deducts disability years from years lived. Depression is among the leading causes of disability worldwide, afflicting 121 million persons (WHO 2000). The WHO states, “Depression is the leading cause of disability and the 4th leading contributor to the global burden of disease . . . and by the year 2020, depression is projected to reach 2nd place” behind ischemic heart disease. Depression not only affects society’s mental health, it also affects its economic health. Depression is a leading cause of missed work in North America. Current research shows the indirect cost of depression cost American business \$83.1 billion in 2000 (*Doctors Guide*).

In addition, social capital, a crucial component of the fabric of community mental health, is being eroded. Social capital is defined as the social, political and economic networks and interactions that inspire trust and reciprocity among citizens (Putnam, 2000). The loss of civic engagement can lead to a loss of sense of community.

There is a positive relationship between social relationships and health: the higher the quality and quantity of these relationships, the greater the health benefits. Considerable volunteer time is spent in support of health care, education, charities, and social and cultural institutions. Many demands are made of our time. It is a shame that the demands that are wasteful preclude the choice of volunteering to help others or to be with loved ones. Social capital is being eroded by long commutes and longer employment hours. Putnam notes in his book *Bowling Alone* that each additional ten minutes in daily commuting time cuts involvement in community affairs by 10 percent. Studies have also shown that persons with lower social capital may be at greater risk of poor physical and mental health than those with higher capital (Hawe et al., 2000 in Ontario College of Physicians and Surgeons Report, 2005, p. 35; Kawachi and Kennedy, 1999).

### Where Do We Go From Here?

Past misguided approaches to shaping human behaviour, such as clear-cutting complex urban neighbourhoods to make way for single-purpose solutions of public housing—with the idea of making “better people through better housing”—left planners, among other, looking silly. The attempt at what would now be called social engineering through public housing has been made repeatedly across North America and the United Kingdom. The flaws of such an approach are dramatically, and symbolically captured in images of the demolition by dynamite of project after project. While the goal of improving the life of those in need was a worthy one, the means was not. A narrow approach to such a multidimensional and dynamic ideal as good planning has not served cities well.

**Northway-Photomap Inc.**

44 Upjohn Road, Toronto, ON - M3B 2W1  
 visit: [www.northway-photomap.com](http://www.northway-photomap.com)

Bus: (416)441-6025 - Fax: (416)441-2432  
 email - [info@photomapitd.com](mailto:info@photomapitd.com)

**Federal and Provincial Map Dealers  
 Canadian Nautical Charts & Publications**

**Current & Historical  
 Aerial Photography Library  
 Photo-Lab Services**

**Land Information Services  
 Digital Ortho-Photography**

**3D LiDar Modeling Scanner  
 Topographic Mapping  
 Volumetric Calculations  
 GPS Ground Control**

This unfortunate experience, among similar trends in the 1960s and 1970s, sent a graphic message: planners should know their limits and operate within more narrowly defined boundaries. In fact, the understanding of the role of planners in shaping the built environment to respond better to the full range of human needs went into something of a Dark Age from the 1960s to the 1990s. The world had changed and the era of the unbridled megaproject had come to an end. The Province of Ontario backed away from its role in physical planning and most municipalities let the private sector get on with the design and building of projects while they participated through official plans, site plans and zoning by-law preparation and control.

The rapid growth of urban areas based on outdated principles of community design gave rise to a situation in which the problems were finally clearly apparent. The issues related to low-density growth in segregated land uses, all heavily dependent on the automobile, could no longer be ignored; the costs to public health of this poor planning have been enormous and are still being assessed. A new perspective was needed. The *laissez-faire* market place was not prepared in the short term to analyze its own limitations and it took the public sector a long time to identify the issues and prescribe meaningful interventions. The planning profession had to get back into the business of physically shaping the built environment.

We are only now starting to improve this understanding through offering more core curriculum courses and areas of major specialization in physical planning and urban design. The core teachings of good urban design address fundamental human needs such as human scale, mobility, safety, shelter, access between home and work, various educational and cultural needs, as well as personal and community health. It has taken us almost 60 years to create the problems and only now are the full implications becoming apparent. As with most major problems, there is no single cause, but many. Most solutions will take a long time to implement, and even longer to produce results, since they involve education and modifying human behaviour. There have been many instructive and substantive critiques of current methods of building the urban environment in recent years, along with prescriptions for change. Whether or not these ideas are adopted or even considered is often dependent on the initiatives of all levels of government acting for the public good. The understanding of the merits of compact urban form, strong pedestrian environments, mixed and diverse land uses and housing options, and choices of transportation modes with convenient connections between work, home and play is fundamental to finding solutions. Public health and welfare initiatives have to be built on these principles and in turn have to influence them as change occurs. Many of these principles are com-

monly found in the broad lexicon of planning goals. The manner in which they are adhered to, however, is mixed, often superficial, and almost always questioned during the implementation review.

Stephen Samis, director of health policy at the Heart and Stroke Foundation of Canada, raises the issue of forgotten, or ignored, principles of good design. There are several factors that should come into play when there is development; while planners know the tenets of walkability, interconnectedness and providing options, Samis observes that “unfortunately, the focus today is almost exclusively on safety. We need to go back to those other basic tenets, health and welfare, in the way we regulate our built environment.” Samis argues that to support healthier communities, a new financing model is required: “Suburbs are a proven thing, so financing is easy, but financing smart, healthy development is a lot more difficult.” (*Globe and Mail*, October 12, 2005).



Auto-oriented development hinders pedestrian activity

## Conclusions

At the conclusion of their report on public health and urban sprawl in the province, the Ontario College of Physicians and Surgeons suggest that physicians should consider their patients' living location and circumstances when assessing their health. They recommend adding the following to assessment criteria:

- Risk of danger due to lack of walkable areas.
- Restricted access to medical and social services and level of isolation.
- Commuting and driving habits and behaviour related to anxiety and stress.
- Apply OMA asthma education guidelines and warn pregnant mothers and children of the dangers of poor air quality.

The clear link between the built environment and public health and well-being can be seen in these recommendations. Every one of these patient assessment items is directly linked at every stage, from cause to problem to solution, to urban planning decisions.

Bad planning has already harmed public health and welfare. The root causes of this harm are known, as is their relationship to the physical environment, and some ideas on reducing this harm are being explored. Planners have a unique opportunity to see the whole picture and build links with all relevant disciplines—in fact, this is their professional role. Planners as generalists are able to tap their professional counterparts such as public health officials and merge all issues into a rational and productive approach. Planners can no longer stand by while other disciplines debate the merits or relevance of good planning. The health and well-being of residents is directly related to the physical form of a community; this form is the result of planners' work. It is time for planners to stand up as a profession and play a more meaningful role in ensuring that what they plan is healthy.

As discussed in the previous article in this series, "Energy: The End of Cheap Oil," if planners remain in a state of denial and do not embrace the need for a meaningful change to the profession, then everyone suffers the consequences of greatly increased public harm. The link between the prevalence of diabetes, obesity, cardiovascular and respiratory disease, air pollution, depression and the physical environment is clear. Introducing public-health impact costs into decisions on land-use and transportation policies would start to ensure provision for the long-term health of people living in our communities. There is not a lot of time before the burden of the converging problems of energy, health care and an aging society becomes acute. The education of planners so that they better understand their critical role in public health and welfare is essential to the well-being of us all.

### References

Auditor General of Canada, 2001 *Report of the Auditor General of Canada*, <http://www.oag-bvg.gc.ca/domino/reports.nsf/html/0109xe05.html>.

Bray, R., Vakil, C., Elliott, D., *Report on Public Health and Urban Sprawl in Ontario*,

Environmental Health Committee of Ontario, Ontario College of Family Physicians, January 2005.

Centre for Sustainable Transportation, *Children, Youth and Transportation*, <http://www.cstctd.org/english/docs/Health%20booklet.pdf>, 2005.

Doctor's Guide, *Study Finds Anxiety and Depression Lead to Lost Performance, Lost Profit in the Workplace*, <http://www.pslgroup.com/dg/254f42.htm>, November 14, 2005

Ewing, R., Schmid, T., Killingsworth, R., Zlot, A., Rudenbush, S., "Relationship Between Urban Sprawl and Physical Activity, Obesity and Morbidity," *American Journal of Health Promotion*, Vol. 18, No. 1, September/October 2003.

Frank, L., Andresen, M., Schmid, T., "Obesity: Relations with Community Design, Physical Activity, and Time Spent in Cars," *American Journal of Preventative Medicine*, Vol. 27, No. 2, 2004.

Hall, P., *Urban and Regional Planning*, London, Routledge, 2002.

Jackson, R., *Land Use*, Presentation at the Congress for New Urbanism, Washington, 2003, [www.cdc.gov/healthplaces](http://www.cdc.gov/healthplaces).

Jackson, R., "The Impact of the Built Environment on Health: An Emerging Field," *American Journal of Public Health*, Vol. 93, No. 9, pp. 1382-3, 2003.

Kawachi, I., Kennedy, B.P., "Income Inequality and Health: Pathways and Mechanisms," *Health Services Research*, Vol. 34, No. 1, Part 2, pp. 215-27, 1999.

Maslow, A., "A Theory of Human Motivation," *Psychological Review*, Vol. 50, pp. 370-96, 1943.

Mathers, C., Stein, C., Ma Fat, D., Rao, C., Inoue, M., Tomijima, N., Bernard, C., Lopez, A., Murray, C., *Global Burden of Disease 2000: Version 2 methods and results. Global Programme on Evidence for Health Policy Discussion Paper No. 50*, World Health Organization, Geneva, October 2002. <http://www.who.int/healthinfo/paper50.pdf>.

Come to OPPI's September 28-29 Planning Symposium at the Nottawasaga Inn in Alliston to participate in a discussion on the links between planning and health. Watch for updates on the OPPI website ([www.ontarioplanners.on.ca](http://www.ontarioplanners.on.ca)) and in future issues of the Journal, and in the members' e-newsletter.

Picard, A., "Better Suburban Planning Needed to Curb Obesity Experts Find," *Globe and Mail*, October 12, 2005.

Putnam, R., *Bowling Alone: The Collapse and Revival of American Community*, Simon and Schuster, New York, 2000.

Saelens, B., Sallis, J., Frank, L., "Environmental Correlates of Walking and Cycling: Findings from the Transportation, Urban Design and Planning Literature," *Annals of Behavioural Medicine*, Vol. 25, No. 2, pp. 80-91, 2003.

World Health Organization, *Ottawa Charter on Health Promotion*, Geneva, 1986.

Dan Leeming, MCIP, RPP, is a partner with the Planning Partnership in Toronto. Dr. Diane Riley is the Director of the Harm Reduction Network, a policy analyst with the Canadian Foundation for Drug Policy & the International Harm Reduction Association, and an Assistant Professor in the Faculty of Medicine at the University of Toronto. Deena Warman is a graduate of the London School of Economics. She worked with the Planning Partnership before moving to Barry Lyon Consulting.



land use planning  
urban design  
community design  
project management  
ontario municipal  
board hearings

3 Church Street, Suite 200  
Toronto, Ontario M5E 1M2  
t 416.947.9744  
f 416.947.0781  
[bousfields@bousfields.ca](mailto:bousfields@bousfields.ca)



**HGC**  
ENGINEERING  
Noise Vibration Acoustics

## Noise Vibration and Acoustics

- ◆ Environmental Noise and Vibration
- ◆ Industrial Noise and Vibration

- ◆ Expert Witness Testimony
- ◆ Peer Review Services
- ◆ Transportation and Land Use Planning

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

**HOWE GASTMEIER CHAPNIK LIMITED**



Letter From Cameroon

# Master planning a path to healthy living conditions

*Shirley Crockett and Alan Buck*  
This "letter from Cameroon" from Shirley Crockett and Alan Buck shows how resourcefulness and a willingness to adapt to local priorities helped them make a genuine contribution to the quality of life in Oku Subdivision, located in the northwest province of Cameroon.

Oku has 34 villages and a population of 90,000. A plan to make the most of the community's scarce resources was desperately needed. Of the many obstacles to getting local people to participate in the creation of a master plan, the story of what happened in Yaounde, the nation's capital, where many buildings had been bulldozed to make way for better road circulation, was already well-known. My audience looked at me expectantly and wondered what kind of dramatics I was going to propose for their area. I hated to disappoint them. But the Oku has nothing, no infrastructure to speak of, so the master plan had to touch on everything.

With the recognition that our report would likely collect dust on a shelf somewhere if we failed to promote local ownership of the plan, we made a special effort to make it relevant to the people of every village in the subdivision.

Our first step was to invite all village representatives (councillors and committee heads) to a meeting. Some came early, others arrived late, as a result of having to trek upwards of 15 km, but we managed to see them all. The meeting coincided with the national census, so we had less time than we would have liked, but made the best of it.

The village profile we prepared included the following information: the number of elected officials; the population; places of worship; schools and enrolment (nursery, primary, secondary and private); health care facilities (hospital, centre/post, number of beds, doctors, nurses, presence of a Local AIDS Control Committee); availability of potable water (number of standpipes and private connections); availability of electric-

tion increases of 40,000 over the next 25 years. Getting people to work with a map and confirm our findings was hard, because reading a map was a new experience for most of our clients, many of whom are illiterate.

Then it was our turn to give them something extra. We proposed the creation of a garbage disposal system, sanitation standards and some erosion control measures—essential components of a healthy community

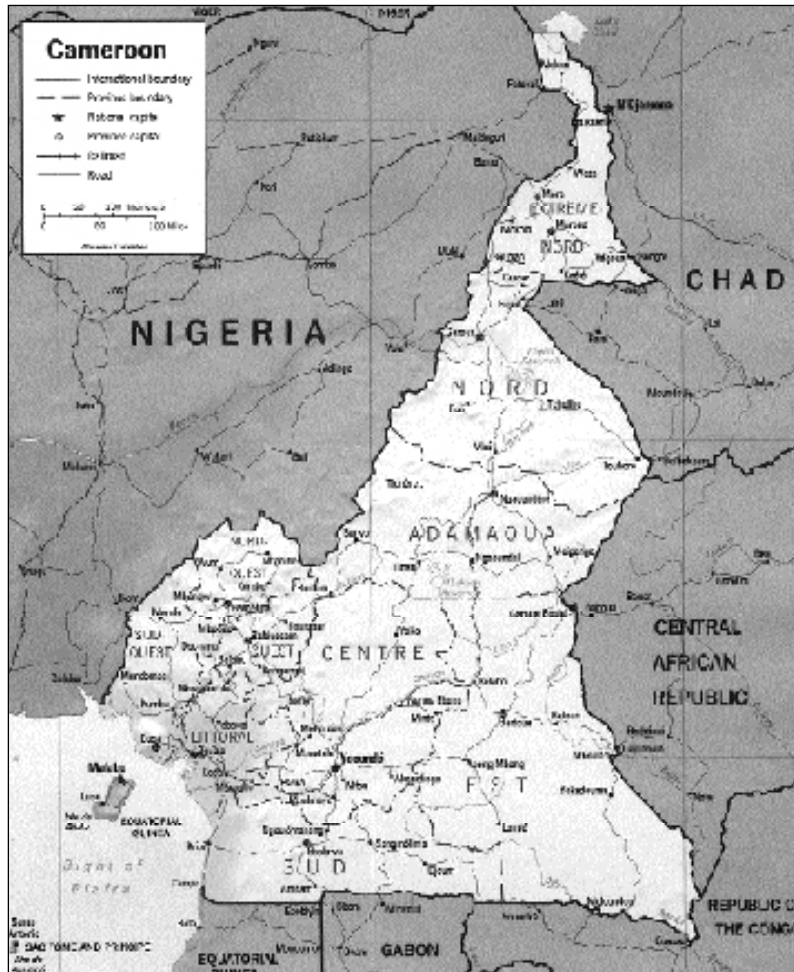
where the safety of the water systems is at risk nearly all the time.

Garbage disposal: Sites were chosen to accommodate incineration, composting and recycling. Ideally it would be a private venture. Compost materials would be sold for fertilizer; wood ash would be sold to reduce flies and odour in pit toilets; and miscellaneous plastics would be sold for recycling. Perhaps in time the larger soft drink companies could be lobbied to take back bottles.

We proposed that palm oil drums be acquired (somehow, anyhow) to be placed in strategic locations around the village. They were to be painted with the name of the village, kept in good condition and covered during the rainy season.

The next requirement would be to find a vehicle to pick up (and return) the drums and bring to the site for disposal. Regular clean ups would also be necessary, at least once a month.

*Sanitation:* A big problem is that Oku has no sanitation standards. Although there are sanitation inspectors, they are ineffective in fighting against disease. We suggested that instead of trying to levy fines, that families be required to attend a seminar on personal hygiene and sanitation. These



ity; roads (various types); and whether there was a market (number of stalls).

We then prepared some settlement guidelines and illustrated the information on a map, showing four future growth areas, which we estimate will accommodate popu-

would organized by the Council Social Committee and made available throughout the subdivision at least twice a month.

To help things along, we devised a flyer on how to keep pit toilets clean. The information was in English, the local Oku language and also illustrated by a local artist for those unable to read. We also recommended introducing the VIP (Vented Improved Pit), which has a vent to help reduce odour and flies. Suggestions of how to fund such an initiative were brainstormed by our working group.

*Erosion control:* With an eight-month rainy

season, the dirt roads become impassable for long periods. So erosion control would seem to be a real necessity. Because there is insufficient funding to build concrete drainage channels, people were encouraged to dig ditches on both sides of the road and line them with heavy stones in a U shape. We also encouraged people to create a space on the outside of the ditch for pedestrians to walk in safety.

Although many of the proposals in our plan may have seemed radical, we pointed out that improvements have been introduced with some success in the larger cities of

Bamenda, Kumbo and even in Yaounde.

Although the connection between disease, cleanliness, land use and healthy cities has obviously already been well established by others, we believe that we had a responsibility as planners to promote these concepts. Will these efforts make a difference? Only time will tell. And of course someone has to read the finished report.

*Shirley Crockett, MCIP, RPP, and Alan Buck are still in Cameroon. They can be reached at crockettandbuck@yahoo.ca.*

## The Single-Family Home: An Enduring Love Affair

Implications for the Greater Golden Horseshoe

Grant Moore

**R**eversed for decades as the symbol of middle-class success and upward mobility, the single-family detached home now engenders mixed emotions from planners and environmentalists, if not from the general public. Once embraced uncritically as something to which all might aspire, growth management dialogue in North American cities in recent years has transformed the single-family home from a cornerstone of prosperity into the predominant symbol of low-density sprawl, automobile-dependent lifestyles, and wasteful, inefficient settlement patterns.

This vilification notwithstanding, the attractions of the single-family home are undeniable. No other house form can provide as gracious a living environment: even a modest detached home of average size combines privacy, workspace, and entertainment opportunities (e.g., a backyard patio, space for a swimming pool) that other houseforms cannot match. And the home's lot and exterior offer almost unlimited potential for individual expression via landscaping, fencing, trim, finishes, window treatments and other accoutrements. Apartment and townhouse residents, in contrast, are often constrained by lease agreements or condominium by-laws that tightly regulate these matters.

So it is no surprise that the single-family home continues to fuel the aspirations of North American families. But while there is nothing intrinsically wrong with the low-density suburban lifestyle, its efficacy deteriorates dramatically when pursued on a grand



Some houses are more singular than others

scale in an era of soaring gasoline prices. In areas where growth is rapid and sustained, such as Greater Toronto, the inescapable conclusion is that the benefits of suburbia accrue primarily to the earliest residents. Later arrivals find themselves faced with the very conditions they thought they were escaping when they left the central city: traffic congestion, noise, overcrowded schools.

### Origins

As a cultural icon, the single-family home emerged in the last two hundred years and many of the basic designs in use today originate in stylebooks that pre-date Confederation. Yet it was not until the early 20th century that the small, affordable single-family home became a preoccupation within architectural circles. American architect Michael E. Wilcox believes that the

typology really took hold with the growth of the middle class in the 1920s: the residential subdivision rising from the ground represented both “an economic venture and the fulfillment of a dream.” (Wilcox, 2000:14)

Affection for the single-family home, Wilcox writes, is rooted in a romanticized and idyllic lifestyle. Early designs showed homes in “paradisiacal rural landscapes,” enveloped by trees and gardens, with relaxed and healthy inhabitants strolling about in the fresh air. This imagery helped create a formulaic and expected aesthetic for residential design with the attendant “cityscape of sprawl” rooting itself in public consciousness through the movies of Hollywood. (Wilcox, 2000:55) The low-density collective, suburbia, was seen as a good thing, embodying a mixture of small-town virtues and urban amenities in a carefully planned community.


### The Greater Golden Horseshoe: The Road Ahead

Whatever its origins, the desire for single-family detached housing is apparently as strong today as in the past.<sup>1</sup> In the Greater Golden Horseshoe (GGH), however, the growth management strategy of the Province of Ontario (Bill 136—*The Places to Grow Act*) requires that “Designated Growth Areas” (greenfield development) be transit supportive with minimum residential density targets of 50 persons and jobs per hectare. Within the Inner Ring, by 2015 a minimum of 40 percent of all residential development occurring annually must be within built-up areas. Since these measures will reduce the supply of single-family housing, a gradual “weaning” of the home-buying public away from this houseform will be necessary. What then, are the obstacles and opportunities involved?

The main obstacle, and it is a large one, is competing worldviews. *Places to Grow and The Greenbelt Protection Act* (Bill 135) approach growth and development from an ecological perspective (improved stewardship of the environment, greater use of public transit). Meanwhile, the Ontario economy, and the aspirations of most citizens, reflect an expansionist orientation summarized as follows: the economic system operates in isolation from both nature and the rest of society; production can expand indefinitely limited only by human ingenuity; the maximization objective causes individuals to be interested in optimizing their level of satisfaction and to discount future benefits. (Jepson, 2004: 5) For many households, the material prosperity an expansionist economy provides manifests itself primarily through

PLANNERS  
URBAN DESIGNERS  
LANDSCAPE ARCHITECTS

www.gspgroup.ca



**GSP**  
group

SHAPING GREAT COMMUNITIES

KITCHENER  
GUELPH  
HAMILTON


72 Victoria St. S., Suite 201  
295 Southgate Dr.  
21 Hunter St. E., Suite 102

P 519.569.8883  
P 519.837.8547  
P 905.522.4847

## MUNICIPAL & LAND USE PLANNING LAW


**Goodman and Carr LLP's Municipal and Land Use Planning Group** advises and represents both public and private sector interests ranging from zoning analysis to public-private joint ventures. We are experts in guiding clients through the detailed steps involved in obtaining all approvals to plan and zone land for development.

For more information about our services, please contact:  
**Patrick J. Davison, Partner and Section Head**  
416-598-2404 • [pjdavison@goodmanandcarr.com](mailto:pjdavison@goodmanandcarr.com)



**GOODMAN AND CARR LLP**

44th Floor, 200 King Street West  
Toronto, ON Canada M5H 1K5  
1 416-598-2400 1 416-598-2407  
[www.ggoodmanandcarr.com](http://www.ggoodmanandcarr.com)



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

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

Telephone: (519) 836-5622  
Fax: (519) 837-1701  
[coxplan@on.aibn.com](mailto:coxplan@on.aibn.com)



**THE BUTLER GROUP CONSULTANTS INC.**  
Land Planning Services

David A. Butler, MCI, RP  
President

11 Hazelton Avenue, Suite 300  
Toronto, Ontario M5R 2E1  
416.926.8796 Fax 416.926.0045  
E-mail [dab@butlerconsultants.com](mailto:dab@butlerconsultants.com)





# Plans

- communities
- environment
- transportation
- infrastructure

80 Commerce Valley Dr. E.  
Thornhill, Ontario L3T 7M1

1 905.882.1100 + 1 905.882.0055  
[www.mmm.ca](http://www.mmm.ca)  
e-mail [planning@mmm.ca](mailto:planning@mmm.ca)



Marshall  
Mucklin  
Monaghan

the purchase of more automobiles and larger detached homes — for years financial advisors have encouraged people to purchase the largest home they can afford as a foundation of wealth creation. (This has proven to be sound advice, since real estate has generated historic returns that compare favourably with stock market indexes and exceed those of fixed-income investment products.)

Another obstacle is the emotional dynamic of heightened expectations. Since the end of the Second World War, generations of Canadians have enjoyed an almost uninterrupted upward trajectory in their standard of living. Most children of the baby-boomers, the so-called “echo” cohort born between 1980 and 1995, grew up in neighbourhoods where the detached home and the accompanying lifestyle exist seemingly as-of-right. This lifestyle also has particular appeal to Canada’s immigrant population, many of whom grew up in densely populated cities.

Clearly, reurbanization and intensification in the GGH will involve coping with prospective homeowners who view higher density houseforms as a lower standard and one less desirable for child rearing. But despite the challenges, there is much good news. The main cause for optimism is simply our knowledge base. We know, for example, that higher density is more palatable and easier to implement when immediately adjacent to green space. (Pollard and Grammenos 2005: 24) And as Jack Diamond noted in 2003: “We have identified the characteristics of the single family house that are so good for child rearing and we have ways of incorporating them into higher densities. We can still give people a private, separate entrance to the street; control of their own space; a set up where they can see their kids at play, (and) aural privacy.” (Wickens 2003: 4) Further encouragement, too, can be found in recent, and successful, initiatives, such as the 2005 Reurbanization Conference in Kitchener (re.THINK, re.INVENT, re.URBANIZE: Seizing Opportunity in Urban Development).

### Conclusion

Undoubtedly, the easy affordability of the single-family home, particularly in Greater Toronto, is a thing of the past: reduced availability of single lots and full-cost pricing for infrastructure will push prices far beyond the means of most future homebuyers. Just as fear will do the work of reason, cost alone will push people to consider



Photo: M. Manett

The classic SFD dream house?

other houseforms. But this is a good thing. Certainly, there is nothing heroic about much of what we have created in suburbia: endless tracts of low-density cookie-cutter sprawl punctuated by shopping malls and cineplexes remote.

Can minds be moved? Absolutely. Consider that for many years society had a cavalier attitude towards smoking and a boys-will-be-boys attitude towards impaired driving. Now, our public posture on these issues is virtually one of zero tolerance. Selling a reurbanization and intensification agenda to the public will require the combined efforts of elected officials, planners, architects, the media, and the real estate industry. In this regard, we can heed the words of Beate Bowron, spoken in another context but applicable here, “We need to challenge people’s assumptions and fears. We need to reach out and explain ourselves, again, and again, and again.” (Bowron 2005: 30)

### References

- Bowron, Beate 2005, “We Need to Explain Ourselves” *Ontario Planning Journal*, Volume 20, Number 5, September/October, pp. 29-30.
- Pollard, Douglas, and Grammenos, Fanis 2005 “The Fused Grid model—what it is and why it may be useful” *Ontario Planning Journal*,

Volume 20, Number 6, November/December, pp. 23-24.

- Jepson, Edward J. Jr. 2004, “Human Nature and Sustainable Development: A Strategic Challenge for Planners” *Journal of Planning Literature*, Volume 19, Number 1, pp. 3-15.
- Wickens, Steven 2003 “Diamond Backs Smart Growth.” *Globe and Mail*; Section G, April 4.
- Wilcox, Michael E. 2000 “Icon and Expectation: Exploring the Evolution of the American Single Family Home” Theses (S.M.) Massachusetts Institute of Technology, Department of Architecture.

<sup>1</sup> Between 2002 and 2004, single housing construction starts in the Toronto Census Metropolitan Area were at their highest annual levels in a decade. Source: Canada Mortgage and Housing Corporation Starts and Completions Survey.

*Grant Moore is a planner living in Mississauga. He is currently enrolled at the Sauder School of Business, Real Estate Division, University of British Columbia. Grant can be reached at whizkidd@sympatico.ca. This is his second feature article for the Ontario Planning Journal.*



# Planning Education and Sustainable Cities

Rethinking the core curriculum

Reiner Jaakson

**W**hen planning academics from different universities meet, sooner or later the conversation comes around to planning education. From such conversations over many years, I conclude that planning education varies widely, and especially so when it comes to the content of the planning core curriculum.

To keep pedagogically up to date with an evolving profession, in the past 25 years the planning school at the University of Toronto has made about seven major changes to the core curriculum. The entire curriculum consists of 16 course credits of which seven (previously eight) constitute the core. Core courses that have been discontinued dealt with the environment, analysis of externalities, logic of planning, and population projections. New core courses that have been introduced include those on the history and theory of planning, and urban and regional dynamics.

In order to achieve sustainable cities, a key question in planning education is what role to give the environment in the core curriculum. From the 1950s until 1981, the planning core curriculum at the University of Toronto typically included a course on the environment. The course was closed in 1981 but faculty have continued to debate whether or not the environment core course should be reinstated.

A strong case can be made for a pedagogy, in all planning schools, which includes at least one core course on the environment.

Historically, cities grew as centres of government, education, religion, trade and commerce, manufacturing, military protection, and much more. Cities need resources (labour, physical resources, energy, food, even water) from outside, for which they in return provide services, manufactured goods, etc. An input/output model is a good way to visualize a city as part of economic, environmental and social processes. Cities have ecosystems within the urban fabric itself and in turn are part of larger ecological systems. Each city has an ecologic footprint that reflects its environmental cost on the environment, locally, regionally and globally.

The environment is not the purview





Photo: Acheson Editions

Education about the environment begins early

only of environmental planners, but is an important consideration in all planning specializations: social planning, economic planning, urban design, etc. A degraded environment and social problems are often reciprocally causally connected; economic prosperity requires a healthy environment; environmentally sensitive urban design can reduce a city's ecological footprint. If we introduce into the input/output, ecological footprint model of sustainable cities the challenges posed by climate change—the biggest threat the world faces today—then

it is irrefutable that every planning curriculum must include a core course on the environment. A good course title would be “Sustainable Cities,” which should be a goal for all urban planning.

*Reiner Jaakson, MCIP, RPP, (Ret.), taught at the Department of Geography and Planning, University of Toronto. He was recently awarded the status of Professor Emeritus. He can be reached at reiner.jaakson@sympatico.ca. (See People in this issue.)*

<b>Bob Farhan, M.C.I.P., R.P.P.</b> President & Chief Executive Officer	 <b>iPLANcorp</b> MAPPING THE FUTURE OF YOUR BUSINESS	<b>Meg Davis, M.C.I.P., R.P.P., MRA</b> Chief Administrative Officer
<b>STRATEGIC PLANNING SOLUTIONS DIVISION</b> Project Management Strategic Planning Master Planning and Community Design & Modelling Land Use Policy and Legislative Interpretation Land Use Technical Standards Implementation Financial Feasibility and Highest & Best Use Public Consultation and Facilitation Expert Testimony		<b>STRATEGIC SPATIAL SOLUTIONS DIVISION</b> Project Management Strategic Planning Geographic based Business Solutions Internal, External, Internal Applications Operational Reviews Data Creation, Network Modelling Special Mapping Software Products and Services
<b>Angela Solteszus, M.C.I.P., R.P.P.</b> Executive Director		<b>Scott McKeever</b> Executive Director
website: www.iplancorp.com 711 Main Street South, Newmarket, Ontario L7Y 0Y8		tel: 905-884-3344 ext. 2000 phone: 800-465-0011 fax: 905-884-4100

Lakeland

## First Nation Planning Workshop Beausoleil First Nation

Mike Sullivan and Dave Stinson

It was a cold, blustery day in February 2004 when Janet Amos and I made the ferry ride on an ice breaker to Christian Island in Georgian Bay, the home of Beausoleil First Nation (BFN). Our first trip to this island community was to begin planning for a workshop with local OPPI members and the First Nation. Our goal was to identify important planning-related topics for the community. As BFN was embarking on a journey towards self-government, their leadership saw the benefit to some initial strategic planning. As members of OPPI, we saw this as an opportunity to put the Community Applications Program (CAP) into action.

This would be the first of several meetings held to establish a relationship with Beausoleil, an isolated reserve located on three islands in Georgian Bay. Of these—Hope, Beckwith, and Christian—only the latter is inhabited. Though some 1,650 people formally belong to this Chippewa community, only about 600 actually live here, as well as non-native family members and seasonal cottagers.

The association between BFN and OPPI began at a Board of Director's meeting for the Ogemawahj Tribal Council (OTC). The OTC is a service delivery organization for six native communities in South-Central Ontario. Don May, former OPPI president, was invited to make a presentation about the role of the Institute as a professional body and the role of planners generally. Director Valerie Monague, Chief of BFN, was intrigued by the ideas presented, particularly the possibility of the CAP being used for her community. During that meeting, Val and Don identified some of the current issues being faced: isolation, growth management and tourism.

Several more meetings, e-mails and phone calls later, Lakeland Planners (Central District) and BFN agreed on a date, location and format for a planning workshop where our focus would be to identify the strategic direction for the community. With the help of several volunteers from BFN and Lakeland, the event would become a reality.

On Saturday, June 18, 2005, a group of 8 Lakeland Planners hosted a workshop with 20 members of the community. We began with a prayer from Chief Monague, followed by a general discussion facilitated by Lynda Newman, and a description of some of the traditions and communal activities of the past by Elder Merle Beedie. After lunch, we split into groups, each led by an OPPI mem-

ber, where we discussed various topics raised by the community. These discussions were summarized and distilled into a list of priority, or action items, focused around the principles encapsulated in the community's motto: PRIDE, UNITY, STRENGTH, and VISION. Each item was then discussed by the group and assigned a time frame for completion: short, medium or long term. Lynda Newman, our facilitator, drafted a Strategic Plan for the community. This document was then forwarded to BFN for their reference. The hope is to use this document as the basis for more specific studies that would be initiated once self-government becomes a reality.

What has happened since this event, you may ask?

1. Community members were exposed to planning principles and were able to network with a variety of professionals with whom BFN staff could connect.
2. Lakeland Planners were exposed to the unique issues facing First Nations planning, including isolation, economic development, self-government and government funding.
3. In July 2005, the United Anishnaabeg Councils, the negotiation entity to which BFN belongs, held a self-government vote in each of its member communities.
4. Unfortunately, the self-government agreement was defeated. Though a majority of registered voters chose self government, not all eligible voters (on and off reserve) registered and not enough registered votes were cast in favour to be a majority of those eligible to validate this choice.
5. Beausoleil and its fellow communities will continue to be governed by the federal *Indian Act*, which is administered by Indian and Northern Affairs Canada (INAC).

In the end, this means that these communities will continue to struggle in their efforts to plan effectively for growth or preservation of their culture. INAC funding rules tend to favour hard services (read engineering) projects, including water and sewer. Soft services, like planning, are generally out of favour as they don't produce any direct, tangible results. BFN had hoped, through self-government, that this bias could be eliminated. However, in the short term, these communities will have to continue working with INAC.



Beausoleil initiative a bold step towards better communications with First Nations

Participating members of Lakeland Planners made some valuable local contributions to outreach and professional development by volunteering their time to this worthy endeavour. Both Beausoleil First Nation and Lakeland Planners look forward to future sessions which can assist both groups in learning more about each other and the principles which we practise.

We would like to personally thank the following members for volunteering their time to ensure the success of this event: Janet Amos, Ruth Coursey, Wes Crown, Carolyn Glaser, Brian Goodreid, Don May, George McKibbin, Lynda Newman, Dave Stinson, and Kelly Weste.

*Mike Sullivan, MCIP, RPP, is a senior environmental planner at LGL Limited, and a member of OPPI Council. He can be reached at msullivan@lgl.com. David J. Stinson, MCIP, RPP, is a partner of Incite Planning and can be reached at dave@inciteplanning.com.*

#### People

## Marcia Wallace Appointed as Brownfield Coordinator

The promise made by Municipal Affairs and Housing Minister John Gerretsen at the 2005 CBN Canadian Brownfields Conference, to make brownfields the focus of the government's growth management agenda, took a significant step forward in late December with the appointment of a Brownfields Coordinator. The individual taking on this responsibility is **Marcia Wallace**. She will report to Gerretsen through Assistant Deputy Minister Elizabeth McLaren. Marcia will initially focus on aligning the interests of the eight key ministries most affected by brownfields redevelopment activity. Marcia has been working for a number of years in planning policy for the ministry on brownfields, compact urban form, air quality and other related issues. Marcia earned her Ph.D. from the University of Waterloo and previously taught at York University.

Karen Gregory is currently working as a senior planner at Stantec Consulting in Vancouver, after a spell in the United States. She previously worked for CMHC in Toronto and reluctantly relinquished her role as contributing editor for *Sustainability* when it



**Practical and Innovative Solutions to Complex Challenges**

MHBC Planning focuses on realistic advice for complex and challenging issues. We have successfully completed a wide range of planning projects:

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

www.mhbcplan.com

171 Victoria St. N., Kitchener, ON N2H 5C5 (519) 576-3650	7050 Weston Rd., Suite #250 Woodbridge, ON L4L 8G7 (905) 761-5588	630 Colborne St., Suite #202 London, ON N6B 2V2 (519) 858-2797	10 Davey Crescent, Kingston, ON K7N 1X6 (613) 384-7067	13 Poyntz St., Barrie, ON L4M 3N6 (705) 728-0045
--	---	--	---	---

## BrookMcIlroyInc

**PLANNING + URBAN DESIGN**


<p><b>Master Planning</b> <b>Development Approvals</b> <b>Official Plans &amp; Zoning By-laws</b> <b>Visiting</b></p>	<p><b>Site Planning &amp; Design</b> <b>Strategic Planning</b> <b>Project Management</b> <b>Public Consultation</b></p>
---	---

**51 Camden Street, Suite 300 Toronto, Ontario M5V 1V2**  
**416.504.5997 F 416.504.7712 www.brookmcilroy.com**

## planningAlliance

<p><b>community planning</b> <b>urban design</b> <b>infrastructure</b> <b>housing</b></p>	<p><b>205 - 317 Adelaide Street West</b> <b>Toronto, Ontario M5V 1P8</b> <b>T 416 593 8480</b> <b>F 416 593 4911</b> <b>www.planningalliance.ca</b></p>
---	---

**John van Nostrand, MCIP, RPP, FRACI**  
**johnvanstrand@planningalliance.ca**



**C.N. WATSON AND ASSOCIATES LTD.**  
**ECONOMISTS**

Planning for Growth

**4304 Village Centre Court**  
**Mississauga, Ontario L4Z 1R2**  
**Tel: (905) 272-3600**  
**Fax: (905) 272-3402**  
**e-mail: info@cnwatson.com**

- **Fiscal and Economic Impact, Needs Assessment, Land Market Studies and Demographics**
- **Municipal Management Improvements, Performance Indicators and Accountability Reporting**
- **Long Range Financial Planning for School Boards and Municipality**
- **Water/Sewer Rate Setting, Financing Approval and Building Permit Fees and Service Accessibility Study**
- **Municipal/Education Development Charge Policy and Cost Sharing**



Marcia Wallace

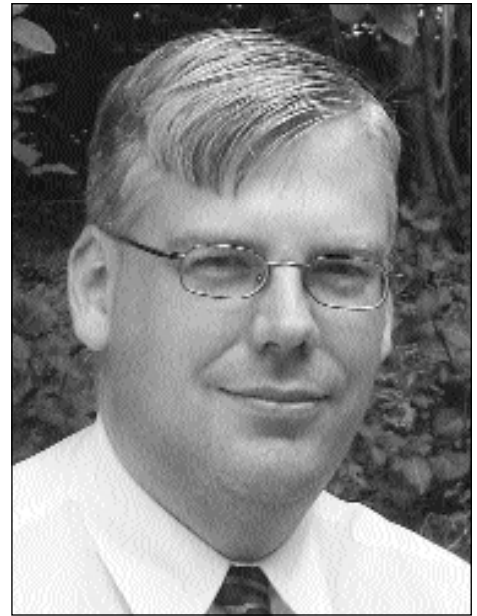
became clear that she was not returning to Ontario in the near future. Karen reports that she is "really enjoying things," renewing contacts made when she studied for her M. Sc.Pl. at UBC. She can be reached at 604-696-8416 or by email at kgregory@stantec.com.

Architect and planner **Blanche Lemco van Ginkel** recently delivered the opening address at a city planning symposium, "Metropoles, Colloque Franco-Canadien" in Aix-Marseille, France, in November. She also received an honorary doctorate from the University of Aix-Marseille in a ceremony coinciding with the symposium.

**David Amborski** has been appointed as Acting Director of the Ryerson School of Urban and Regional Planning, taking over from **Jim Mars**. David is also President of the Association of Canadian Urban Planning Programs (ACUPP) and represents that organization on CIP Council.

**Reiner Jaakson** recently retired from the Department of Geography and Planning at the University of Toronto after 33 years as a teacher, researcher and consultant. Reiner has been awarded the status of Professor Emeritus. You can reach him at reiner.jaakson@sympatico.ca.


**Steve Willis**, who joined MMM in 1999, has been appointed as Vice President, Planning and Environmental Services. Steve will be responsible for a new departmental grouping comprising water resources, land use planning, landscape architecture and environmental management. His practice ranges from



Steve Willis

waste management and landfill facilities to brownfields and international projects in Suriname, Trinidad and Argentina. He has also worked on visual impact and air quality issues for the Quito airport project. He has advised the Detroit River Tunnel Project, GO Transit and the Ontario Realty Corporation on environmental approvals issues. Steve is currently working on environmental approvals, park improvement and community development projects for the Toronto Waterfront Revitalization Corporation. He also represents the Urban Development Institute on the CUI Brownie Awards Committee.

*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.*




**ZELINKA PRIAMO LTD.**  
A Professional Planning Practice

Richard Zelinka and Greg Priamo are pleased to announce that:

**Michael Hannay BES, B.Arch., MRAIC MCIP RPP** will be joining their practice, expanding their services in the areas of Urban Design and Visual Impact Assessment. As principal of M C Hannay Urban Design, Michael has developed a wide range of experience and has a history of successfully providing consulting services to both municipalities and developers for some of the most innovative residential and mixed use projects in the province. Michael invites his clients, colleagues and friends to contact him at:

**Zelinka Priamo Limited**  
318 Wellington Road, London, Ontario N6C 4P4  
(519) 474-7137 michael.h@zpplan.com


**Zelinka Priamo Ltd.** was formed in 1999 by Richard Zelinka and Greg Priamo. Richard and Greg have extensive experience in consulting and together have over 45 years of experience in both the public and private sectors. Zelinka Priamo is a successful and well regarded multi-disciplinary planning firm with clients throughout Ontario.




**LEA Consulting Ltd.**  
Consulting Engineers & Planners  
Tel: 905-470-0015 Fax: 905-470-0030  
625 Cochrane Drive, Suite 900  
Markham, Ontario, L3R 9R9 CANADA  
www.LEA.ca

Providing engineering, planning and project management services for:

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



**WATERSHED MANAGEMENT ECOLOGY**

**Géza N. Gáspárdy, B.Sc., MCIP, RPP**  
Principal, Ecologist/Planner

778 Coulson Ave., Milton, ON L9T 4K4  
c: 416.806.2026 f: 416.850.5181  
e: gezagaspardy@sympatico.ca

Terrestrial, Wetland & Aquatic Ecology  
Natural Heritage & Environmental Planning





Ontario Professional Planners Institute  
Institut des planificateurs professionnels de l'Ontario

Ontario Planners: Vision · Leadership · Great Communities

234 Eglinton Ave. East,  
Suite 201, Toronto, Ontario, M4P 1K5  
(416) 483-1873 1-800-668-1448  
Fax: (416) 483-7830  
E-mail: [info@ontarioplanners.on.ca](mailto:info@ontarioplanners.on.ca)  
Web: [www.ontarioplanners.on.ca](http://www.ontarioplanners.on.ca)

**PRESIDENT**

Gary Davidson, FCIP, RPP, 519-565-5374  
[davidson@scsinternet.com](mailto:davidson@scsinternet.com)

**PRESIDENT ELECT**

Wayne Caldwell, MCIP, RPP, 519-524-8394  
[waynecaldwell@hurontel.on.ca](mailto:waynecaldwell@hurontel.on.ca)

**DIRECTORS**

Policy Development,  
Gregory Daly, MCIP, RPP  
416 968-3511  
[gdaly@wndplan.com](mailto:gdaly@wndplan.com)

Recognition,  
Sue Cumming, MCIP, RPP  
416 406-6607  
[cumming@total.net](mailto:cumming@total.net)

Membership Services & Registrar,  
Ron Keeble, MCIP, RPP  
416 979-5000 x6771  
[rkeeble@ryerson.ca](mailto:rkeeble@ryerson.ca)

Membership Outreach,  
Amanda Kutler, MCIP, RPP  
519 575-4818  
[kuamanda@region.waterloo.on.ca](mailto:kuamanda@region.waterloo.on.ca)

Professional Practice & Development  
Vicky Simon, MCIP, RPP,  
416-869-5628  
[vsimon@tor.stikeman.com](mailto:vsimon@tor.stikeman.com)

**DISTRICT REPRESENTATIVES**

Central, Mary Lou Tanner, MCIP, RPP  
905 546-2424 x5101  
[mtanner@hamilton.ca](mailto:mtanner@hamilton.ca)

Central, Mike Sullivan, MCIP, RPP  
905-833-6897  
[mike.sullivan.lgl@rogers.com](mailto:mike.sullivan.lgl@rogers.com)

Eastern, Don Morse, MCIP, RPP  
613-580-2424 x13850  
[don.morse@ottawa.ca](mailto:don.morse@ottawa.ca)

Northern, Mark Jensen, MCIP, RPP  
705 360-1350  
[mjensen@city.timmins.on.ca](mailto:mjensen@city.timmins.on.ca)

Southwest, Matt Pearson, MCIP, RPP  
519 524-2641 x216  
[mpearson@bmross.net](mailto:mpearson@bmross.net)

Student Delegate, Annely Zonena  
[annely.zonena@utoronto.ca](mailto:annely.zonena@utoronto.ca)

**EXECUTIVE DIRECTOR**

Mary Ann Rangam  
**MANAGER, FINANCE & ADMINISTRATION**

Robert Fraser

**MANAGER, POLICY & COMMUNICATIONS**

Loretta Ryan, MCIP, RPP  
(on maternity leave)

**MEMBERSHIP COORDINATOR**

Denis Duquet

**MEMBERSHIP RENEWALS & PROFESSIONAL DEVELOPMENT COURSES**

Sally Wang

**EXECUTIVE ASSISTANT**

Christina Edwards

## President's Column

Gary Davidson

Even though 2006 is already in full swing, I would nevertheless like to wish everyone an exciting New Year. There are lots of challenges for planners ahead and OPPI is in the thick of things. We have matured as a professional organization; the advice and counsel of OPPI and its membership is sought on a wide range of issues that influence our communities. We are "walking the talk" of our mission by demonstrating that "Vision and Leadership" does indeed lead to Great Communities.

Through numerous volunteers, we are active in a wide variety of planning initiatives, including the recently released legislation on *Planning Act* reform; suggested changes to the Ontario Municipal Board; brownfield proposals; and the newly crafted *Toronto Act*. Sometimes this input is by our formal committees and in other instances by dedicated members. It is the sum of all this effort, both structured and unstructured, that magnifies our impact. Of course, the suggestions of planners are not always accepted, but we are now asked on almost all planning matters and are making a difference. This, I feel, represents the maturing of the policy function that OPPI set out to achieve several years ago and is a credit to all who worked so hard to build up our reputation and continue to sustain OPPI's credibility in the policy arena.

This year a major focus of Council is to support and attract student members. Annely Zonena, our student representative, Amanda Kutler, Director of Membership Outreach, and Sue Cumming, Director of Recognition, are team-

ing up to meet with students and visit planning schools to discuss the planning profession and OPPI. If you would be willing to help or act as a mentor, please get in touch. There are a lot of students and opportunities to work with students so we can all learn and adapt to future directions.

Affiliate planning organizations across Canada and the Canadian Institute of Planners are re-thinking their relationship through the development of a new generation of affiliate agreements. Having both a strong CIP and OPPI is critical to planning in Ontario. We are working with CIP to craft a new type of Affiliate Agreement, one that clearly sets out the nature of our federated relationship and which states our common objectives for the planning profession. We are committed to involving our members in this discussion. A working draft is posted on the members' area of the OPPI website

for comments in the near future. This will be followed by a final draft, another round of consultation and member ratification. We need to do this by our symposium in September. I look forward to your comments and participation.

In closing, I would like to pause and remember the contribution that Len Gertler made to planning and planning education. His wise advice will be sorely missed.

*Gary Davidson, FCIP, RPP, is President of the Ontario Professional Planners Institute. He is also the chair of the Fellows Selection Committee for CIP. Gary is the principal of his own planning consultancy and can be reached at [davidson@scsinternet.com](mailto:davidson@scsinternet.com).*



Gary Davidson

## URBAN STRATEGIES INC.

PLANNING & URBAN DESIGN  
197 Spadina Avenue, Suite 600, Toronto, ON Canada M5T 2C8  
tel 416 340 9004 fax 416 340 8400 [www.urbanstrategies.com](http://www.urbanstrategies.com)

# Thinking Big Begins Now (Before Graduation)

Annely Zonena

As a student planner, has the idea of changing the world ever crossed your mind? Most of us probably pursued a degree in planning to make a difference to our communities, cities, or even, dare we say it, to society. As you start another semester of courses that teach you the mechanics of it all, here are some suggestions to help you wade through the details and put it all in perspective.

## Think outside the classroom

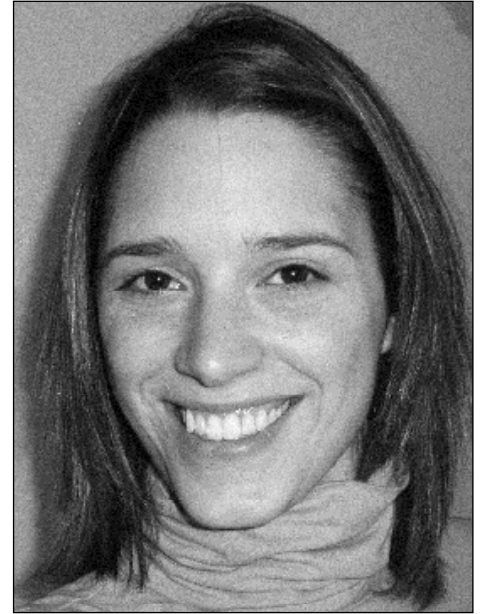
What we research has a bearing on the real world. Whether you are interested in environmental, social, economic or urban development, try to make the connection between your own work and what professionals in the field are doing. Take the opportunity to meet with a planner—doing so would be a good way to stay up-to-date with new developments or give you the chance to hash out some of your own ideas.

## Get involved

As we all know, much of planning is a public process. Check with city hall or read the paper to see if any public meetings are on the agenda. There may be issues being discussed that have a direct impact on you or on your community. Attending a public meeting will allow you to become familiar with this part of the planning process, and perhaps more important, it will show you the impact that planning has on individual citizens. As any professional will tell you, communication is one of the most important skills in planning; attending a public meeting will show you how true that is in practice.

## Don't be afraid to think big

If you were chief planner of your municipality, what would you do? What are the burning planning issues in your community? Matters of social justice or habitat



Annely Zonena

preservation are as much planning concerns as are plans of subdivision and by-law amendments. Keeping the big picture in sight helps it all make sense, and will provide inspiration during crunch time when writing reports, essays or exams.

## Planners can make a difference

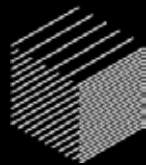
Although you may still be a student, by attending planning school, you have taken an important step towards putting your ideas into action. As Urban Mentor Paul Bedford suggests, as planners, we are equally obliged to generate ideas for the future health of our communities as we are to provide solutions to problems that we face in the present. We don't all need to walk around with our head in the clouds, but we owe it to ourselves and the profession to push the boundaries at times. Let's get into the habit now, before graduation.

*Annely Zonena is the OPPI Student Delegate on Council. She is enrolled in the Master's program in planning at the University of Toronto and can be reached at [annely.zonena@utoronto.ca](mailto:annely.zonena@utoronto.ca).*



## Walker Nott Dragicevic Associates Limited

Planning + Urban Design



172 St. George Street  
Toronto, Ontario  
M5R 2M7

t: 416-968-3511  
f: 416-960-0172  
w: [www.wndplan.com](http://www.wndplan.com)

# Congratulations to the Following Members who Received their Registered Professional Planners (RPP) Designation in 2005

Gena Ali.....(CD)	Antonio Iacobelli.....(CD)	Marion Plaunt.....(CD)
Paul Allore.....(CD)	Emily Irvine.....(CD)	Catherine Plosz.....(CD)
Gail Anderson.....(CD)	Laura Janotta.....(CD)	Lewis Poplak.....(CD)
Leah Andrews.....(SD)	(Reinstated)	Susanne Pringle.....(CD)
Scott Arbuckle.....(CD)	Angela Janzen.....(CD)	Mark Resnick.....(CD)
Michelle Armstrong.....(ED)	Oliver Jerschow.....(CD)	Daniel Romanko.....(CD)
S. Paul Bain.....(CD)	Sonya Kapusin.....(CD)	Carol Ruddy.....(ED)
Michelle Banfield.....(CD)	Karen Keating.....(CD)	Vince Santino.....(CD)
Sandro Bassanese.....(SD)	Karla Kolli.....(CD)	Susan Schiller.....(CD)
Antoine Belaieff.....(CD)	Jean Lachance.....(ED)	(Transferred)
Steven Bell.....(CD)	Guylain Lafleche.....(ED)	Jason Scott.....(CD)
Karen Bennett.....(CD)	Carman Lam.....(CD)	Socrates Shinas.....(SD)
Diana Birchall.....(CD)	Ryan Leary.....(ED)	Jodi Shpigel.....(CD)
Leah Birnbaum.....(CD)	Christine Lee-Morrison.....(CD)	David Sit.....(CD)
Michael Bissett.....(CD)	Patrick Legault.....(ED)	Marcus Siu.....(CD)
Casey Blakely.....(CD)	Christopher Leitch.....(CD)	John Smit.....(ED)
Robert Bolibruck.....(CD)	Joanne Leung.....(CD)	Maria Smith.....(CD)
(Reinstated)	François Loiselle.....(ED)	Timothy Smith.....(CD)
Rod Bovay.....(ED)	(Transferred from OUQ)	Dale Stanway.....(CD)
Michael Bricks.....(CD)	David Loker.....(ED)	(Transferred from AACIP)
Graeme Burt.....(CD)	Kristopher Longston.....(SD)	Karyn Stone.....(CD)
Tim Cane.....(CD)	B. John Lubczynski.....(SD)	Chris Stoyanovich.....(CD)
Brian Casagrande.....(ED)	May Luong.....(CD)	Christopher Straka.....(ED)
Marianne Cassin.....(CD)	Miriam Lynch.....(ED)	Karl Tanner.....(SD)
Sabrina Coletti.....(CD)	Darryl Lyons.....(CD)	Tamara Tannis.....(SD)
Helen Coombs.....(CD)	Duncan MacAskill.....(CD)	(Transferred from AACIP)
Sally Coutts.....(ED)	Greg Macdonald.....(CD)	Jamie Tellier.....(CD)
Jane Darragh.....(CD)	Harold Madi.....(CD)	Peter Thoma.....(CD)
Lorna Day.....(CD)	Marc Magierowicz.....(CD)	Mark Thompson.....(CD)
Derek Dudek.....(SD)	Peggy Mahne.....(CD)	(Reinstated)
Pamela Duesling.....(SD)	Alissa Mahood.....(CD)	Christina Tizzard.....(SD)
Mark Early.....(CD)	M. Scott Manning.....(ED)	Stirling Todd.....(CD)
Mark Emery.....(CD)	(Reinstated)	Heather Travis.....(CD)
Kerrie Engler.....(SD)	Cushla Matthews.....(SD)	Marnie Venditti.....(ED)
Paul English.....(CD)	Ute Maya-Giambattista.....(CD)	Cindy Wackett.....(CD)
(Reinstated)	Jennifer McDonald.....(CD)	Magdalena Walaszczyk.....(CD)
Jeff Fielding.....(CD)	Andrea McDonald.....(CD)	Marcia Wallace.....(CD)
(Reinstated)	John Meek.....(ED)	Elaine Westerhof.....(CD)
John Fior.....(ND)	Allison Meistrich.....(CD)	Peter Wetherup.....(SD)
Paul Freeman.....(CD)	Carlos Moreno.....(CD)	Steven Wever.....(SD)
Harry Froussios.....(SD)	Jean-François Morin.....(ED)	Glenn White.....(CD)
Royce Fu.....(CD)	(Transferred from OUQ)	Paul Willms.....(CD)
Gus Galanis.....(CD)	Diana Morreale.....(CD)	Gregory Winters.....(ED)
Steven Gammon.....(CD)	Joseph Muller.....(CD)	David Wright.....(CD)
Robert Gibson.....(CD)	Christopher Murray.....(CD)	Christine Yee.....(CD)
John Hardcastle.....(CD)	Joe Muto.....(CD)	Shilling Yip.....(SD)
Catherine Heal.....(SD)	Shawn Nastke.....(CD)	Henrik Zbogor.....(CD)
Heinz Hecht.....(CD)	Rasheda Nawaz.....(ED)	Brian Zeman.....(SD)
Steven Heuchert.....(CD)	(Transferred from CIP Int'l)	
David Heyworth.....(CD)	Luch Ognibene.....(CD)	
Dianne Hipwell.....(CD)	Allan Parsons.....(CD)	
Elana Horowitz.....(CD)	Nancy Pasato.....(SD)	
Mark Howard.....(CD)	M. Maureen Pascoe	
Jackie Hubbs.....(ND)	Merkley.....(ED)	
Yuri Huminiłowycz.....(CD)	Jay Pausner.....(SD)	
(Reinstated)	Jessica Peake.....(CD)	

For questions regarding membership, please contact Denis Duquet, Membership Coordinator, at: 416-483-1873 Ext. 222, 1-800-668-1448, Ext. 222, or [admin@ontarioplanners.on.ca](mailto:admin@ontarioplanners.on.ca)

## READ, VOORHEES & ASSOCIATES



TRANSPORTATION • TRAFFIC  
PARKING  
STUDIES • DESIGN

2 DUNCAN MILL ROAD • TORONTO  
ONTARIO • M3B 1Z4  
TEL: 416.445.4360 FAX: 416.445.4809  
[readvoorhees@rva.ca](http://readvoorhees@rva.ca)

## SPH PLANNING & CONSULTING

CREATING INCLUSIVE ENVIRONMENTS FOR ALL

- Accessibility Planning
- Ontarians with Disabilities Act (ODA)
- Building Auditing
- Remedial Work-plans & Construction
- Universal Design

Shane Holten, President  
[sholten@sph-planning-consulting.ca](mailto:sholten@sph-planning-consulting.ca)  
Ph: (416) 721-3391 Fax: (416) 488-7206  
<http://www.sph-planning-consulting.ca>

**Need to dig up  
property-related  
environmental  
information?**



**It's  
easy!  
Just  
order  
an ERIS  
report.**

An ERIS report identifies risks on your property and the surrounding area, including:

- fuel storage tanks • pesticide use • chemical facilities
- environmental conditions and regulations of concern
- waste disposal sites • sewage treatment plants
- PCB's • spills and discharges • and more...

ERIS searches through over 380 databases and 2.5 million records, alerting you to environmental red flags specific to your property.

You get a complete risk information report in a convenient print or electronic format, delivered to you within 7 business days. Starting at just \$75, ERIS makes due diligence fast and affordable.

Get the environmental facts on your property. Call us at 1-800-888-9888 ext. 222 or visit [www.ecnlogistics.com](http://www.ecnlogistics.com)



Editorial

## New Year, New Government— Implications for the Urban Agenda?

*Glenn Miller*

**M**uch has been made of the potential impact a new government in Ottawa may have on cities and the urban agenda. The appointment of the Honorable Lawrence Cannon as Minister of Transport, Infrastructure and Communities, should do much to reassure anxious municipal politicians. The minister is a former city councilor, and has served in senior positions with Quebec's transit association. He will also have well-informed staff who helped John Godfrey carve out an identifiable role for the federal government in supporting infrastructure renewal. Their new home comes with legislative and funding clout.

The government platform was strongly worded in support of brownfields, and commitments have been made to the continuation of gas tax and other agreements hammered out over the past year. Our new prime minister was even photographed at a brownfield site in Brantford, reiterating his desire to have brownfields returned to active duty. As well, promises have been made to implement tax breaks for transit passes.

But perhaps the strongest cause for optimism is that cities are now well understood to be the engines that fuel the economy, and the places where innovation thrives. This is a factor too important to ignore.

Realistically, however, the priority of a minority government will

not unreasonably be focused on weighty matters such as fiscal imbalance between the provinces and the federal government. That is why for the foreseeable future, the attention of planners practicing in Ontario should focus on the Province of Ontario, and its agenda for implementing planning reform, rethinking the environmental assessment process and the many other worthwhile initiatives already on the books. There are at least eight key ministries whose mandates affect the daily lives of planners. In the years ahead, for example, we will undoubtedly be paying as much attention to the Minister of Energy as we do the ministries of Municipal Affairs and Housing, Environment and Transportation.

Welcome to Volume 21 of the Ontario Planning Journal. This issue's cover story is part of three article series that we hope will keep Journal readers engaged and ready to respond with big ideas of their own. We look forward – as we always do – to an exciting year.

*Glenn Miller, FCIP, RPP, is editor of the Ontario Planning Journal and Vice President, Education and Research with the Canadian Urban Institute. He can be reached at [editor@ontarioplanning.com](mailto:editor@ontarioplanning.com).*

**SOLUTIONS**

**GAGNON  
LAW  
Bozzo**  
URBAN PLANNERS LTD.  
ESTABLISHED 1990

*Michael Gagnon      Lily Laro      Jennifer Bozzo*

Ph: (905) 796-5790 Fax: (905) 796-5792  
21 Queen Street East, Suite 500, Brantford, Ontario, L6W 3P1

**PEIL**

**“PEOPLE SHAPING  
THE COMMUNITIES  
OF TOMORROW”**

PLANNING & ENGINEERING INITIATIVES LTD provides our clients with integrated planning, engineering, landscape architecture, water resources and environmental consulting services in an efficient, professional and personal manner.

VISIT OUR WEBSITE: [WWW.PEIL.NET](http://WWW.PEIL.NET)

**KITCHENER • HAMILTON • MISSISSAUGA**  
TOLL FREE: 1-877-822-3798



# Wake up planners, you have nothing to lose but your straitjackets

Vladimir Matus

I recently found a peaceful moment to read the Sept/Oct issue of the OPPI Journal. Very impressive content! Finally, we are reading about issues and problems that are extremely important to the survival of the planning profession in general and municipal planners in particular.

I am referring to the articles of Sue Cumming, Beate Bowron and Paul Bedford.

True, we abdicated planning in the 1960s and, yes, the planners' role must be recognized and elevated. But before we start to fight for a return to a respectable position in

.....  
**It is the duty of planners to tutor, educate and disseminate information. But this requires an additional layer of skills. How to educate those with authority, who refuse to be educated?**  
.....

society, we have to collectively agree on what planning is and what role the planner is supposed to play in today's society. For example, in a municipal setting, what should be the proper position of the planning department in the hierarchy of other departments?

Also, we have to make clear that city/community planning is not always a win/win game. Occasionally, or perhaps often, somebody's interest may be hurt. Planners' unique skills and knowledge are helping communities to formulate scenarios of a desired future and to chart a course of implementation. Unfortunately, long-term goals often require sacrifices today. This inevitably creates conflict between planners and elected representatives.

This conflict is fundamental and until it is resolved, there will be no (progress in) planning.

Many years ago, on the pages of this magazine, I suggested that planners may use a lesson from history. In the early Middle Ages, in order to wrest priests away from

the whims and tyranny of the landlords, priests were made answerable only to the church and its authority. In our modern world, councils took over the role of the landlords (minus an interest in the long-term future, of course) and planners must blindly obey. As in the Middle Ages, any disobedience is instantly and ruthlessly punished.

Consequently, we have to create an institution that is capable of protecting responsible planners!

And yes, besides planning, it is the duty of planners to tutor, educate and disseminate information. But this requires an additional layer of skills.

How to educate those with authority, who refuse to be educated?

For example, how to make Hamilton Council listen to Paul and not open 3,000 acres for development, if there is an insatiable market for single family houses and there are local builders who are more than eager to supply? Why it would be wiser to pump money into a downtown nobody wants to live in and avoids after five o'clock?

There are many other challenges planners must overcome on the path to respectability, but after reading the Ontario Planning Journal, I believe that we are on the right track. I hope you will get a good response from your readers.

Vladimir Matus, MCIP, RPP, (Ret.),  
lives in Toronto.



professional consulting

**Planning • Transportation • Design**

affiliated with

**IBI Group Architects**

additional services include:

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

770 Richmond Street West, 9th Floor Toronto M5V 1V6 TEL (416) 596 1990 FAX (416) 596 0644  
Other offices in Boston, Calgary, Denver, Edmonton, Irvine (CA), Montreal, Ottawa, Seattle, and Vancouver

**urbanMetrics inc.**  
*market, economic and strategic advisors*



- Market Research and Analysis
- Financial Feasibility Analysis
- Economic Development and Tourism Strategy
- Location Analysis and GIS Services
- OMB and Litigation Support

Principals: Doug Annand • Rowan Faludi • Lauren Millier  
Lynne Davidson • Peter Thoma

144 Front Street West, Suite 460, Toronto, ON M5J 2L7  
T: 416 351-8585 F: 416 345-8586  
Website: [www.urbanmetrics.ca](http://www.urbanmetrics.ca)

## Letters

### Reconsidering Ward Governance Strikes a Chord

I have just read with great interest Paul Bedford's article, "Reconsidering the Ward System of Governance." You have thoughtfully addressed one of the big concerns I have in terms of being a resident of the City of Toronto as well as a consultant providing advice to municipalities across Ontario. How do you develop a political commitment to the common good as opposed to the parochial interests of a ward? Abolishing the current ward system and moving to a different model is a great idea. There are challenges

in making it work and I am not sure about the number of District Councils or the representation. However, you have set up the challenge for reconfiguring the current system and I congratulate you.

*Carolyn Kearns, MCIP, RPP, is a partner with The Randolph Group in Toronto.*

### Crude Awakenings and Peak Oil

Thank you for your article "Energy: The End of Cheap Oil" by Daniel Leeming, in your November/December issue. This will be good background for delegates attending a community-initiated Forum entitled: "Crude Awakening: Preparing Ottawa-Gatineau for Peak Oil" in late January. The event is co-

hosted and co-sponsored by the City of Ottawa and the City's Environmental Advisory Committee.

*Ann Coffey, Ottawa*

### Process Needs to be Respected

At the end of December I wrote my cheque for \$138.16 to renew my Retired Member status in OPPI. The only difference this time from previous years was that in the renewal package the rules had been changed. According to our By-Laws, a Retired Member has to have previously been a Full Member and not be engaged in relevant planning experience. The renewal package stipulated that in addition to these two requirements the Full Member must now be 55 years of age or over and must now have been a Full Member for the last ten consecutive years or for ten consecutive years before retiring.

From simply a personal point of view I am not adversely impacted by these two additions, but I am as a member of a professional organization, in that the changes are being presented as a fait accompli without first being adopted by a By-Law amendment. Any changes to the requirements for the various classes of membership in our By-Law need to be enacted through By-Law amendment as has been done on past occasions.

In addition to this legal consideration, I am concerned that as OPPI promotes itself externally as a professional organization, it should at the same time follow its own internal rules.

Now please don't misunderstand me; I am not opposed to the changes to the requirements for Retired Member and would vote in favour of such changes. I just want to receive a ballot (circulated to all members) so that everything is above board and no current Retired Member loses their membership in the meantime.

*Nigel Breerton MCIP, RPP (Ret.)*

#### MUNICIPAL AND PLANNING LAW



## THINK LOCALLY. ACT LEGALLY.

To develop, you need complex approvals in the shortest possible time, at the best possible cost. That's why you should retain the multi-disciplinary services of WeirFoulds' Municipal and Planning Law Group.

Our experience runs deep. We've seen the issues that face your municipality. We're able to think ahead to solve problems. Our team draws upon 20 of the most highly experienced lawyers and paralegals (including planners).

For representation at the OMB, council or the Court; a thorny legal entanglement or some quick telephone advice; for your project — residential, commercial, institutional, or industrial — turn to the municipal experts at WeirFoulds LLP.

Call Bruce Engell at 416-947-5081 or Ian Lord at 416-947-5067 today and they'll show you how we can help.

WeirFoulds I.L.P. Trusted. Capable. Experienced.

WeirFoulds<sub>LLP</sub>

The Exchange Tower, 130 King Street West, Suite 1600, Toronto, Ontario M5X 1J5  
Tel: 416-360-1110 • Fax: 416-360-1876 • [www.weirfoulds.com](http://www.weirfoulds.com)

### LETTERS TO THE EDITOR

Send letters to  
[editor@ontarioplanning.com](mailto:editor@ontarioplanning.com)  
Formatting do's and don'ts:  
*Do* name your files ("OPPI article"  
doesn't help) and *do* include  
biographical information.  
*Don't* send us PDFs.  
*Don't* embed graphics with text.

# Discovering Tokyo to Rediscover Toronto

Paul Bedford



Tokyo's streets help define the urban fabric

In 2005, many advances were made by all levels of government to set the table for a new urban agenda. The year ahead will be a watershed one for the GTA and me. I will turn 60 and the Toronto region will also come of age as it enters a new chapter in its evolution. Just look at what is coming! A new *City of Toronto Act, Planning Act* reform, OMB reform, the Provincial *Places to Grow* strategy, City of Toronto Governance reform, a new Greater Toronto Transportation Authority, the World Planners Congress, the Vancouver UN World Habitat conference, municipal elections and gearing up for a Provincial election in 2007. This is a lot to digest.

To put this in perspective, I want to share a remarkable learning experience I had in late 2005, when I was invited to participate in a 10-day study tour of local government in Japan by the Canadian Urban Institute. I was extremely fortunate to be able to participate in this opportunity and came back with new insights into how the world's larg-

est urban region functions. This was primarily funded by The Council of Local Authorities for International Relations, a Japanese organization that has offices around the world to promote a better international understanding of Japan. I think many of the lessons are applicable to the GTA as it confronts ever-increasing growth challenges over the next 30 years.

I came away from Tokyo feeling that I had seen the future

### National Context

Japan is in a different situation from Canada with respect to its demographics and its

financial challenges. For the first time in its history, the Japanese population has started to decline. An extremely low birth rate, a rapidly aging population and almost no immigration combine to make for an uncertain future. From a financial perspective, Japan has been running huge deficits for an extended period of time. This is an unsustainable situation that has resulted in the national government transferring more and more responsibilities to local authorities. As we know from Ontario's experience, this

approach is not the answer without revenue sources to go along with the down-loaded responsibilities.

For the past 10+ years the Japanese economy has been in a recession. From the late 1980s through the 1990s, real estate prices tripled and resulted in large portions of the population buying high. To combat the high prices and make units affordable, many people actually entered into 100-year mortgages that were to be passed down to successive generations. In addition, a total of 400,000 people moved out of Tokyo during this period, seeking lower housing costs in return for a two-hour train commute. In the past 10 years, the housing bubble burst, leaving large portions of the population with housing that is now worth half of its original purchase price. A huge effort is now under way to build new housing and community support facilities within Tokyo.

### Urban Structure

The first thing that hits you is the immense scale of Greater Tokyo. With a population of over 32 million, it is the largest urban region in the world. The 90-minute high-speed transit ride from Narita airport is dominated by a continuous built form of low- to medium-rise communities which increases rapidly in intensity towards the inner core of Tokyo.

The Tokyo Metropolis consists of 12.5 million within an 80-kilometre radius while the inner city of Tokyo has 8.5 million people. This is a place of intensity, complexity and diversity like no other.

The prevailing development pattern is often referred to as the "outer crust/inner filling" as the vast majority of main streets are lined with intense mixed-use buildings of 10+ storeys with the internal neighbourhoods characterized by 3-5 storey buildings. Extensive development of all lanes is common with many multi-use structures including residential, restaurants, multi-storey parking garages and all forms of small retail shops. Every square metre of land is fully used. Condo construction is big business in the inner city, with 36,000 units of housing built in 2003.

## Transportation

Simply put, transit has been and will continue to be the key to the future development of the Tokyo region. It could not survive without it. The combined subway, rail lines, bus and water transit system is unrivaled anywhere in the world. The first subway was built in 1927 and now consists of 300 kilometres of subway in 12 separate subway lines. The inner-city JR Loop circular line connects with all the key rail stations, subway stations and commuter lines, producing a daily ridership of almost 21 million. The busiest of Tokyo's many rail stations handles 2.5 million passengers per day. This is equal to the entire population of the City of Toronto!

The train to and from Narita airport operates with a 10-minute frequency and the schedule is followed precisely down to the minute. When you get your ticket for the train, you are directed by a railway employee dressed in a white shirt, tie and uniform to the precise spot on the platform where your car will stop. And it does! The entire experience leaves you speechless.

Tokyo is full of elevated multi-level highways that resemble a network of Gardiner Expressways. In some cases they are three or four levels above the street. Despite this vast network of highways, traffic still moves at a crawl. Due to the radial road pattern that extends out from central Tokyo, large volumes of traffic must pass through the central hub to cross the city. The construction of loop perimeter highways is currently being completed to try to reduce the amount of traffic penetrating central Tokyo.

## Governance and Finance

It is here that I learned how an urban region of 32 million people actually works. The core message for the GTA lies in strong political leadership, a two-tier governance structure, the financial resources to make it happen, serious intensification and all forms of transit. The Tokyo Metropolitan Government does things instead of just talking about them.

The Tokyo Metropolitan Government (TMG) has a unique role. It provides a full range of regional services to the 39 municipalities located within the Tokyo Metropolitan and the special 23 inner-city wards that comprise 8.5 million people of central Tokyo. In addition, it enters into Co-operative/Joint Operations with the inner city wards for such functions as waste disposal, including incineration. The TMG consists of 127 elected representatives who belong to political parties. As of April



Paul's feet mark the spot to wait for the train

2000, each of the special 23 inner wards was empowered to handle local administration and local affairs with each ward having its own mayor. The TMG is a huge operation with over 180,000 employees.

Under the local autonomy law, all matters that touch closely on the daily lives of residents are handled by the local ward or municipality. What I found particularly interesting is that waste disposal was considered a local responsibility. For the most part, cities in Japan do not rely on landfills. Incineration is not only common, but the facilities are located throughout the Tokyo region. This is essential for Toronto and the GTA to fully understand as it confronts a Michigan border closing scenario.

Financial mechanisms are particularly relevant for the GTA. In Tokyo, a financial adjustment system exists among the 23 inner-city special wards to ensure equitable services. The TMG levies and collects taxes, but allocates revenue from a variety of sources to local districts. The revenue menu includes 32% of the corporate tax, 32% of the income tax, 32% of the liquor tax, 29% of the consumption tax and 25% of the tobacco tax. This is the key to a viable and sustainable urban region. These types of revenue grow with the economy and form a solid basis upon which to build and regenerate Tokyo. It is painfully obvious that Toronto and the GTA will need access to a similar revenue menu from the federal and provincial governments to move forward and be sustainable.

The automobile acquisition tax is another interesting mechanism. The tax actually increases with the age of the vehicle and is coupled with tough inspection standards. After about 5-7 years, the inspection fee becomes prohibitive and usually results in the vehicle being replaced with a new one. The tax acts as a strong disincentive to operate older vehicles that do not meet increasingly tough air pollution standards. It also has a huge effect on the continued strength of the automobile industry.

## Political Leadership

Confronted with a major loss in population and a serious economic malaise, the Governor and the Executive of the Tokyo Metropolitan Government developed and presented to the Japanese Government in 2001 a 10 trillion Yen (1C\$=101 Yen) regeneration plan for Tokyo. It subsequently passed the Urban Renaissance Special Measures Law to help pull Tokyo and Japan out of its 10-year-long recession. The plan included disaster prevention, zero emissions of refuse, completion of the circular road system, international exchanges, day care, urban infrastructure, seven zones of priority for redevelopment, new open spaces, local development strategies, higher density new housing construction, school consolidation, community facilities that support daily life, traffic congestion measures, transit expansion and improvement and waterfront revitalization. Evidence of these initiatives can be seen all around Tokyo.



The significance of this political leadership should not be underestimated. With close to one-third of all Japanese citizens living in the Tokyo region, the national government clearly realizes that the health of its central metropolis is linked to the health of the nation. This parallel is stunningly similar to the situation the Greater Golden Horseshoe Region finds itself in as it begins the new year. Toronto and the GTA's political leaders should follow this stunning example of regional leadership and present the federal and provincial governments with its own regeneration strategy for the renaissance of Canada's largest and most important urban region. If all GTA municipalities spoke with one voice, it would be a powerful message.

### The push for sustainability is real

Urban sustainability is of paramount importance for the Tokyo region and for the GTA. The main issue to realizing sustainability seems to be the prevention of uncontrolled sprawl and the continued reliance on car dependence. Despite the immense size of Tokyo, I believe it has many of the essential characteristics of sustainability. It has an urban environment that offers unparalleled accessibility without relying on a car, an intensity of use that supports a stunning transit system, a diversity of life-cycle housing within local communities and a unique system of governance that provides infrastructure on a regional basis while at the same time fosters local identity and a sense of co-ownership of the city.

We have a long way to go in the Toronto region to achieve sustainability. I think that we need to concentrate on building sustainability in our society and in our urban culture instead of just concentrating on the development pattern. I believe that Toronto has a unique opportunity to embrace this approach by adopting a framework for civic engagement and planning from the bottom up to reconnect people to their government, while at the same time developing a new shared regional service delivery mechanism to ensure that the future potential of the greater GTA can be realized. We have all the ingredients for success if our society demands a sustainable future from our politicians. Planners need to make this connection in their day-to-day and big-picture work.

### Lessons for the GTA

I came away from Tokyo feeling that I had seen the future. It gave me confidence that an urban region of 32 million people can successfully function and prosper. This is

even more stunning when one appreciates that this all happened during the past 60 years. Most of Tokyo was destroyed after the Second World War. The world's largest urban region was realized since then. By comparison, it seems that planning for the 10 million residents of the Greater GTA over the next 30 years should be relatively easy. We must get deadly serious on all fronts. Here is what I think we have to do:

- Establish the Greater Toronto Transportation Authority with long-term and dependable funding, a no-nonsense board that is removed from political election cycles, the authority for transit network development and the authority to levy road tolls over the entire 400-series of highways.
- The Ontario government should implement the *Places to Grow* Strategy through the adoption of incentives and disincentives and by mandating the development of major suburban employment and mixed-use centres that can be served by high-quality transit.
- The government should provide a revenue menu to Toronto and the GTA that allows the region to assume responsibility for existing functions or upload responsibility for transit, social housing or social welfare.
- Toronto should adopt a governance model that incorporates the best features of two-tier government into one city by delegating purely local matters to Community Councils and focusing a priority city-wide agenda for the attention of the full Council.
- Toronto and the GTA municipalities need to get their collective act together as an urban region to jointly solve the waste management and disposal issue and to develop a regeneration and renaissance strategy for the Greater GTA within a specific time period.

If 2005 was a time to set the table for a new urban GTA agenda, 2006 is definitely the year to cook the dinner.

*Paul Bedford, FCIP, RPP, is contributing editor for the Planning Futures column. He is the former chief planner of Toronto and currently acts as an urban mentor, provides advice on planning issues and is a frequent speaker across North America. He also teaches at the University of Toronto and serves on the National Capital Commission Planning Advisory Committee. Paul travelled to Tokyo in his capacity as a Senior*



- Transportation Engineering
- Transportation Planning
- Transportation Safety
- Transportation Systems
- Transportation Policy
- Public Transit

**iTRANS Consulting**

www.itransconsulting.com  
1-888-880-1118  
Toronto, Calgary, Ottawa, Washington DC

Associate of the Canadian Urban Institute.



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

Specializing in Community and Neighbourhood Design

**MACAULAY SHIOMI HOWSON LTD.**  
MUNICIPAL AND DEVELOPMENT CONSULTANTS

**Professional Land Use Consulting Services since 1981**

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



**BLS Planning Associates**

31 TRINITY MUNICIPAL (111) CANAD (111)  
DEVELOPMENT INDUSTRY IN ONTARIO

St. Catharines Burlington  
(905) 688-1130 (905) 335-1121  
(416) (416) 888-1895 (416) (905) 888-0891  
E-mail: planning@blsplanning.on.ca

**Better Land Use Solutions**



**Mark L. Dorfman, Planner Inc.**

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

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



# The Making of Community Improvement Plans

Luciano P. Piccioni

*This is the second of two articles.*

I have seen a number of common mistakes made by both municipalities and consultants during preparation and implementation of a brownfield CIP. These mistakes can greatly reduce the effectiveness of a brownfield CIP. They include:

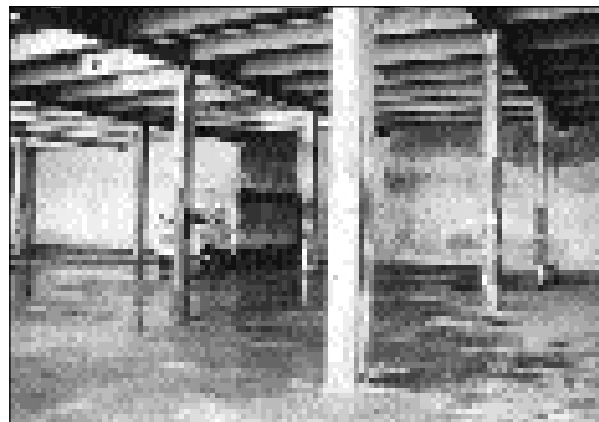
- lack of initial “buy-in” from council, senior staff and key stakeholders;
- little or no critical needs analysis;
- lack of key stakeholder input;
- the “shotgun” approach to financial incentive programs;
- no or a poorly defined implementation program;
- lack of funding commitment;
- inadequate monitoring;
- lack of effective marketing.

Just because a municipality has issued a request for proposals for a brownfields CIP or initiated preparation of brownfields CIP, does not mean that there is commitment or even “buy-in” to the process on the part of council, key stakeholders and even affected staff. This buy-in has to be built through the process of preparing the CIP by way of one-on-one meetings and discussions, workshops, interviews and public meetings. It is often prudent to have a preliminary presentation or session with staff even before preparation of the CIP starts to introduce the concept of brownfield development, its benefits, and the implications of complex brownfield related legislation and regulations for the municipality.

Likely the worst mistake a municipality or consultant can make in preparing a CIP is a poor or non-existent critical needs analysis. As noted in the first article, the critical needs analysis provides the rationale and direction for the preparation of the CIP. The critical needs analysis should be thorough and comprehensive. It should be informed by existing policies, studies and stakeholder input. Without such an analysis

to guide the way, a brownfield CIP is based on nothing more than conjecture as to what will work to promote brownfield redevelopment.

Another common mistake inexperienced consultants make is what I call the “shotgun” approach to financial incentive programs.



Contaminated sites need to be dealt with in a Brownfields CIP



Rather than conducting a thorough critical needs analysis to determine the importance of key local impediments to brownfield redevelopment and what types of incentives are required in a municipality, it is far easier and more convenient to cast about, see what types of financial incentives other municipalities have adopted, and lump them all together into a brownfields CIP. This usually

leads to a large number of incentive programs being included in the CIP, with no promise that any of them will be effective. Furthermore, it is much more difficult for a municipality to fund and administer a large number of general incentive programs rather than a smaller number of targeted incentive programs. While it is important to review best practices in other municipalities, this should not form the basis of a brownfields CIP. Only a thorough and comprehensive critical needs analysis can adequately inform and guide preparation of the incentive programs and municipal actions in a CIP.

Finally, even the best CIP will fail if there is a lack of funding for the programs contained in the CIP and/or the CIP is not effectively marketed. That is why I recommend that funding requirements be discussed with the municipal council even before the CIP is forwarded for adoption, and that these funding requirements be forwarded for approval to the municipal council at the same time as the CIP. Monitoring of the CIP program results is also very important in terms of providing a feedback loop to adjust program criteria and administration, as well as demonstrating to council the successful results of the CIP. This will further help to strengthen support for the brownfield redevelopment programs in the CIP as years pass.

## Choosing a Brownfields CIP Consultant

Because brownfields is a relatively new and complex field, choosing a top-notch brownfield CIP consultant can seem a daunting task. Yet, there are certain attributes that a municipality should look for. These qualities are described below.

### *A comprehensive approach:*

Brownfield CIPs are more complex than other types of CIPs because the brownfield CIP is affected by a myriad of brownfield related legislation and regulations. This includes the implications of the *Brownfields Statute Law Amendment Act* which amended a number of provincial acts including the *Environmental Protection Act (EPA)*, the *Municipal Act* and the *Planning Act*, and

Ontario Regulations 298/02 and 153/04 released under the EPA. Your brownfield consultant should have a demonstrated understanding of the implications of these legislative and regulatory changes for municipalities and should be able to clearly answer your questions in this regard.

*Experience and a good track record:* As they say, there is no substitute for experience. Your

brownfield CIP consultant should be experienced in the preparation of brownfield CIPs and should provide project references for a number of brownfields CIPs that he or she has prepared. A good working relationship with the approval authority (the Ministry of Municipal Affairs and Housing) is also important and will help to streamline the approvals process.

*A solid understanding of brownfield legislation, regulations and standards:* A good brownfields CIP should contain information on the eligibility requirements and administration of the programs contained in the CIP. These requirements and administrative procedures should inform and guide both applicants and the municipality and should be designed to protect the financial and planning interests of the municipality. Without this information, you may think you know where you are going, but you do not have a map to get there.

*Experience with the "mechanics" of financial incentive programs:* Your consultant should also be willing and able to advise you directly on how to implement the programs contained within your brownfield CIP. But, if your consultant does not have direct hands-on experience in implementing municipal financial incentive programs and municipal brownfield leadership strategies, how can he or she properly advise you? Your consultant should also be able to provide you with the required program implementation materials such as program guides, application forms and legal agreements. The only way for your consultant to properly do this is to have experience in this area. Without this crucial implementation material, even a good brownfields CIP can come off the rails when it is time for implementation.

*An "after care" program:* Because the tools to address brownfields, from remediation technologies to environmental insurance, are evolving so quickly and because each brownfield redevelopment project is different, there is no way a brownfield CIP can capture every single eventuality that may occur. That is why what I call an "after care" program is so important. Can you call your brownfield consultant six months or a year after your brownfields CIP has been approved and implementation has begun to get answers to your questions? Does your consultant keep abreast of changes to provincial legislation, regulations, and financial incentive programs as well as other financial incentive programs for brownfields such as the Federation of Canadian Municipalities Green Municipal Funds programs? Does your consultant regularly attend brownfield conferences and seminars in Canada and

the United States to keep abreast of best practices and new approaches to planning, financing and municipal leadership strategies for brownfield redevelopment?

### The Next Wave

Several trends are now emerging that will raise the bar and set the stage for brownfield CIPs in Ontario. First, the trend toward city-wide brownfield CIPs is growing. While brownfield sites in most municipalities are usually concentrated in older parts of the municipality, and especially in older industrial areas, brownfields can also be found across most municipalities in the form of former uses such as gasoline stations, dry cleaners, printers, manufacturers, blacksmiths, textile mills, asphalt plants, petroleum storage depots and automobile wrecking yards. Yet, in some municipalities, we are still seeing demand for CIPs for smaller areas and even individual properties.

The traditional "zone it and they will come" planning approach has not worked for brownfields in most municipalities. The trend is toward combining traditional land use planning tools such as official plans and zoning by-laws with new tools like CIPs that promote brownfield redevelopment through the provision of planning and financial incentives, and the use of public-sector investment. RCI Consulting is now preparing CIPs for our municipal clients that include innovative approaches such as financial incentives and municipal actions designed to accomplish not only the municipality's brownfield redevelopment goals, but also the municipality's land use planning, growth management and Smart Growth goals—a "carrot-and-stick" approach.

Brownfield CIPs not only provide a framework for comprehensive planning to promote brownfield redevelopment, they also provide that elusive link between planning and economic development. These are exciting times to be involved in the preparation of brownfield CIPs in Ontario.

*Luciano P. Piccioni, MCIP, RPP, Ec.D., is President of RCI Consulting, a firm specializing in comprehensive strategies and community improvement plans for brownfield, downtown and commercial area revitalization and redevelopment. RCI Consulting has prepared community improvement plans for numerous Ontario municipalities and is currently preparing brownfield community improvement plans for the cities of Ottawa, Welland and Niagara Falls. Luciano can be reached at 905-545-1899 or at [bfguy@cogeco.ca](mailto:bfguy@cogeco.ca)*

## Innovative Planning and Economic Development Solutions



- Community Improvement Plans
- Brownfield, Downtown and Commercial Area Redevelopment Strategies
- Municipal Financial Incentive Programs
- Applications for Government Funding
- Strategic Planning
- Planning and Economic Development Studies
- Public Consultation and Facilitation
- Project Management
- RFP Administration
- Marketing Strategies and Promotion

Luciano P. Piccioni, M.C.I.P., R.P.P., Ec. D.  
President

T: 905-545-1899

F: 905-667-1520

E: [bfguy@cogeco.ca](mailto:bfguy@cogeco.ca)

28 Woodbridge Road, Hamilton, ON L8K 3C7

## PLANSCAPE



BUILDING COMMUNITY  
THROUGH PLANNING

**MARGARET WALTON** M.P.L. MCIP RPP  
**RICK HUNTER** MCIP RPP  
**GREG CORBETT** M.P.L. MCIP RPP  
**ANGELA GHIKADIS** B.Sc (Hon.)

104 Kimberley Avenue,  
Bracebridge, ON P1L 1Z8

T 705.645.1556 F 705.645.4500

E [info@planscape.ca](mailto:info@planscape.ca)

W [www.planscape.ca](http://www.planscape.ca)

## Anthony Usher Planning Consultant

*Land, Resource, Recreation,  
and Tourism Planning*

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



*Environmental Planning  
Biophysical Analysis  
Lake Capacity Assessment  
Resource Management*

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

# The Smart-Growth Gap: An examination of municipal growth-management objectives and achievements

Carla Guerrero and Fanis Grammenos

**A**lthough many municipalities in Canada have incorporated smart-growth principles and goals into their plans and priorities, actual performance and accomplishments lag considerably behind. This is the chief conclusion of a landmark study on smart growth in Canada conducted by Dr. Ray Tomalty and funded by the External Research Program of Canada Mortgage and Housing Corporation.

“Until now, no comprehensive research had been done to measure what is happening in municipalities across Canada in terms of smart growth,” says Dr. Tomalty, a Montreal-based research consultant in urban sustainability. “This study shows that there is a large gap between municipal growth-management objectives and real accomplishments.”

Despite the absence of reliable research on this concept of urban development, most planners in Canada are thoroughly familiar with the primary aspects of smart growth, and many have for years trumpeted the worthy objectives at its core—preventing urban sprawl, reducing pollution and decreasing dependence on car travel.

“In everyday life, being smart means being able to make connections in new and innovative ways,” says the study’s author. “In terms of urban planning, smart growth means making intelligent connections between traditional components of development to support healthy, low-cost and environmentally friendly urban growth.”

Not surprisingly, this integrated approach is attractive to countless urban planners, academics and consultants across the country. The research found that smart-growth principles lie at the heart of an increasing number of municipal-planning documents across Canada; and smart-growth organizations operate in several provinces and have established a national coalition.

## Gauging the state of smart growth in Canada

Given this groundswell of activity, the study sought to gauge the current state of smart

growth in Canada by examining how municipalities implement its principles, whether these methods had been successful, and whether they could be applied in cities across the country. To do so, the research team looked at six urban areas—Halifax, Montreal, Toronto, Saskatoon, Calgary and Vancouver—that have a history of incorporating smart-growth principles into planning models.

In particular, the team reviewed each municipality’s growth-management goals, evaluated progress toward these objectives, and identified factors that might explain successes and failures. To sharpen the analysis, the researchers established a detailed framework of ten indicators accepted by urban planners as being the smart-growth measures of record:

- incorporation of dense, mixed-use development in greenfield areas;
- intensification of urban areas to moderate greenfield development;
- exploitation of specific intensification opportunities;
- increased transportation choice and reduced car usage;
- increased supply of affordable new housing;
- broader range of housing types;
- preservation of agricultural lands;
- preservation of lands essential to regional ecosystems;
- increased direct employment through core areas and designated sub-centres;
- provision of infrastructure to reduce environmental impacts of development.

Analysis based on these indicators suggests that progress is largely absent in terms of mixed-use development and nodal concentration of employment; minimal in terms of density increases; and retrograde in terms of intensification, housing affordability, range of housing types, environmental protection, and transportation options.

For example, the finding show that the

trend in the share of detached houses of the total housing production is upwards in most centres (see chart).

The researchers argue that the results reflect not only a lack of political will at all levels of government, but also constraints such as regulations that stifle innovation in planning and development, a lack of widespread interest among developers in non-conventional designs, the financial impacts of municipal taxation and development charges, and strong consumer preference for lower-density urban neighbourhoods.

Dr. Christopher Morgan, an air-quality specialist long active in planning issues in and around Toronto, agrees with Tomalty’s findings. “Municipal plans based on smart-growth principles have fallen well short of actual practice in Ontario,” he says. “To put it bluntly, municipalities in the province have talked the talk of smart growth, but they haven’t walked the walk.”

## The power of market forces

Notwithstanding this damning indictment, Dr. Morgan claims that the provincial government has initiated policies to stop sprawl at the edges of urban areas and encourage nodes in suburban areas, while Toronto has taken noticeable strides to intensify development in the downtown core, encourage mixed-use development in suburban areas, and increase the amount of affordable housing and the range of housing types.

Dr. Morgan, however, credits market forces rather than smart-growth practices for the city’s apparent successes. “Growth in Toronto and the surrounding region is more reflective of market determinants than the municipality’s desire to fulfil smart-growth policies. When smart-growth objectives collide with entrenched interests such as developers and landowners in suburban areas, smart growth lacks the political clout to prevail. In this environment, if smart-growth objectives are achieved, it is largely as a side-effect of market forces.”

Dr. Morgan argues that a clear example of the power of market forces is evident in the substantial development under way in downtown Toronto. “Intensification in downtown Toronto is largely the result of efforts by the city to increase the tax base,” he says. “The division of powers within the Canadian federation means that municipalities like Toronto rely almost entirely on property taxes to pay for municipal programs and services. So until cities can access other sources of revenue, greater urban growth of all kinds is really the only way for cities to

generate the increasing amounts of revenue they require.”

Another striking example of market forces at work is suburban expansion near Toronto. For years, the advocates of farmland preservation and those of suburban expansion have engaged in a perpetual tug of war. But since Ontario has no provincially sponsored agricultural-preservation regime, the outcome of this struggle has been decidedly one-sided: between 1986 and 2001, metropolitan Toronto lost 445 square kilometres of farmland to suburban expansion.

At the same time, Dr. Morgan contends that local initiatives designed to harness the power of market forces to advance smart-growth principles have failed. For instance, a point scheme devised in Halton to encourage developers to adhere to smart-growth principles has yet to generate substantial mixed-use development in the region.

**The future of smart growth in Ontario**  
Despite these trends and his own discouraging findings, Dr. Tomalty contends that there are several signs that the need to manage urban growth is rising rapidly on the agenda of public priorities. “The federal government has taken an increasingly active role in urban

issues and many provincial governments have placed a spotlight on urban sprawl.”

For his part, Dr. Morgan asserts that while smart-growth objectives are laudable, they lack pragmatism in the current environment. “Smart-growth advocates have diagnosed the problems correctly and their solutions have merit,” he says, “but municipalities have yet to create a viable process to bridge diagnosis and solutions.”

In terms of further study, the research team believes has the answer to this dilemma. “A two-pronged strategy is needed,” Tomalty says. “We must continue to point to those cases where progress is apparent, in the expectation that successful innovations can be repeated elsewhere. And more in-depth research is required into specific mechanisms that enable policy intentions to move forward to tangible changes on the ground.”


The study author also concedes that bridging the smart-growth gap—translating smart-growth principles into actual development—is a work in progress for many municipalities. “Like other major public policy issues such as removing lead from gasoline, prohibiting smoking in public places and addressing the causes of climate

change,” he says, “it will take some time to create the public awareness and then the consensus required to make fundamental changes in the way our cities grow and develop.”

But the study’s author believes that this time is coming. Indeed, he hopes this study will spur public interest and awareness of smart growth, inspire even more research on the issue, and encourage municipalities to bridge the smart-growth gap. “The challenge for municipal officials is clear: take the smart-growth principles that exist in current municipal plans and translate them into action.”

*Carla Guerrero, M.Pl, is a senior research consultant with CMHC in Ottawa. She is the Ontario Planning Journal’s contributing editor for Sustainability and can be contacted at [cguerrer@cmhc](mailto:cguerrer@cmhc).*

*Fanis Grammenos is a Senior Researcher with the Policy and Research Division at Canada Mortgage and Housing Corporation. The Fused Grid is one of Fanis’ research developments and he is currently working with municipalities and developers who are interested in applying the Fused Grid.*



Advisors to Government, Development & Investment Sectors

**VALUE OUR OPINION**

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

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

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

Contacts

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

William S. Hollo, MCIP, RPP




**MALONE GIVEN PARSONS LTD.**

Urban & Regional Planning • Master Planning • Urban Design  
Market & Economic Analysis • Geographic Information Systems  
Project Management • Economic & Tourism Development

East: 140 Renfrew Drive  
Suite 201  
Markham, Ontario  
Canada L3R 6B3  
T: 905.513.0170  
F: 905.513.0177

West: 2948 Cliffrose Crescent  
Coquitlam, BC, Canada  
V3E 2T2  
T: 604.941.8283  
F: 604.941.8703

[www.mgp.ca](http://www.mgp.ca)  
[www.mgpinfo.com](http://www.mgpinfo.com)



**LGL LIMITED**

ENVIRONMENTAL RESEARCH ASSOCIATES

---

Established in 1971

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

---

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

**SL** Sorensen Gravely Lowes  
Planning Associates Inc.

- GROWTH MANAGEMENT
- POLICY FORMULATION
- ZONING BYLAWS
- LAND DEVELOPMENT & REDEVELOPMENT
- COMMERCIAL PLANNING
- EXPERT TESTIMONY

509 DAVENPORT ROAD  
TORONTO, ONTARIO M4V 1B8  
TEL: (416) 923-5630 FAX: (416) 923-6916

**THE PLANNING PARTNERSHIP LIMITED**

Town and Country Planning  
Landscape Architecture  
Communications  
Development Approvals  
Urban Design

1255 Bay Street, Suite 201  
Toronto, ON M5R 2A9  
416.975.1556 [info@planpart.ca](mailto:info@planpart.ca)

**Planning and Environmental Management**

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

Offices Worldwide

1223 Miched Street, Suite 100, Ottawa, Ontario, K1J 712  
(613) 738-1100 ext. 739 / 110. ottawa@delcan.com

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

[www.delcan.com](http://www.delcan.com)

**DELSCAN**

Communications

# The Zero-Tolerance Approach to Do-It-Yourself Communications

Philippa Campsie

**L**ynne Truss, who took a zero-tolerance approach to punctuation in *Eats, Shoots and Leaves*, has published a new book on manners, or the general lack of them in modern life. The title, *Talk to the Hand*, comes from the expression “Talk to the hand, ’cause the face ain’t listening,” a phrase which she considers typical of the “utter bloody rudeness of the world today.”



Philippa Campsie

Many of the targets of her rant are fairly obvious—is there anyone who hasn’t at some point wanted to throttle a loud cellphone user or yell at a boorish driver? Some are eccentric—I have no objection to expression “No problem,” when someone is agreeing to do something and I can’t imagine why those words irk Truss so much.

What I particularly liked, however, is the link she makes between writing skills and manners. “The writer who neglects spelling and punctuation is quite arrogantly dumping a lot of avoidable work onto the reader, who deserves to be treated with more respect.” I couldn’t agree more.

But it’s not just spelling and punctuation. If I may be allowed my own small rant, I’m fed up with writers who download work onto readers. The work may involve trying to figure out the important points in a long-winded document that amounts to a data dump. It may take the form of staring glassy-eyed at 73 PowerPoint slides created for a presentation for a different audience, and trying to spot those that are relevant to the current audience. It may involve an e-mail with 12 attachments that require assembly into a single document, then printing the document using one’s own paper and ink

and reading it, because one agreed to do so as a favour to a colleague. Truss calls this kind of thing an “unacceptable transfer of effort.”

I’ve seen it in the materials I review for my writing workshops. There was the survey that required the respondent to type in a URL that was two and a half lines long to get the information needed to complete the survey. (I was told that the response rate to the survey was very low—frankly, I’m amazed anyone responded.) I’ve seen baffling instructions to members of the public on everything from how to care for new sod installed by the city on their property to how to make a deputation to City Council. The work required to decode these documents would daunt all but the most determined readers. And as for the announcements of public meetings expressed in incomprehensible legalese from the *Planning Act*—don’t get me started.

At one point during my reading of the book, I became rather depressed. Truss writes, “The prerequisite of consideration is the ability to imagine being someone other than oneself, and that’s a bit of a lost cause.” As I’ve said over and over again, the only way to write effectively is to think like a reader, and here Truss is telling me that people can’t do that any more. In other words, no matter how much people may hate receiving incoherent e-mails, they will continue to inflict their own incoherent e-mails on others. Or even though everyone prefers succinct documents with a clear purpose, people will continue to crank out long documents that never come to the point. Whatever happened to the golden rule?

Truss blames such unacceptable transfers of effort largely on the Internet, “which will



Listen to the hand: stop and consider





**ONTARIO PARCEL™ NOW  
COMPLETE.**

## Is your municipality licensed yet?

### ACCESSIBLE AND AFFORDABLE DATA

Over 180 Ontario municipalities have already obtained their no cost\* licence to access ownership and assessment parcel fabric from the Ontario Parcel database.

Whether you are a GIS or mapping professional, planner, engineer, clerk or tax collector, the Ontario Parcel database has the information you want.

With several delivery and support options available, the parcel fabric can be customized in the data format your municipality requires and updates delivered as often as you like.

Tell us what you need.



Visit [www.ontarioparcel.ca](http://www.ontarioparcel.ca)  
Or contact Richard Norris at 416-643-1035  
[richard.norris@teranet.ca](mailto:richard.norris@teranet.ca)

\*Licence fees paid by Ministry of Natural Resources and Municipal Property Assessment Corporation during term of Ontario Parcel Agreement. Delivery and support fees applicable.  
©2005 Teranet Enterprises Inc. The Ontario Parcel design is a registered trademark and Ontario Parcel is a trademark of Teranet Enterprises Inc. All rights reserved.

provide information if you do all the hard work of searching for it.” She suggests that businesses and customer service systems are modelling themselves on this approach. And she pours cold water on the theory advanced by Steven Johnson in *Everything Bad is Good for You*, that Internet skills actually augment social skills. As she puts it, “We edit the world; we select from menus; we pick and choose . . . This makes it rather confusing for us when we step outdoors and discover that other people’s behaviour can’t be deleted with a simple one-stroke command or dragged to the trash icon. Sitting at screens and clicking

buttons is very bad training for life in the real world.” She has a point there.

Still, her recommended response—stay home and bar the door on the rude world—is not an option for most of us. We still have to go out there and deal with people. And for planners, that means at some point, dealing with “the public.” The reputation of the planning profession to some extent rests on our dealings with that diverse group. If our communications with them require them to do all the hard work of interpretation, then we can expect them to remain unconvinced by what we have to say. So before you drag-and-drop the golden rule

into your own personal trash icon, give it just one more click. Think like a reader.

*Philippa Campsie is Deputy Editor of the Ontario Planning Journal and contributing editor for Communications. She runs her own communications company and teaches part-time at the University of Toronto. She has been giving writing workshops based on the principle of “Think like a reader” for 10 years. She can be reached at [pcampsie@istar.ca](mailto:pcampsie@istar.ca) or 416-686-6173.*

## Civics

# Taxshift— Beginning of a Movement?

Wayne Roberts

City officials need to follow the money, say tax shifters Donna Morton and Zane Parker, so that their “good” policies and intentions for health and the environment don’t get sabotaged by “bad” taxes.

Tax policies have been designed to raise the most money with the least fuss. “The trick is to pluck the goose to get the most feathers and least hissing,” is how Jean Colbert, one of the first of the western world’s modern tax experts, put it. That’s partly why taxes fail in their major purpose, says Morton, director of the British Columbia-based Centre for Integral Economics, which is “to make prices tell the truth” so citizens and businesses “can make good long-term decisions.” And when taxes raise money in the right way, adds Zane Parker, it’s the opposite of a tax grab. “You reduce expenses and save money on the other (program) side of the ledger,” he says. “Talk is cheap, but smart taxes are cheaper.”

The two apostles of progressive tax revolt wowed two audiences of Toronto urbanists last summer, one at a Gladstone Hotel salon hosted by visionary architect Margie Ziedler and another at a Metro Hall meeting of the Canadian Urban Institute, with their expose of how taxes and other city charges work at cross-purposes with stated city policies.

City leaders say they favour preservation of historic buildings and areas, but developers who do the right thing face a huge

increase in taxes. In Toronto’s Distillery District, for example, the increased tax bill is about a million a year for having taken a derelict place and created a new mixed-use destination. “This wouldn’t happen if they had just torn everything down and built a box store,” Parker noted.

City leaders say they want buildings with green roofs and water-efficient appliances that save the city millions on water filtration, but a condo developer who pays the extra money to do the right thing pays the same development fee as the one who does a “cookie cutter condo.”

City leaders say they like neighbourhood-based main street retailers who keep a second and third floor above for affordable apartments, but those retailers pay higher property taxes per square metre than box stores.

“We don’t have the basic economic architecture right,” says Morton, and “there’s no transparency and accountability in tax governance.”

But city taxes and

user fees can be put to work to “harness the market to sustainability objectives,” she adds. Realizing that sustainability is a taxing job is what led her from an environmental career with Greenpeace during the 1990s to her career as a pro-green and social equity tax consultant today. If you follow the road to sustainable systems, “it eventually takes you to tax policy,” she says. “Now I even find tax policy sexy.”

Morton and Parker had the chance to put some of their ideas into practice when they worked with former Winnipeg mayor Glen Murray (now head of the National Roundtable on the Environment and Economy), as well as with a range of places in British Columbia.



Photo: T. Kontinen

Heritage assets should be dealt with constructively

One of the first things they learned is that people eat less and are healthier afterwards when they “pay by the slice” instead of going to the all-you-can-hold-down buffet. But most city services are based on the buffet model. Buffets are easy and cheap to administer, and the extra cost of people who consume too much is subsidized by those who under-consume. That’s not exactly a strategy for rewarding or encouraging thrifty and conservationist behaviour.

Moving to pay-by-the-slice methods—or what city policy wonks call moving from block to unit pricing—means metering water use, shown in a 1999 Environment Canada study to result in 70 percent reductions in home water use, and charging by the bag for garbage. Since water is a resource-intensive product, which requires massive applications of electricity, chlorine and fluoride, among other chemical cleaners and abrasives, and since water can be conserved far cheaper than it can be cleaned and pumped, efficient spouts, showerheads and toilets pay for themselves in quick time, and a quick jolt of metered IQ teaches most “hosers” not to use water to clean their driveway and sidewalk. It makes sense to charge for volume. When individuals pay more per unit, the ornery side of human nature works for the social good and people use fewer units, leading to less pollution and less overall costs for the service.

Parker is a fan of what Sydney, B.C., did to encourage recycling of building materials when buildings are demolished, a major boon for reducing landfill and conserving all the energy that goes into seemingly basic materials, “The energy burned to make a cubic yard of cement creates a ton of carbon dioxide, for example. Sydney officials charged a nominal flat demolition fee for companies that recycled their materials, and charged 5 percent of the value of the building for companies that hauled materials to the landfill.”

“Paying by the slice” also means that development charges paid when new homes, apartments or condos are built are adapted so



that developers who reduce overall city costs by providing water-efficient appliances, a ratio of more affordable units, and the like pay less than the fixed fee. Cities could green all new roofs and save the ultra-expensive expansion of water filtration plants by providing development deductions and other benefits such as reduced waiting time for building approvals, for example, for builders who do the right thing.

The most controversial change, but also the change with the best success record, is to shift the city property tax away from the portion that covers buildings and other improvements. Around 70 percent of property taxes is applied to improvements in most jurisdictions. The idea would be to reverse this by shifting the emphasis more towards land value. That way, parking lots and box store malls would pay a bigger share of city taxes, but retail strips that encourage pedestrian access and provide affordable apartments overhead would pay a smaller share.

Many places have gone this route, including Melbourne and Sydney in Australia, Johannesburg in South Africa, several cities in B.C and Saskatchewan, and 15 cities in Pennsylvania. Pennsylvania has been studied closely, since the changes were introduced during the 1970s and 1980s. In “rust belt” cities that lost steel and other manufacturing industries and which were experiencing urban blight, they shifted taxes from buildings and improvements to land, and achieved a miraculous turnaround that resulted in reduced crime rates, and sharply increased rates of renovation, sometimes in the range of 70 percent. The experiment has been judged a boon for renovators, the greenest segment of the construction industry, and a cornerstone for turning blighted areas into “enterprise zones.” “The only losers, which may explain why we don’t see such successes more often, are real estate speculators,” Parker explained.

For those who despair about the fate of humanity when short-sighted ignorance and venality seem triumphant, this tax revolt message reminds us that the experiment is not yet over. We only have experience with what happens when anti-social behaviour is artificially rewarded by public policy. We have yet to learn what happens when governments learn to design taxes to support the public interest.

*Dr. Wayne Roberts is a regular contributor to Now Magazine in Toronto and is the chief staffer for the Toronto Food Policy Council.*

**THE RANDOLPH GROUP**  
MANAGEMENT CONSULTANTS INC.

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

Carolyn Kearns  
Michael Rowland  
Susan Wright

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



*Infrastructure  
Environment  
Communities  
Facilities*

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

**B GROUP**  
Transportation Consultants

45 St. Clair Avenue West, Suite 300  
Toronto, Ontario M4V 1K9  
416.961.7110(tel) 416.961.8007(fax)  
www.bagroup.com bagroup@bagroup.com



Ruth Ferguson Aulhouse  
MCIP, RPP, Principal  
Urban and Regional Planning

230 Bridge Street East  
Belleville, ON K8N 1P1  
Voice: (613) 966-9070  
Fax: (613) 966-9219  
Website: rfaplanningconsultant.ca

**T.M. ROBINSON Associates**  
Planning Consultants

TOM ROBINSON, MCIP, RPP

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

# Mississauga Urban Design Awards Turn 35

The City of Mississauga continued its long tradition of honouring design in November, recognizing projects completed by August 2005. The award of excellence went to the City Gate project, designed by Quadrangle Architects and built by Davies Smith Developments, Alexander Budrevics and Associates and the Peel Condominium Corporation. Planning commissioner Ed Sajecki praised the winners, noting the positive impact that the current crop of developments is having on the skyline of the City Centre and the rest of Mississauga.

With the City now entering a post-greenfield state, the emphasis can turn to reurbanization and creative infill, Sajecki suggests. Other projects to win the approval of the judges, who included Sajecki and Walker Nott Dragicevic Associates urban designer, Jason Wu, architect Barry Sampson and landscape architect Laura Starr, included the master plan for the University of Toronto at Mississauga campus; two head offices (Microsoft Canada and AstraZeneca); a golf course; and two other condominium projects.

Peel Youth Village Front



70 Port Street

Award of Excellence



CityGate



AstraZeneca

Microsoft Canada

## 35 / IN PRINT

The nation's campuses a hot bed of potential

# Transportation & Sustainable Campus Communities: Issues, Examples, Solutions

*Author:* Will Toor, Spenser W. Havlick  
*Date:* 2004  
*Pages:* 293

Universities and colleges have broad economic, environmental and social impacts on the communities in which they are located. As these institutions across North America continue a long growth trend, the impact of increased automobile use and ownership by students, staff and faculty have serious impacts on the air quality, congestion levels and parking shortages in the surrounding communities. Many campuses have developed sustainability plans, which highlight strategies to reduce car use on campus.

Smaller "university towns" certainly recognize these pressures, as residents in

Waterloo, Guelph and Kingston will attest. Even in larger urban areas, neighbourhoods can be strongly affected by the traffic generated by a nearby campus, as noted in the Ashley-Woods neighbourhood in Hamilton, close to the McMaster University campus.

The real motivation for postsecondary institutions to respond to increasing car use on campus, however, is found in the high cost of parking and lost land use opportunities.

The cost of providing parking on an ongoing basis as university enrolment grows is a costly proposition, and is a key incentive to encourage staff and students to use alternative modes of transportation to get to campus. The authors quote studies that place the cost of providing one parking

space at \$15,000-\$30,000, the range dependent on whether it is surface or parking structure spots. The cost of providing an additional 1,000 parking spots is \$15 million to \$30 million.

The authors contend that the choice of how to allocate limited land to competing demands—increasing parking or alternative land uses (new academic buildings, student housing, retail, etc.)—leads to three basic responses: cap growth (an unlikely proposition when budgets are based upon increasing enrolment); increase density on campus; or develop satellite campuses.

If a school chooses not to develop branch satellites (which is a choice being exercised by University of Waterloo, Wilfrid Laurier, Mohawk College, and others), the best option is to develop transpor-



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

**ONTARIO PROFESSIONAL PLANNERS INSTITUTE**  
234 Eglinton Avenue East  
Suite 204  
Toronto, Ontario  
M5G 1E5

(Returns Requested)

tation demand management (TDM) programs and policies to reduce demand for parking. It is roughly 2.5 times more costly to add one parking spot than to reduce one parking spot through transportation demand management options.

A review of TDM options, marketing ideas and strategies form the bulk of the content of this useful book. Several chapters provide summary tables with TDM strategies, listing the limitations, effectiveness and relative cost for each. These tables are excellent resources, and it is too bad the authors chose to print them in very small font, making reading difficult.

Data from Canadian transport researchers and experiences at the University of British Columbia are also sprinkled throughout the book. Campus planners, transportation planners, student organizations and others interested in more Ontario examples could also look to the ACT (Alternative Commuting

& Transportation) office at McMaster University, Parking Services at Wilfrid Laurier University, or the University of Guelph, which have adopted a wide range of TDM strategies.



Universities are the daily activity centre, and often home, for young adults, who may still be open to forming new behaviours, including travel behaviour. The authors acknowledge that travel behaviour is, like many other behaviours, founded in early personal experience, and devote the final chapter to transportation demand management for elementary and secondary schools.

One trend in postsecondary education that was not identified by the

authors, and deserves further attention, is the growth of part-time and continuing education programs. These students often fit their travel to campus into a busy schedule that includes full-time work, child-rear-

ing and chauffeuring, and leisure activities that are not based around the campus. Activity planning for such time-stressed people can be much more difficult without a car, but with support and financial incentives, is still possible.

*Kathy Mortimer is a provisional member of OPPI, and works as a senior policy advisor in the Ministry of Municipal Affairs and Housing. Kathy organized the Waterloo Town and Gown symposium in 2004 that led to the formation of the Town and Gown Association of Ontario while she worked as a policy planner at the City of Waterloo.*

David Aston, MCIP, RPP, is contributing editor for *In Print*. He is also a planner with MHBC Planning Limited in Kitchener. Readers interested in doing book reviews should contact David at [daston@mhbclplan.com](mailto:daston@mhbclplan.com).



## HARDY STEVENSON AND ASSOCIATES

- Socio-economic Impact Assessment
- Land-use and Environmental Planning
- Public Consultation and Facilitation
- Engineering

Tel: (416) 944-8444 Fax: 944-0900  
Toll free: 1-877-267-7794

Website: [www.hardystevenson.com](http://www.hardystevenson.com)  
E-mail: [HSA@hardystevenson.com](mailto:HSA@hardystevenson.com)

364 Davenport Road, Toronto, Ontario M5R 1K6

**LARKIN+ ASSOCIATES**  
planning consultants inc.  
1122 Kingside House, Newmarket, L3Y 4W1  
Telephone: 905.896.1166 Fax: 905.896.1817

URBAN PLANNING CONSULTANTS  
www.larkinassociates.com

Michael T. LARKIN  
Principal

Katherine D. EMERSON  
Principal

Michael J. BANFIELD  
Principal

email: [general@larkinassociates.com](mailto:general@larkinassociates.com)

TOWN PLANNING • URBAN DESIGN • PLANNING STUDIES • EXPERT TESTIMONY



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

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

