

ONTARIO Planning

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Healthy Communities, Sustainable Communities

*A Call to
Action*

Also in this issue:
Curitiba Bus System
Neighbourhood Vitality
Urban Designers' Roundtable
Agenda for the New Government

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Transportation, Dennis Kar

Sustainability, Carla Guerrero

District Editors

Nancy Farrer, *Lakeland*

nfarrer@city.barrie.on.ca

Alissa Mahood, *West Lake Ontario*

amahood@hamilton.ca

Damian Szybalski, *Halton Hills*

damian@urbanjazz.ca

Keri Baxter, *Toronto* kbaxter@yorku.ca

Gregory Bender, *Southwestern*

gbender@tunnockconsulting.ca

Rosa Ruffolo, *Oak Ridges*

rosa.ruffolo@yorku.ca

Wendy Kaufman, *Northern*

wendykaufman@yahoo.ca

Art Director

Brian Smith

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How to Reach Us

To reach the Journal by e-mail:

editor@ontarioplanning.com

To reach OPPI by e-mail:

info@ontarioplanners.on.ca

Visit the OPPI web site:

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Healthy Communities, Sustainable Communities: A Call to Action

Land use planning decisions shape us in ways that we are only just beginning to appreciate—obesity, heart disease, mental health, social isolation, nutrition, and air quality. Discussion of these issues began at OPPI's symposium last year, and continued at the 2007 symposium in

In keeping with this commitment, OPPI recently released a position paper focused on healthy and sustainable communities that emphasizes the importance of urban design, active transportation, and green infrastructure. The paper also explores links between public health and land use planning and includes strategies for collaborating on tangible actions that result in healthier communities.

OPPI sees this as critical because where we work, live, and play is vitally important to the quality of our lives. Our built environments are not addressing emerging public health issues well and are resulting in a less than optimum human environment. These issues are not minor and for the first time in many decades, our children's life expectancy may not exceed our own. We need to reconsider our built environment expectations to better address emerging public health issues.

OPPI's Position

As a call to action, OPPI believes the following five issues require immediate priority attention by all those with an interest and involvement in planning our communities and our future. To be successful in creating healthy and sustainable communities, we must collectively:

1. Refine and verify the results of the public health work on the relationship between sprawl and poor health outcomes, includ-

ing obesity, to better develop land use and transportation design responses to Ontario's unique built environment.

2. Develop design measures and transportation modelling methods to better balance walking, cycling, and public transit with the demands of automobiles.
3. Prepare more sensitive land-use compatibility guidelines to address noise, odour, and air contaminants associated with the mixed land uses and higher densities required by Ontario's growth management policies.
4. Develop planning policies and methods appropriate to different contexts, including in economically declining regions and municipalities, by:
 - Encouraging markets for locally grown agricultural produce;
 - Finding innovative local uses for lands and resources in rural and northern communities;
 - Scaling services in declining rural and urban communities to match community needs.
5. Ensure that planning analysis and decisions enable local communities to take control and manage change sustainably.

Five areas of research

OPPI has identified five areas of research in which Ontario's built environments are not effectively addressing public health needs, and has asked the following questions of those with an interest and involvement in planning our communities:

1. How do the built environment and transportation systems contribute to obesity and related health issues?
2. How do the built environment and transportation systems



Perhaps it is time for a new perspective

- affect air quality along heavily travelled corridors and in areas of mixed uses and higher densities?
3. How do the built environment and transportation systems affect air quality in general?
 4. How do the built environment and transportation systems, along with poverty and economic decline within and outside our major urban centres, affect human health?
 5. How do the built environment and transportation systems affect social cohesion?

In response, OPPI has developed a number of suggestions and solutions to making our communities more healthy and sustainable, including initiatives in the following areas:

Transportation

- Expanding transportation legislation, policies, and modelling programs to include walking and cycling, access to transit and not just automobile use, in establishing transportation master plans and infrastructure requirements. Locally, attention needs to be placed on the physical design of paths and streets; safety (including lighting, street crossings, and passive surveillance); aesthetics and cleanliness; and destinations, for example, linking shopping, entertainment, workplaces, and parks.
- Planning communities with high connectivity, and spreading traffic and transit along main streets, must be combined with appropriate distribution and placement of supportive built form, including:
 - Reducing the number of private vehicle lanes;
 - Adding dedicated transit lanes;
 - Allowing space for intensively planted boulevards and medians;
 - Promoting transit and walkability to help reduce pollution and accidents;
 - Slowing the posted speed of roads to increase safety and reduce accidents.
- Advocating that work must begin at every level of government and every level of planning and design to address the following key issues, for example:
 - Ensuring every Secondary Plan and Plan of Subdivision satisfactorily accommodates all primary modes of transportation in a way that directly connects and relates to the surroundings;
 - Requiring that arterial roads contain no more than two or four private vehicle lanes; if additional travel demands exist, the additional corridor space should be devoted to transit or bicycle lanes;
 - Developing comprehensive Travel Demand Management strategies that provide incentives and disincentives, recognizing all modes of transportation;
 - Introducing new standards and approaches to managing transportation resources in concert with land use plans.
- Promoting local actions such as regular road cleaning, closing certain roads to automobile traffic, elimination of idling, smoother driving habits, routing heavy trucks away from residential areas, and increased use of alternative modes of transportation. Promotion of cleaner vehicles at the federal level is also required.
- Paying specific attention to reducing use of petroleum-fuelled vehicles in favour of other transportation technologies and modes, and placing greater attention on “greening” our urban environments with green roofs and trees, especially along heavily travelled thoroughfares.

- Recognizing the implications that the link between land use and transportation also has for social equity. Individuals and families with lower socio-economic means, and those who must drive to work because alternative forms of transportation are not feasible, are forced to spend a disproportionate share of their income on their automobile.
- Advocating that governments contribute funds and resources toward the implementation and operation of connected transit networks that can reduce travel times and provide consistent levels of service with appropriate fare structures.

Land Use Planning

- Recognizing that good urban form is functional, economically and environmentally sustainable, and liveable, in a way that promotes public health. It is expressed in complete, compact communities that have a clear structure of neighbourhoods and offer a variety of housing options, facilities, and open space systems, including natural and built features.
- Planning and creating neighbourhoods and communities that offer live/work opportunities where residents can either work at home or walk to work; where Internet access strategies are in place to help employees work from home; and where the need to travel outside the community during the daily peak period travel times is reduced.
- Ensuring that land use planning takes into account access to fresh, healthy, and local food, including greater emphasis on urban agriculture and maintenance of farming on the fringe of growing urban centres.

Infrastructure

- Addressing our infrastructure needs. Old and new infrastructure needs to be reorganized, rebuilt, replaced, or dismantled to support sustainable urban form and transportation networks if our current public health challenges are to be addressed.
- Recycling used construction materials to reduce demands for fresh resources. However, this will require additional spaces within urban areas for reprocessing materials for reuse and may generate additional dust and particulate emissions. Road, infrastructure and building design standards may also need to be revised to enable greater reuse of construction material.
- Promoting greater openness to new ways to design, develop, and implement new infrastructure that support the changes to urban form and transportation systems. Planning for social infrastructure can also support healthier lifestyles, particularly among low-income households.

Urban design

- Designing complete, mixed-use communities with good access to employment, shopping, education, recreational opportunities, and health care to help reduce car trips and promote a healthier, more active lifestyle.
- Designing comprehensive open space systems that integrate and link natural features to help alleviate respiratory problems, promote physical activities, and support mental health. A hierarchy of good-quality built features, such as urban parks and parkettes, squares, and pathways, linked with well-designed walkable streets, would also contribute to healthier communities.
- Greening our communities and neighbourhoods (existing or new) to make them healthier and to make the urban infrastructure less visible, while reminding us of our connection to the

natural environment. Suggested approaches include:

- Planting trees along streets, particularly the most travelled ones;
- Reducing the extent of paved areas, particularly surface parking;
- Installing permeable paving and green roofs;
- Making creative use of stormwater features;
- Employing building techniques such as triple glazing and careful placement of outdoor amenity areas.

Changing the emphasis

OPPI is committed to a planning process that places greater emphasis on healthy and sustainable communities.

Good urban form, arising from careful planning and designing of our regions, cities, neighbourhoods, has the potential to positively influence health issues. It is functional, economically and environmentally sustainable, and liveable, in a way that promotes public health.

Communities that adopt these planning principles are walkable, cyclable and transit-supportive, include transit-oriented development, and promote alternatives to the single occupancy vehicle.

These communities are safe and accessible to people of all ages. They have a strong character and distinctive identity and promote a sense of place through high-quality planning and design.

In alphabetical order, the main authors of this paper include: Melanie Horton (Natural Resources Working Group), George

McKibbin (Sustainable Communities Working Group), Lesley Pavan (Environment Working Group), Nick Poulos (Transportation Working Group), and Alex Taranu and Dan Leeming (Urban Design Working Group). The following members of the Sustainable Communities Working Group generously contributed: Allison Enns, Mimi Lau, Bob Lehman, Cynthia Rattle, and Olav Sibille. Contributions were also received from Jeff Celentano, Don May, Marty Collier, and Tony Usher. Other Policy and Recognition Committee members contributed, including Sue Cumming (past Chair, Recognition Committee), Greg Daly (past Chair, Policy Committee), Melanie Hare, Dave Oikawa, William Pol, and Loretta Ryan (Manager, Policy and Communications, Ontario Professional Planners Institute).

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For further information, please see the centre insert in this issue of the Journal, or go to www.ontarioplanners.on.ca for a full copy of the report.—Ed.



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Neighbourhood Vitality— Why It Matters to Planners

Competition between methodologies not helpful

Susan Taylor Simpson



Neighbourhood vitality comes from the people

It has been a busy few years on the planning front in Ontario. The *Places to Grow Act, 2005* created a comprehensive vision and infrastructure framework for the next 30 years in the Greater Golden Horseshoe. The *Greenbelt Act*, as a companion piece of legislation, preserved agricultural and environmentally sensitive lands in the high-growth areas from sprawling urban development. Ministry and regional transportation master plans are in place and the Greater Toronto Transportation Authority was established in May. Everything is under control. Right?

Well, not exactly. While recent legislation, polices and plans are ensuring the necessary macro infrastructure is in place to build a sustainable future for Ontarians, there is still a question of how these changes will impact individual households and families. It may be beyond the scope of these public policy tools to fully address impacts at the micro level, but it is a matter that ought to concern planners.

In the past, practitioners from many disciplines, including planners, worked within a framework broadly known as community development to address matters at the micro level. Now we better understand that creating places of quality requires multiple

approaches. An urban approach, for example, concentrates on physical infrastructure and the powers available to government to determine built form and quality of life. A community approach, on the other hand, focuses on social infrastructure and the network of democratic participation.

In Ontario we have been making great strides in getting our urban approach up to speed, but have we been as diligent about building a strong community approach? We do not need to choose between two approaches as if they were in competition. In an alternative place-based framework, both urban and community approaches are recognized and, even more importantly, are complementary to each other. In his paper *Place-Based Public Policy: Towards a New Urban and Community Agenda for Canada*, Neil Bradford says that new relationships must be forged and new approaches taken so that government decision-makers can tap local knowledge and “begin to see like a community.”

Seeing Like a Community

Obviously, not all communities are the same, so something that is true in one community may not be so in another. Certainly,

in Ontario, there are all kinds of regional differences—like declining population in Northern and rural communities but galloping growth in the GTA. In some communities, people of diversity are co-creating new neighbourhoods alongside established ones. Some communities have booming economies while others are experiencing a structural shift in their employment and business base.

What does a place-based approach mean when, as planners, we are working with communities? Eric Leviten-Reid begins to answer the question when he says the attention to place-based approaches means a growing appreciation that diverse factors come together in local settings to generate either positive or negative effects. On the positive side, economic and social innovation may generate desirable change at the local level. On the other hand, as with the concentration of poverty in urban neighbourhoods, multiple factors may interact in ways that foster complex problems and, ultimately, negative effects at a local level.

So place-based means, not only a geographic location, but also an intersection of issues that converge to define the characteristics of a specific place. In this sense, the scale of “community” may be too big, whereas a scale of “neighbourhood” allows a more manageable understanding of how various factors interact to determine the quality of life in a particular place.

We all know streets where the line between a “good neighbourhood” and a “bad neighbourhood” suddenly happens. How did that line get drawn? What gives one neighbourhood vitality and not the other?

Neighbourhood Renewal

Social policy analysts have been looking at quality of life at a neighbourhood scale for some time. The Toronto City Summit Alliance in its 2005 report *Strong Neighbourhoods—A Call to Action* was, in part, a response to the glaring inequities that became evident when, a year earlier, the United Way of Greater Toronto looked at poverty by postal code.

Internationally, neighbourhood development has had a much longer history, espe-

cially in the United States and Europe.

In the U.S., neighbourhood poverty reduction strategies were first introduced in the 1960s. As a result of that focus, combined with their style of public policy, Americans have built a significant body of knowledge looking at questions of neighbourhood vitality.

In Great Britain, the call for economic and social policies at a neighbourhood scale was largely led by the Joseph Rowntree Foundation, which argued that “physical land use, planning and housing measures had to be linked to better public services, especially the core services in rundown neighbourhoods.” Tony Blair’s government responded and in 2001 committed to a National Strategy for Neighbourhood Renewal and established the Neighbourhood Renewal Unit. By 2005, funding to support a range of community capacity-building approaches was integrated into a Single Community Programme, all dedicated to supporting a system of Community Engagement Networks in 88 neighbourhood renewal areas.

Across Europe, the European Union has been advocating approaches of urban redevelopment at the neighbourhood scale since the 1990s.

The distinguishing feature of most of these approaches has been an attempt to reduce poverty or social economic disadvantage that is place-based. Unfortunately, the frameworks are firmly entrenched in the arena of social justice although there is immense knowledge to be transferred to other spheres of planning.

Transferable Knowledge

From the work on neighbourhood renewal, both in Canada and internationally, a number of insights have been gained. Specifically, knowledge about what constitutes meaningful citizen engagement at a local level and knowledge about what makes a neighbourhood vital have both greatly advanced in the past 15 years because of a focus on place-based, neighbourhood renewal.

On the first matter of meaningful citizen engagement, there is a chorus of voices talking about this, but sadly not much of what they are saying is integrated with policy-making at any level of government. In a 2006 report, which was effectively shelved by the Harper government before it was even released, the External Advisory Committee on Cities and Communities spoke about a new leadership role for the federal government as one of “facilitation and partnership with other orders of government and civil society, to deliver locally appropriate solutions to issues of national consequence playing out at the local level.” As in the U.K.

models, the report suggested the federal government should “build skills in conducting and participating in the process of citizen engagement, and share the knowledge gained with local governments.”

Paul Bedford, writing in this magazine last year about positive civic engagement at the municipal level in Ontario and the role of planners, said: “Despite the best intentions by municipalities to foster productive civic engagement, the current state of affairs cries out for a better model.” He continued, “Perhaps we are going about civic engagement in the wrong way. It is essential to try to answer these questions if planners want to be perceived as community builders and problem solvers.”


On the second matter of neighbourhood vitality, there is plentiful research to be tapped. Good quality, relevant and accessi-

ble resource material was compiled in the background and research papers prepared for the Strong Neighbourhood Task Force. Two papers, one an overview of measuring Neighbourhood Vitality, albeit from a Toronto perspective, and the other a theoretical framework for determining neighbourhood assets, both make significant contributions in understanding how to implement elements of neighbourhood planning in a Canadian context.

Action for Neighbourhood Change

In an even broader-based initiative, the United Way of Canada hosted a partnered project from 2005 to 2007, funded by five federal departments and local United Way agencies in Halifax, Thunder Bay, Toronto, Regina and Surrey to revitalize and improve the quality of life in five selected neighbour-

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hoods. The initiative, called Action for Neighbourhood Change (ANC), was an action research pilot project expressly designed to explore neighbourhood vitality, what it means and how to support it. Throughout the project, people from all levels were brought together to reflect on lessons learned and, with the help of nationally and internationally renowned scholars, to link practical experience with theoretical frameworks. Through the miracle of technology, all this knowledge is accessible at the ANC website (<http://www.anccommunity.ca/>) and includes:

- four community development how-to tools for practitioners;
- ten public policy papers that discuss issues related to neighbourhood strengthening;
- an applied theory paper that integrates three individual frameworks for identifying and measuring neighbourhood change;
- 15 community stories that document progress at the site level;
- two short films and 13 film clips providing an overview of the project and individual neighbourhood stories;
- four recorded tele-learning sessions for community development practitioners and government program and policy staff.

In its final summary report, ANC concluded that neighbourhood vitality is not about addressing issues of place-based poverty, but rather a function of social, physical and economic characteristics that are strengthened by strategic interventions that alter the extent and mix of neighbourhood elements.

Connecting the Dots

While the *Places to Grow* vision and infrastructure plan, combined with the *Greenbelt Act*, is building a foundation for sustainable urban growth in Ontario, there is an opportunity for planners to connect the dots between provincial policy and impact on communities at the local level. What needs to be recognized, however, is that community-building at a local level does not happen in a monolithic, homogeneous way. Looking at citizen engagement and quality of life through a neighbourhood lens brings scale to a place-based approach that is human, manageable and measurable. The common and collective knowledge of what constitutes neighbourhood vitality and how it links to larger dimensions of community planning and policy-making in Canada is growing.

Planners, especially those at the local level, are well-positioned to steward the benefits of macro infrastructure planning to the micro level of neighbourhoods. Lets have more conversation about that!

Susan Taylor Simpson is Principal and owner of ProAct Ideas. Prior to that she was the Director of Human Services Planning with York Region. Susan can be reached at susan@proactideas.ca.

Further reading

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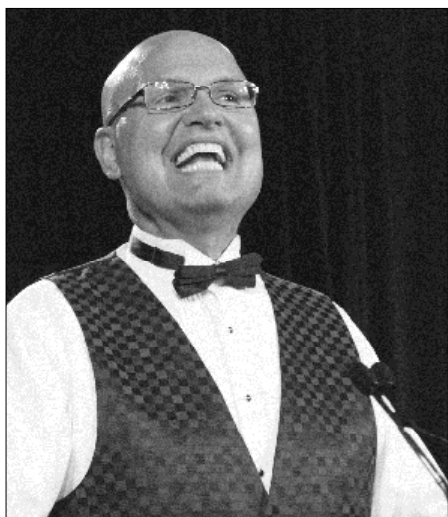
Timely, Lively and Worthwhile— 2007 Symposium

Collingwood a generous host

The conference centre at Blue Mountain was filled to capacity in early October with planners eager to learn, network and share ideas. The program theme of “healthy lifestyles” proved to be a fitting follow-up to 2006, with keynote addresses that emphasized the link between the built environment, public health and climate change.

Dr Richard Jackson led his audience through the evolution of his thinking as a physician concerned with the impact of unhealthy lifestyles and the growing incidence of 20th century diseases such as heart disease and hypertension. Overcoming traditional thinking within the medical community, Jackson found innovative ways to force his fellow physicians to face what is now seen as an obvious truth. His keynote set the tone for a broad spectrum of presentations in the breakout sessions, the majority of which pushed participants to expand their comfort zone, ask tough questions and discuss possible solutions.

Fittingly, the luncheon keynote, Robert Safraton, a businessman from British Columbia trained to deliver Al Gore’s *Inconvenient Truth* presentation, was delivered on a day when the daytime temperatures exceed seasonal norms by more than 10 degrees. Robert engaged his audience and convinced them that urgent action is required on an unprecedented scale.



MC Rocco Rossi

In the evening, conference organizers magically transformed the tennis bubble used for the plenary sessions into a shimmering, intimate setting for the Excellence in Planning awards, hosted by an irrepressible Rocco Rossi. The CEO of Heart and Stroke Ontario impressed award winners and audience members with his humour and obvious commitment to the collaborative potential between planners and the public health community. The gala event also shone the spotlight on many of the individuals whose

volunteer efforts sustain OPPI’s success as an organization. The presentation of the first Len Gertler Award of Distinction by his son, Meric, to representatives of the Ontario government for the Greenbelt Plan and Growth Plan proved to be both popular and inspirational, particularly for younger members of the audience.

Well-organized mobile workshops and opportunities to explore some of the natural assets of the Blue Mountain area rounded out a popular, highly successful event.



Ron Glenn, Lynne Peterson, Victor Doyle accept the Leonard Gertler Award of Distinction from Gary Davidson (left) and Meric Gertler (right)



The 2007 Conference Committee



Member service awards recipients with Gary Davidson



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Excellence in Planning award winners with Gary Davidson

The Curitiba Bus System: Could It Work Here?

Learning from other places

Sean Nix

Curitiba, located along the southeast coast of Brazil south of São Paulo, is known around the world for its innovation. The city has a population of 1.8 million spread over 430 square kilometres, similar in size to the City of Montreal. In a developing country with limited funds for new infrastructure, Curitiba has been viewed as a successful city—a success attributed to the implementation of its master plan to address the city's exponential growth since the 1960s.

Curitiba's bus system, and its ability to move large groups of people across the city at lower costs than standard rail-based systems like subways and light-rail systems, has inspired rapid transit planning and design around the world. The rapid transit system was built in conjunction with high-density development along specific corridors in the city as part of a master planning process, which makes the success story of Curitiba's transit system unique.

Intrigued by this “poster-child” system, I made the trip to Curitiba in October 2005. While I was impressed in many ways, it seemed to me that the system cannot be replicated here without the proper planning framework in place. I was also disappointed at the lack of certain functions of the system that North Americans take for granted.

The impact of a holistic master planning exercise

For those unfamiliar with the Curitiba story, here is a quick summary. A city without the necessary funding for new highway building decided in the 1960s to create a master plan that would eventually transform Curitiba into an enhanced pedestrian-, cycling- and transit-oriented city with a healthier urban environment. Based on public input, the plan

recommended five fully planned corridors designated with higher residential and commercial densities serviced by higher-order transit. A rail-based transit service was unaffordable at the time, so existing streets along these designated high-density corridors were retrofitted with bus-only lanes in the median.

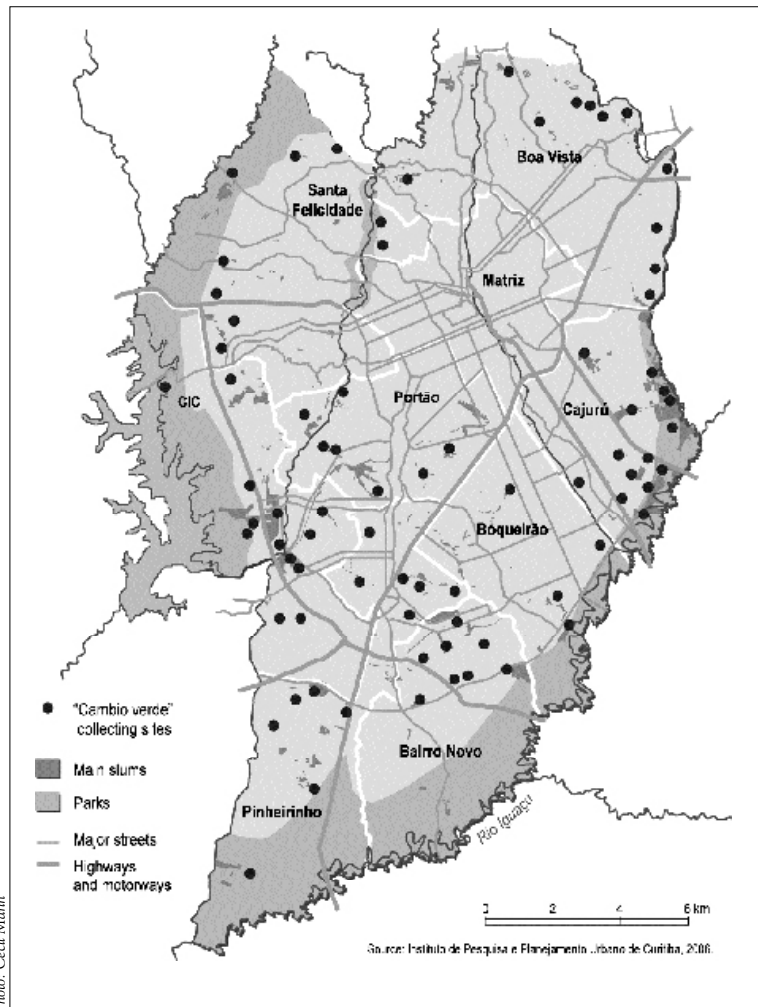
Some parallel traffic corridors were reconfigured to ease the impact of other vehicular traffic as a result of the new bus corridors, while some central city streets were closed off to traffic altogether enhance pedestrian activity in the core.

The numbers speak for themselves. The most recent ridership counts stands at an estimated at 2.3 million daily. Can this truly be attributed solely to the natural pattern of population and economic growth in Curitiba? I am not convinced. Compared to other Brazilian cities, Curitiba has one of the highest rates of car ownership, which suggests that there are many choice riders in Curitiba as opposed to captive riders. I believe that this success story is the result of a strategic integrated planning framework involving the designation of intensive land-use along five corridors designed with a well-conceived transportation system to move people across the city.

Comparison with Ontario's experience

The typical pattern of rapid transit in Ontario follows one of two trends: the introduction of a rapid transit line either follows urban development or acts as a catalyst for urban growth. Owing to the lack of a comprehensive integrated planning process, it is rare that urban development and rapid transit construction go hand in hand.

The newly constructed Sheppard Subway line in Toronto serves as an example of the latter trend, where high-rise condominiums were built by private developers with the expectation that a subway would be built there. (Of course, high-rise condominiums do not necessarily equal high-density, as the land coverage ratio to units and number of occupants per unit vary from property to



As ridership increased, the corridors were enhanced with small-scale, fully accessible “tube” stations to replicate those of traditional rail-based mass transit systems and ease boarding and alighting. The corridors were served by large buses capable of carrying more passengers than traditional buses.



Source: www.planum.net/topics/main/m-caudo-chavarro-transmilenio.htm

property.) However, there is little data available to suggest that all new residents along this stretch of Sheppard Avenue use the new subway line, which is important when one considers that another 12-lane transportation corridor with direct access to major employment centres in neighbouring Durham and Peel regions parallels the new 8-kilometre long subway line.

Elsewhere in the Greater Toronto Area, the location of designated bus rapid transit corridors appears arbitrary, based on land availability to construct a surface transit corridor (such as parallel to a highway or within a hydro corridor). Aside from portions of Yonge Street and Highway 7 in York Region as well as at Square One in Mississauga, there are no significant land uses (existing or proposed) that support rapid transit service within reasonable walking distances of proposed station locations.

The Ottawa Transitway also lacks an integrated planning process. One merely has to glance at development around most Transitway stations and compare it with development at, for example, Glencairn subway station in Toronto. After Ottawa's busway opened in 1984, ridership levels in Ottawa declined between 1984 and 1997 by an estimated 40%, while population and employment increased. Today, the service operates at near capacity, but not without the help of other interventions, such as a hike in the cost of parking in downtown Ottawa, as well as employee discount transit pass programs to reduce the monthly cost of riding rapid transit across the Ottawa region.

Room for improvement in Curitiba

The lack of two operational features common in North America hinder the further success of the Curitiba bus system. The first is traffic signal priority for the buses.

Without this, buses are forced to wait for the same traffic signals governing the movement of all other traffic, limiting their competitiveness to the car.

The second is the lack of enforcement along dedicated rights-of-way in Curitiba.


Although signs prohibit cyclists from using the bus-only lanes, the lanes are often occupied by cyclists who prefer these lanes to the congested lanes in the same corridor or in non-transit corridors. The buses can manoeuvre around the cyclists only if there is no bus traffic coming the other way.

Could it work here?


The high per-capita ridership levels on Curitiba's bus rapid transit system show that it can move large numbers of passengers quickly, and serve high-density office, commercial and residential areas along their routes. This stemmed from a master planning exercise that included the designation of intensive land-use along the planned bus corridors to make the transit system work efficiently.

If this approach were to be repeated in Ontario, it would have to be planned in a holistic manner. Simply building rapid transit in response to urban growth is not ideal, nor is building a rapid transit corridor to encourage urban development. Such a planning exercise must be carefully thought out to ensure that high-density populations are appropriately served by the transportation network, and that higher-density urban form is built around the rapid transit network.

Sean Nix is specializing in transportation engineering and planning studies in the Master of Applied Science program in Civil Engineering at Ryerson University and is a graduate research assistant for the Institute of Housing and Mobility at the Ted Rogers School of Management.



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Central

GM Centre in Oshawa Big Winner

This year's overall winner of the CUI Brownie Awards was the GM Centre project in Oshawa. Commissioner Tom Hodgins accepted the award at a ceremony in Montreal, site of the 2007 Canadian Brownfields conference. The GM Centre is one of many brownfield redevelopment projects in Oshawa. Look for an article on the city's approach to brownfields in an upcoming issue of this magazine.

Oak Ridges

Meet New Oak Ridges District Editor

Meet Rosa Ruffolo, who has agreed to be a district editor for the Oak Ridges district. For the past three years, Rosa Ruffolo has been working for the Region of York on transportation planning projects within the Infrastructure Planning Branch. She graduated in 2004 from Ryerson University with a Bachelor Degree in Urban and Regional Planning and in 2006 attended York University to continue her



Rosa Ruffolo



GM Centre the big winner at Canadian Brownfields 2007

interest in conflict resolution with a Certificate in Dispute Resolution. She has also completed numerous analytical transportation planning and environmental assessment courses. She is currently working on the Pedestrian and Cycling Master Plan, Transportation Demand Management, development applications and various other planning projects and master plans.

She volunteers her time with the York Region United Way Planning Committee and is a member of the Transportation Policy Sub Group Committee for OPPI. She can be reached at 905-830-4444 (1-877-464-9675) ext. 5061 or at rosa.ruffolo@york.ca.

Eastern

World Town Planning Day in Eastern District

Pamela Whyte

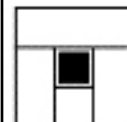
New avenues in community design brought together planners, engineers and public officials to talk about sustainable transportation planning at Eastern District's (ED) World Town Planning Day event held on November 8 at Ottawa City Hall. Over 140 delegates attended, which was the second year in a row that ED held such an event. This topic was particularly timely as

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it addressed many of the issues profiled by OPPI, also on World Town Planning Day, with the release of its healthy communities initiative.

Councillor Peter Hume, Chair of the City Ottawa's Planning and Environment Committee welcomed delegates for the day, while David Gordon (Professor, Queen's University) provided a historical perspective on transportation planning in the Ottawa region. The day's keynote speaker, Brian Bochner (Senior Research Engineer, Texas Transportation Institute) discussed the importance of context in transportation planning and road design. He returned in the evening for Urban Forum, also held at the City Hall, where he continued his discussion on context sensitive solutions.

While usually awarded in the New Year, this year a one-time scholarship award was awarded in honour of Nick Tunnacliffe for his contributions to planning and to Eastern District during his tenure as Planning Commissioner for the former Region of Ottawa-Carleton. He is currently the Executive Director of Environment,



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Transportation and Planning Services at Peel Region. Nick was on hand to award the scholarship award to Jakob Van Dorp, a master's student from Queen's University's School of Urban and Regional Planning. Jakob is in his second year at Queen's with a research interest in urban agriculture.

The day continued in the afternoon with Sally Switzer (Planner, City of Ottawa) and Frank Cairo (Vice-President, Mattamy Homes) who described Mattamy Home's approach to road building in the Kanata West community. Bob Streicher (Engineer, City of Ottawa) followed up with an overview of traffic management in the City of Ottawa, including a discussion of roundabouts.

Ron Clarke (Manager of Planning, Delcan Corporation) and Max Ross (Engineer, City of Ottawa) educated the group on mainstreet renewal with a "Mainstreet Road Diet and Other Healthy Choices: The Renewal of Ottawa's Wellington Street." Ron noted that "about a third of the City's urban area consists of roads—we had better get it right" while Max talked of green initiatives to be implemented along the corridor. Geoff Noxon (President, Noxon Associates Limited) ended the workshop with a comprehensive discussion of transportation master planning across Canada with "Strategies for Sustainable Transportation Planning—A briefing from the Transportation Association of Canada.

The workshop was organized by ED Chair, Don Morse (City of Ottawa), Charles Lanktree (City of Ottawa), Sandra Candow (National Capital Commission), Pamela Whyte (Delcan Corporation), and Lisa Dalla

Rosa (Richcraft Homes). Eastern District will soon be starting to plan for their 3rd Rural Issues Planning Workshop to be held in spring 2008.

Pamela Whyte, MCIP, RPP, is a planner with Delcan Corporation and Membership Outreach Representative on Eastern District Executive.

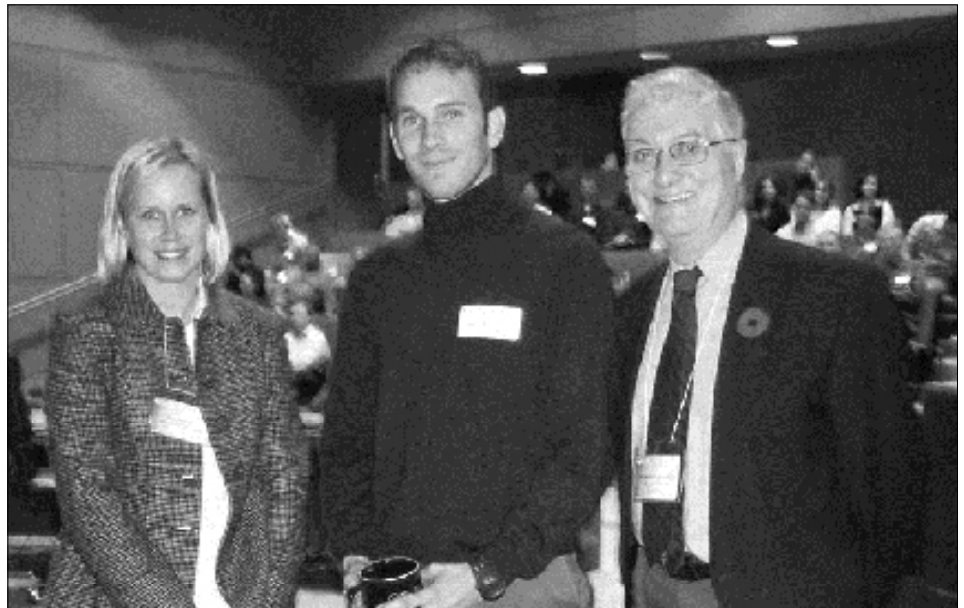
Lakeland

Brampton Adopts Interim Growth Management Policies

In late October, Brampton Council adopted interim growth management policies through amendments to the City's 1993 and 2006 official plans.

As in Oakville and Mississauga, Brampton has seen a number of residential intensification applications proposing densities considerably higher than currently contemplated in the existing policy framework and zoning by-law. While intensification is encouraged in the Growth Plan, some applications rely heavily on this principle while neglecting compatibility and other matters.

The overarching objective of the interim policies is to reinforce policies included in the City's 2006 Official Plan by directing intensification to the City's transit nodes, intensification corridors and the Central Area, pending the completion of Brampton's Growth



Nicholas Tunnacliffe Scholarship Winner; Jakob Van Dorp (Queen's University)
From left to right: Pam Whyte, Jakob Van Dorp, Nick Tunnacliffe

Plan conformity exercise. Additional intensification areas may be identified through detailed studies to be undertaken as part of the conformity exercise.

Highlights of Brampton's interim growth management policies:

- Implementation will occur through City-initiated official plan amendments to Brampton's 1993 Official Plan as well as to the City's newly adopted Official Plan (dated October 11, 2007).
- The residential intensification policies apply only outside Brampton's Central Area (that is, downtown), whereas the employment land conversion policies apply City-wide. Unlike policies applicable beyond the downtown area, existing policies applicable to the downtown area were deemed adequate to guide residential intensification and therefore in no need of amendment at this time.
- The policies are interim and will be removed upon completion of Brampton's Growth Plan conformity exercise, expected for June 2009. The appropriate magnitude of intensification, its form and location will be identified through the conformity exercise and the subsequent adoption of any necessary official plan amendments.
- The policies are four-tiered:
 1. General policies apply to all residential intensification applications outside City's downtown area. Among other things, these policies relate to compatibility, infrastructure implications and transit access.
 2. Specific policies apply to residential intensification developments proposed along intensification corridors (for example, along Hurontario Street) and to transit nodes located outside the downtown area. Intensification proposed along the majority of the intensification corridors and within transit nodes is capped at eight storeys and a maximum density of 200 units per net residential hectare. Certain areas permit a height of ten storeys.
 3. Specific policies apply to residential intensification applications City-wide, but outside the downtown area, intensification corridors and transit nodes. Intensification here is restricted to four storeys, with a two-fold objective. First, to allow compatible intensification and second to direct higher densities to transit nodes, intensification corridors and the Central Area. Intensification in excess of four storeys is deemed premature.

4. Policies that deem applications for employment land conversions premature are included.

Comments received on the interim growth management policies have focused on potential implications on pre-existing development applications, and on Council commitments/decisions pre-dating the adoption of the interim growth management policies.

Oakville's Interim Growth Management Policies

This summer, Oakville adopted Official Plan Amendment No. 275 (Interim Growth Management Policies). Pending the completion of several growth management-related studies (such as the Employment Land Review), Town staff prepared interim growth management policies to provide a framework for evaluating development applications proposing intensification beyond what is currently contemplated in the Oakville Official Plan. Once the Town's Official Plan Review and pertinent growth-management studies are completed (targeted for Spring 2009), the interim policies will cease to exist and will be replaced by comprehensive growth management/intensification policies.

With the interim growth management policies focused on residential intensification, Oakville's Residential and Employment Opportunities Study will examine intensification more comprehensively by determining the location, and amount of both residential and employment intensification south of Dundas Street. Related to this work will be a comprehensive review of Midtown Oakville (identified by the Growth Plan as an Urban Growth Centre), including the delineation of the centre's boundary for the purpose of implementing the Growth Plan's density target of 200 people plus jobs per hectare.

A dozen OMB appeals have been filed

against Oakville's interim growth management policies (Case No. PL070682). A hearing date has yet to be set.

As a designated Urban Growth Centre under the Growth Plan, Midtown Oakville is to be Oakville's residential, employment and mixed-use centre. Building on an established official plan vision for Midtown Oakville, on September 24, 2007, Oakville's Planning and Development Council approved \$710,000 for the completion of the Midtown Oakville Vision and Business Plan Study. Led by Urban Strategies Inc., the study will provide an implementation framework required to realize a cultural and civic centre-focused Midtown. The final business and development plan is scheduled for delivery by Spring 2008.

Application Requirements Change in Halton Region

Submitting a development application in Halton Region now formally requires pre-consultation and complete application. Following the approval of Official Plan Amendment No. 33 to the Region of Halton Official Plan in September, applicants for Regional Official Plan Amendment and Plan of Subdivision approval must pre-consult with regional staff prior to submitting an application. The new policies outline what constitutes a "complete application." Depending on the particulars of each application, among other things, this information (to be determined through pre-consultation) may relate to environmental and agricultural impacts, healthy communities, air quality, tree preservation, slope stability and servicing. The Region's Chief Planning Official has the authority to deem a Regional Official Plan Amendment application incomplete, and refuse it in the absence of pre-consultation and the submission of adequate supporting

(Cont. on page 26)



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waynecaldwell@hurontel.on.ca
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DIRECTORS

Policy Development
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gmckib@nas.net, 905-631-8489

Recognition,
Cathy Saunders, MCIP, RPP
saunders@middlesexcentre.on.ca
519-666-0190

Membership Services,
Dana Anderson, MCIP, RPP
dana@meridianplan.ca, 905-819-2993 x221

Membership Outreach,
Amanda Kutler, MCIP, RPP
kuamanda@region.waterloo.on.ca
519-575-4818

Professional Practice & Development
Vicky Simon, MCIP, RPP
vsimon@stikeman.com, 416-869-5628

DISTRICT REPRESENTATIVES

Eastern, Don Morse, MCIP, RPP
Donald.Morse@ottawa.ca
613-580-2424 x 13850

Toronto, Christian Huggett, MCIP, RPP
christian@andco.com, 416-971-6252

Northern, Jason Ferrigan, MCIP, RPP
jason.ferrigan@mah.gov.on.ca
705-564-6855

Southwest, Steven Jefferson, MCIP, RPP
steve@ksmart.on.ca, 519-748-1199 x230

Oak Ridges, Carlos Salazar, MCIP, RPP
csalazar@clarlington.net, 905-623-3379

Lakeland, Mike Sullivan, MCIP, RPP
msullivan@gl.com, 705-716-0727

Western Lake, Rosalind Minaji, MCIP, RPP
minajir@burlington.ca
905-335-7642 x7809

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It Takes a Committed Membership. . .

OPPI's continued success as a professional organization is based on the achievement of key milestones, including our ability to meet the expected outcomes of our strategic plan. Membership has grown by 18% over the past four years to nearly 4,000 members, including students. One of the elements underpinning this success is that the Institute relies on members to provide the leadership and expertise that allows OPPI to achieve the goals set out by Council. This is demonstrated by the high proportion—fully one third—of members who have indicated their interest in volunteering. It is said that it takes a village to raise a child, but becoming the voice of community planners in Ontario clearly requires the demonstrated support of the entire membership. The high level of participation in the affairs and initiatives of the Institute illustrates this.

Our strategic plan continues to produce the results that members want from their professional association. A recent survey of members indicates that over 70% of members are satisfied or very satisfied with the efforts of OPPI and over 80% would recommend OPPI membership. As a result of what you have told us, OPPI Council will be conducting a more extensive review of the strategic plan, looking specifically at how we can enhance the relationship between planners and the public through advocacy for policies and programs that support planning for healthier communities. This includes an intensive program of well-regarded submissions on a variety of policies matters to government, interaction with other professional associations and the release of provocative papers such as the one profiled in this issue of the Ontario Planning Journal.

The Institute remains in a healthy financial position. Our revenue base is diversified across member fees, revenue generating services to members, sponsorships and partnerships. This is consistent with best practices in non-profit management—something that could not be achieved

without superb direction from OPPI staff.

Council is committed to providing leadership in the development of planning policy in Ontario by advocating for positive change. Key to succeeding in this goal is implementation at the district level of the Community Application Policy Program. Smart and timely interaction with the media will help broaden public awareness of planning and the role of planners in Ontario, building positive recognition of the professional designation, RPP.

Another building block for future success is Council's commitment to improving the membership process. This will include the involvement of an external organization with the expertise in professional competency testing programs and, where possible, the support and participation of



Wayne Caldwell and Gary Davidson on Screen.
Visit OPPI's website to see the video

CIP and other affiliates for this review. Improved communication with Provisional members is also a priority, as is Council's commitment to Continuous Professional Learning and other initiatives to help planners with their professional practice.

To ensure the future sustainability of the Institute, OPPI will also undertake a multi-year plan of outreach to student members with the aim of developing new approaches to secure their interest and participation in the affairs of OPPI.

OPPI Council thanks and acknowledges all the 2007 volunteers. We simply can't do it without you!

This summary is adapted from the Strategic Plan, available at www.ontarioplanners.on.ca.



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<p>DISTRICT MEMBERSHIP SUBCOMMITTEES</p> <p>Central District: Alan Drozd Brian Treble Daniele Cudizio Darryl Lyons David McKay Lorraine Huinink Marilyn Lagzdins Mark Kluge Michael Larkin Stephen Robichaud</p> <p>Eastern District: Amr Elleithy Charles Lanktree Daphne Wretham Elizabeth Hemens-Desmarais Grant Lindsay Jane Ironside Peter Hecht</p>	<p>DISCIPLINE COMMITTEE Bryan Tuckey Diana Santo Heather Robertson Ian MacNaughton Jean Monteith Michelle Casavecchia Paul Stagl Vance Bedore</p>	<p>COUNCIL MEMBERS Amanda Kutler Dana Anderson Don Morse Gary Davidson Gregory Daly Mark Jensen Mary Lou Tanner Matt Pearson Mike Sullivan Rachelle Ricotta Sue Cumming Vicky Simon Wayne Caldwell</p>	<p>CONFERENCE COMMITTEE Colin Travis John Tennant Krystin Rennie Lorelie Spencer Matt Pearson Peter Tollefsen Robert Armstrong Robert Fraser</p>	<p>EASTERN DISTRICT EXECUTIVE COMMITTEE Amy Cann Charles Lanktree Colleen Sauriol David Shantz Donald Morse Kate Whitfield Lisa Dalla Rosa Michelle Taggart Pam Whyte Sandra Candow Stephen Alexander Tim Chadder</p>
<p>Northern District: Dale Ashbee Glenn Tunnock Randy Pickering</p>	<p>RECOGNITION COMMITTEE Bill Janssen Cathy Saunders Colleen Sauriol Cyndi Rottenberg-Walker David Amborski David Aston Leo DeLoyle Lynda Newman Paul Richardson Sue Cumming</p>		<p>SOUTHWEST DISTRICT EXECUTIVE COMMITTEE Amanda Kutler Cathy Saunders Kris Longston Mark Paoli Matt Pearson Maureen Zunti Nancy Pasato Stephen Evans William Pol</p>	<p>APA LIAISON REPRESENTATIVE George McKibbon</p>
<p>Southwest District: Stephen Evans Bruce Curtis Larry Silani Matt Pearson Paul Puopolo Peter Hungerford Peter Neice William Pol</p>	<p>POLICY DEVELOPMENT COMMITTEE Alex Taranu Chris Tyrrell David Oikawa George McKibbon Gregory Daly Katherine Dugmore Lesley Pavan Melanie Hare Melanie Horton Murray Haight Nick Poulos Scott Tousaw Tim Chadder William Pol</p>	<p>PROFESSIONAL PRACTICE & DEVELOPMENT COMMITTEE Stephen Alexander Carla Guerrero Debra Walker Jason Ferrigan Maureen Zunti Ron Blake Vicky Simon</p>	<p>NORTHERN DISTRICT EXECUTIVE COMMITTEE Jason Ferrigan Jeff Celentano Jeffery Port Katherine Dugmore Mark Jensen Mark Simeoni Randy Pickering</p>	<p>A Special Thank You to our WORLD TOWN PLANNING DAY volunteers.</p>
<p>EXAMINERS - EXAM A Adrian Litavski Alan Drozd Allan Saunders Amjad Gauhar Amr Elleithy Andrea Bourrie Andrew Ritchie Andria Leigh Angela Dietrich Angela Rudy Ann Tremblay Anne Milchberg Anthony Sroka Anthony Usher Barbara Dembek Barbara Kalivas Barbara Jeffrey Beate Bowron Beverley Hall Bob Forhan Brandi Clement Brenna MacKinnon Brent Barnes Brian Bridgeman Brian Treble Bruce Curtis Bruce Singbush Bryan MacKell Carlo Bonanni Cathlyn Kaufman Charles Lanktree</p>	<p>Charlotte O'Hara-Griffin Cheryl Shindruk Chris Tyrrell Colin Travis Craig Manley Damian Szybalski Dan Napier Danny Page Darryl Lyons David Malkin David McKay David Walmsley Deborah Alexander Dennis Gratton Dhaneshwar Neermul Diane Childs Dino Lombardi Donald Riley Eric Turcotte Franklin Watty Geoffrey Smith George Vadeboncoeur Gerald Carrothers Glenn Wellings Grace Strachan Grant Lindsay H. Celeste Phillips H. Louise Sweet-Lindsay Hugh Handy J. Craig Hunter J. Quentin Hanchard James Scott</p>	<p>Jane Ironside Janice Emeneau Jeff Celentano Jeffrey Lederer Jennifer Ball Jessica Peake John Ariens John Buonvivere John Fleming John Uliana Jonathan Hack Joseph Gallivan Karen Crouse Kathleen Brislin Keith MacKinnon Kennedy Self Kevin Alexander Kevin Curtis Kevin Heritage Kevin Muir Kristine Menzies Larry Silani Lawrence Kotseff Learie Miller Lise Guevremont Lorraine Huinink Lynn Bowering Malcolm Boyd Marilyn Lagzdins Marisa Williams Mark Kluge Mark Seasons</p>	<p>Mary Clarke Mary Lou Tanner Mel Iovio Michael Hannay Michael Larkin Nick McDonald Pamela Sweet Patrick Donnelly Peter Hungerford Peter Neice Randolph Wang Rasheda Nawaz Ray Duhamel Rinkey Singh Ron Glenn Ron Jaros Rory Baksh Ross Cotton Rossalyn Workman Ruth Marland Sarah Henstock Scott Tousaw Stephen Evans Stephen Robichaud Steven Edwards Stuart Lazear Sybelle Von Kursell Terry Sararas Tim Chadder Tracey Ehl William Pol William Hollo</p>	<p>EXAMINERS - EXAM B Adam Snow Andria Leigh Annie Cheung Anthony Sroka Cheryl Shindruk Chris Darling Chris Tyrrell Dan Napier Dino Lombardi Donna Boulet Heather Watson Helma Geerts Jeffrey Lederer John Tassiopoulos Karen Nasmith Lynne Simons Maria Musat Mark Kluge Mary Gracie Michael Hannay Michael Wildman Nigel Breerton Norman Pearson Richard Brady Rory Baksh Rossalyn Workman Sybelle Von Kursell Wendy Tse William Rychliwsky</p>

OPPI Treasurer's Report for 2006

Matt Pearson

During the course of the 2006 annual audit, Kreins-LaRose LLP, Chartered Accountants found no material internal control or accounting issues to bring to Council's attention.

Council's actions in 2006 were guided by its Business Plan for the year. The Business Plan is based on OPPI's Strategic Plan and is used to establish the budget for the year. With the help of OPPI staff, Council projected the Institute's expected revenues for the year, and factored in and set aside funds for its core functions and Strategic Plan initiatives.

Revenues and Expenses

The financial statements ending December 31, 2006, show an excess of Revenue over Expense in unrestricted net assets (operations) for the year of \$97,112.

The financial statements ending December 31, 2006, show an excess of Revenue over Expense in the strategic fund of \$3,400.

The financial statements ending December 31, 2006, show an excess of Revenue over Expense in the Capital Fund of \$10,000.

The financial statements ending December 31, 2006, show an excess of Revenue over Expenses in the Scholarship Fund of \$4,584.

The 2006 operational excess revenue is largely due to the following:

1. Membership base grew during 2006 to 3,608 members from 3,381 members in 2005;
2. Mailing service surpassed budgeted revenue;
3. Professional Development Courses surpassed budgeted revenue.

Council approved allocating the excess of \$97,112 as follows:

1. \$86,600 to the Strategic Fund, bringing it to \$190,000.
2. \$10,512 to the Institutes reserves, bringing it to \$170,146.

It is Council policy to operate within a balanced budget. With the help of staff, council reviews its financial situation quarterly and adjusts spending priorities accordingly.

The revenue pie chart shows where OPPI's revenues come from.

Approximately 54% of OPPI's revenues come from membership fees, a revenue source that is considered to be relatively reliable. The other 46% of revenues are generated from non-membership fee sources such as job ad mailings and journal advertising. This source is more likely to fluctuate with the economy. Industry standards set by non-profit associations reflect that 60% for association

associated with the policy work of the Institute; work of the Discipline Committee in upholding the Institute's Code of Conduct; and support to the Districts for local and strategic programming.

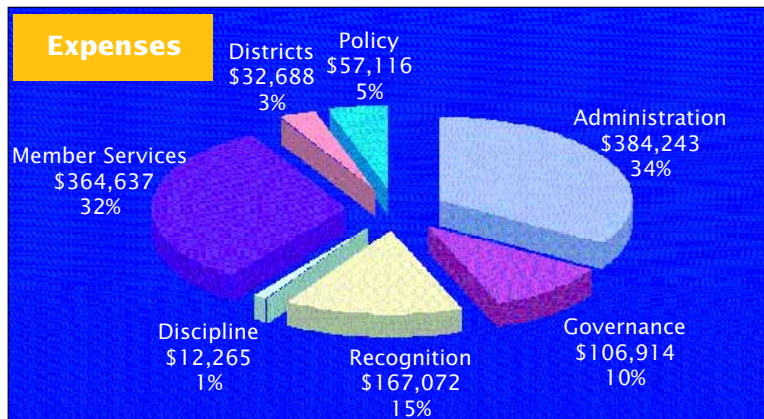
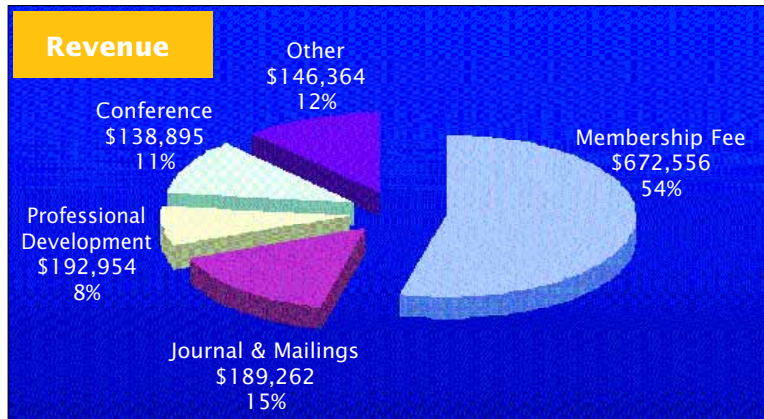
Summary

Council is committed to growing its web-based services, including professional development courses and to providing greater support for the Districts as delivery agents of the Strategic Plan. It is expected that we will draw on the Strategic Fund more in the future as new CPL courses are developed for delivery. This fund is supported by profits generated through our bi-annual conference. Continued support for the conference is critical for ongoing efforts.

On behalf of Council, I would like to thank Mary Ann Rangam, Executive Director, and Robert Fraser, Manager of Finance, for their assistance throughout the year in managing the financial affairs of the Institute.

A full set of audited financial statements is available for review at the OPPI office. Contact Robert Fraser at 416.483.1873, ext.224 or finance@ontarioplanners.on.ca.

Matt Pearson, MCIP, RPP,
OPPI's Treasurer and
Southwest District representative



revenues should come from membership fees and 40% from non-membership fee sources.

The expense pie chart shows how OPPI spends its money.

Approximately 56% of the expenses incurred by the Institute fund direct or indirect Membership Services. The remaining 44% is spent on administration and governance.

Direct Services include the Ontario Planning Journal and Professional Development initiatives. Indirect Services include policy development initiatives (for example, Affordable Housing and Growth Management Policy Papers; watching briefs); efforts to build general recognition for the profession (such as the OPPI branding statement, media training for staff and members

2006 Revenue	
Membership Fee	\$672,556
Symposium/Conference	\$138,895
Journal & Mailings	\$189,262
Professional Development	\$92,954
Other	\$146,364
Total Revenue	\$1,240,031

2006 Expense	
Membership Services	\$364,637
Administration	\$384,243
Recognition	\$167,072
Governance	\$106,914
Policy	\$57,116
Districts	\$32,688
Discipline	\$12,265
Total Expense	\$1,124,935

Healthy Communities

THE 21ST CENTURY PLANNING CHALLENGE

We're all familiar with the saying, *"You are what you eat."*

Perhaps it's time to add a new saying,

"You are where you live."

Where we live can affect our health and our life chances in many ways — the quality of the air, soil and water; opportunities for exercise and recreation; access to healthy food; the availability of jobs; the existence of social networks.

What can we do to ensure that people in every community have what they need to lead healthy lives? For starters, we can pay attention to a growing body of research on what differentiates a healthy neighbourhood from a less healthy one, and apply this knowledge in our work, whether we are planners, health professionals, educators, social service providers, or decision makers.


The Ontario Professional Planners Institute has prepared a paper that summarizes this research, and suggests ways in which we can make communities healthier and more sustainable. The paper focuses on the relationship between where we live on the one hand, and, on the other:

- Obesity and related health problems
- Air quality in transportation corridors
- Air quality in general
- Economic vitality and poverty
- Social cohesion.



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The effects of where we live *on obesity and related health problems*

WHAT WE KNOW:

There is a statistical relationship between obesity and urban sprawl, and researchers are still investigating the nature of that relationship, which may be complicated by other factors, such as socio-economic status. Other factors that play a role include dependence on technology, work-related stress, concerns about security that keep people indoors and inactive, and access to healthy food choices.

THE CHALLENGE:

Far too many Canadians live in areas that require them to use an automobile to get around. Many others live in areas where there are no stores that sell a full range of healthy foods. And some live in areas that feel unsafe, so taking casual exercise is not an option. Who can help change these realities? We call on planners, transit authorities, developers, urban designers, retailers, the police, community groups, and anyone else with an interest in healthy and safe communities to work together to give Canadians equal access to recreational opportunities and healthy food, whatever community they live in.

The effects of where we live *on air quality in transportation corridors*

WHAT WE KNOW:

People living in neighbourhoods close to highways and major roads face an increased risk of respiratory ailments because of emissions of nitrogen oxide and volatile organic compounds, and particulate matter. Pedestrians and cyclists on busy roads are also exposed to these pollutants. Existing federal and provincial air quality standards may not be adequate to address these concerns.

THE CHALLENGE:

One way to address this problem is to improve technology so that vehicles do not emit such harmful pollutants, another is to reduce the amount of traffic on the roads. The federal and provincial governments have a role to play in creating both regulations that control emissions and incentives to finding innovative ways to avoid emissions. We call on all those in the transportation field to work together to make our roads healthier and less crowded.

The effects of where we live *on air quality in general*

WHAT WE KNOW:

Smog is largely the result of burning fossil fuels, such as coal, oil or gas for electricity or in vehicles and factories. Provincial and national borders do not stop the spread of these contaminants, so cooperation among jurisdictions is important in improving air quality.

THE CHALLENGE:

Large-scale operations, wherever they are located, must be subject to federal or provincial regulation to ensure that emissions are controlled, but every Canadian can contribute by using less energy, and even in choosing to buy goods that are grown or made locally, in order to reduce the need for long distance transportation of food and other goods.

The effects of where we live *on economic vitality and poverty*

WHAT WE KNOW:

Households with the fewest economic resources may live in the least healthy areas – not only neighbourhoods that may have environmental contaminants in the air, soil, and water, but also neighbourhoods with few amenities and services. This plays out at the regional level in declining communities that are losing employers and population.

THE CHALLENGE:

There are many paths to healthy and sustainable communities, and what works for one community will not work for another. People in communities that are suffering from the loss of a major industry or employer can work together on economic development that builds on existing assets – the workforce, the natural environment, local institutions, or cultural heritage. Similarly, within an urban area, everyone from municipal politicians and service providers to local businesses and residents' groups can contribute to improving declining neighbourhoods, using the assets of that neighbourhood to spur revitalization.

The effects of where we live *on social cohesion*

WHAT WE KNOW:

Modern lifestyles tend not to foster a sense of belonging in a community, or a sense of trust and reciprocity among residents of a neighbourhood. In particular, high levels of commuting are associated with a decrease in social ties among residents of a neighbourhood.

THE CHALLENGE:

Communities that offer opportunities for people to get out of the house (either walking to a destination, using local services, or joining in community activities) can support social cohesion and address public health issues associated with everything from obesity to mental health. But creating these inclusive communities means that residents must come together to talk about how they want their community to evolve, and how they can manage change sustainably. Decision makers need to work with community groups to create healthy, sustainable communities where all residents have a voice.



What Can You Do to *get involved?*

- Read the Call to Action and full paper *Healthy Communities, Sustainable Communities* at www.ontarioplanners.on.ca. The web site also contains information on events sponsored by the Ontario Professional Planners Institute relating to these issues.
- Calculate your environmental footprint by going to www.myfootprint.org and following the suggestions for reducing that footprint.
- Evaluate your neighbourhood's sustainability from a greenhouse gas perspective using a tool created by Canada Mortgage and Housing Corporation at www.cmhc.ca/od/?pid=62424.
- Check out the walkability of your neighbourhood at www.walkscore.com.
- Help make your own community healthier and more sustainable by working with a residents' group, a school, a community centre, or any other neighbourhood institution.
- Lobby for stronger federal and provincial regulations to address air quality.
- Call your local representatives and ensure that your Council is supporting and promoting sustainable and healthy communities that emphasize good urban design, active transportation, and green infrastructure.
- Contact your own professional association to find out what it is doing to contribute to healthy, sustainable communities. The Ontario Professional Planners Institute is interested in cooperating with other associations to raise awareness of these issues and contribute to community change.

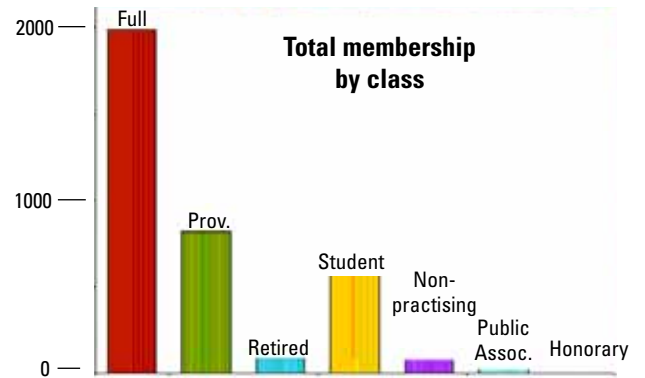


Facts and Figures on OPPI

OPPI MEMBERSHIP BY DISTRICT, AS OF OCTOBER 31, 2007

TABLE 1

District	Full	Prov.	Retired	Student	Non-Practising	Public Assoc.	Hon.	TOTAL
Northern District	49	16	1	6	4	1	0	77
Southwest District	317	110	10	101	10	3	0	5,511
Eastern District	247	75	14	58	10	2	1	407
Lakeland	168	61	4	9	5	3	0	250
Toronto	506	249	29	205	30	9	0	1,028
Oak Ridges	428	222	13	141	10	7	0	821
Western L. Ont.	266	86	10	37	7	2	0	408
Out of Province	7	0	1	0	0	0		6
TOTAL	1,986	819	82	557	76	27	1	3,548
Total (2006)	1,741	854	83	623	64	28	1	3,522



MEMBERSHIP BY CLASS AND SEX

TABLE 2

	Male		Female		TOTAL
	No.	%	No.	%	
Full	1,362	68.5	624	30.5	1,986
Provisional	442	54.0	376	46.0	818
Retired	65	79.2	17	20.8	82
Student	270	48.3	288	51.7	558
Non-Practising	36	47.3	40	52.7	76
Public Assoc.	18	66.7	9	33.3	27
Honorary	1	100.0	0	0	1
TOTAL	2,194	61.8	1,354	38.4	3,548
Total (2005)	2,170	61.6	1,351	37.5	3,522

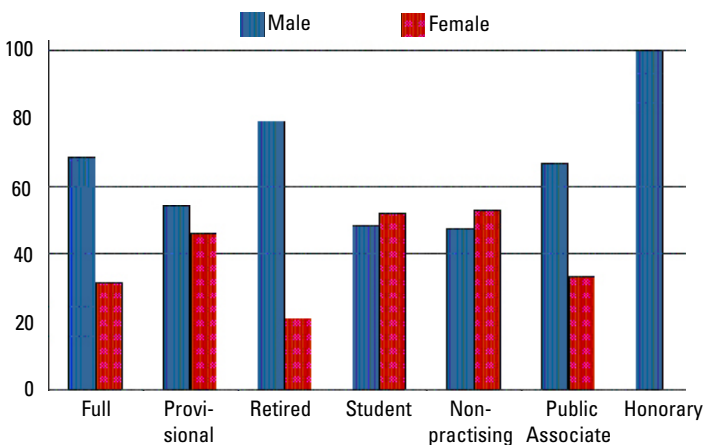
EMPLOYMENT CATEGORY



VOLUNTEER INTERESTS



Membership by Class and Sex (percent)



Employment Category

Category	Members
Ont./Can. Public Service	206
Private Sector	1,081
Academia	67
Not-for-Profit	35
Municipality	1,201
Other Public Agency	104
Unemployed/Caregiver	26
TOTAL	2,720

Volunteer Interests

Interest	Members
Discipline	81
Districts	318
Examiner/Interviewer	221
Awards/Scholarships	6
Media Spokesperson	52
Membership Outreach	83
Membership	84
Mentoring	267
Policy Development	277
Professional Practice and Development	203
Recognition	61
Sponsoring a Provisional Member	216
TOTAL	1,869

(Cont. from page 17)

information. Official Plan Amendment No. 33 implements the additional authority granted to municipalities by Bill 51.

At the local level, the Town of Oakville and the City of Burlington have recently implemented their own pre-consultation and complete application requirements. Oakville Council approved OPA No. 273 and By-law No. 2007-106 in June. The Town's Planning Application Pre-Consultation package is now being finalized. Burlington's pre-consultation by-law was passed in October. The City's complete application requirements were incorporated into OPA No. 55 and are awaiting Regional approval.

Milton Seeks Higher Education

The Town of Milton is actively pursuing a post-secondary institution interested in locating a campus in Milton. Following the mailing of information packages to all Canadian colleges and universities earlier this year, the Town is now in the second phase of its marketing campaign, and meeting with interested post-secondary institutions. Agreement with an interested post-secondary institution is expected by December 2008.

Ultimately, the campus will be located on a five-acre parcel beside the Milton GO Station. Currently in Town ownership, the parcel is worth approximately \$3.5 million. Other than the \$3.5-million land transfer, Milton is not offering any additional incentives to attract a post-secondary campus.

Response to Milton's marketing campaign has been positive, with six post-secondary institutions expressing interest in establish-

ing a Town campus. Although the identities of the interested institutions remain confidential, both colleges and universities have expressed interest.

Free Transit Keeps On Rolling

Since early June, travel on Milton Transit during off-peak weekday hours between 9 a.m. and 3 p.m. has been free system-wide. Milton is Canada's first municipality to offer this service. Students, seniors, non-working spouses and families with young children are the target users of the fare-free pilot program.

The program places no financial burden on the Town's operating budget. Mattamy Homes Limited and Fieldgate Developments are sponsoring the program, offsetting lost revenue. The Mattamy Homes sponsorship is worth \$50,000 and that of Fieldgate Developments is worth \$6,500. Because Oakville Transit owns the fleet used to provide the service, there has also been no impact on Milton's capital budget.

According to the recently released Fare-Free Transit Pilot Project Interim Report, dated October 2007, since its inception, the program has generated significant ridership growth, as students and seniors took multiple trips to commercial/retail destinations and work. The good weather also helped.

Compared to 2006, over the summer months, monthly ridership attributable to the fare-free program grew by 46% in July. Summer season ridership almost doubled, peaking at 12,440 transit riders versus just 6,041 in the same time period in 2006. Ridership also nearly doubled when measured on a daily basis.

The fare-free pilot program will end next

January. Service beyond January is contingent on securing external sponsorship and continued growth in ridership.

Niagara-on-the-Lake Gets New Zoning By-law

In September, the Town of Niagara-on-the-Lake held a public meeting to present latest revisions to its new draft Comprehensive Zoning By-Law. Because Niagara-on-the-Lake's new Comprehensive Zoning By-law is the first to be prepared to comply with the Greenbelt Plan and will serve as a model for Greenbelt conformity for other municipalities, it has been subject to much scrutiny by the Ministry of Municipal Affairs and Housing. Although other municipalities have zoning control within the Greenbelt, these by-laws do not necessarily comply with the Greenbelt Plan, as they pre-date the Plan.

A final version of the Zoning By-law is anticipated to be reviewed by the Planning Advisory Committee in November, with Council adoption anticipated shortly thereafter. To complement the new zoning by-law, Town staff are crafting an OPA that will provide for the use of a Development Permit System.

St. Catharines' Official Plan Being Revamped

The first phase of public consultation relating the City of St. Catharines' official plan review program has now been completed. Initiated in February 2006, the program entails the review of issues pertaining to growth, urban design, the downtown, and environment and community stewardship.

The first round of formal public consul-



Photo: Michael Marrett

Growth management seeks to curb urban expansion

tation started in February this year. To date, among other things, public feedback has focused on growth, the downtown, urban design and transportation issues.

The review process will now focus on possible changes to the land use structure, land use designations, and residential and employment densities. According to a recent staff report, the review is anticipated to cumulate in a "... significantly revamped, concise and streamlined format for the Official Plan." Council will have an opportunity to review the proposed changes in early 2008. Shortly thereafter, a second round of public consultation will begin.

Damian Szybalski, MCIP, RPP, is a district editor for the something district. He is a policy planner with Halton Hills.

Northern

Northern Action Opens Doors

Two northern cities recently hosted inaugural Doors Open Ontario events, showcasing historical landmarks and promoting an awareness of community heritage. In May, the City of North Bay provided guided tours to 1,600 visitors at 12 buildings including several churches, schools, and the former CNR station. In September, the City of Timmins hosted over 1,000 visitors at 10 unique heritage sites, including the City's landmark McIntyre Mine Headframe. Watch for an upcoming full-length article on these successful events.

The Ministry of Municipal Affairs and Housing's 2007 Planning Authorities Technical Workshop was held in September. Over 100 delegates from Northeastern Ontario came together to discuss issues pertaining to this year's theme, "Practically Speaking: Planning in Northeastern Ontario." The variety of topics included municipal/Aboriginal relationships, protecting agricultural lands, and green initiatives in Northern Ontario, among others. MAH and workshop delegates are already looking forward to the 2008 workshop.

Wendy Kaufman is the Northern District Editor. She can be reached at wendy_kaufman@yahoo.com. Wendy works at J.L. Richards & Associates in Sudbury.



McIntyre Mine Headframe



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Meet the New District Editor for Northern

Wendy Kaufman recently joined J.L. Richards & Associates in Sudbury, having previously worked with the Ministry of Municipal Affairs and Housing and the Ontario Ministry of Agriculture, Food and Rural Affairs. She holds a Master's degree in Environmental Studies (Planning) from the University of Waterloo, and an Undergraduate degree in Biology from Laurentian University.

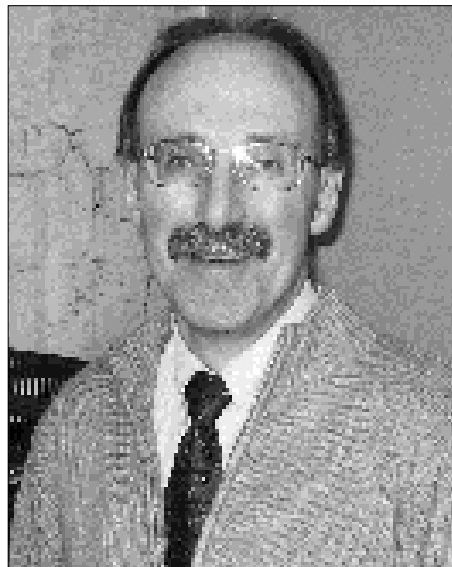


Wendy Kaufman

People

Jeff Celentano Moves to Callander

Jeff Celentano has recently moved to the Municipality of Callander as Chief Administrative Officer. For the past 30 years he was with the City of North Bay and has held a variety of positions, most recently the Senior Policy Research and Property Specialist in the Community Services Business Unit. Jeff is looking forward to assisting in the development of new planning-related initiatives and addressing the challenges of managing new growth in



Jeff Celentano

Callander. During his tenure at North Bay, Jeff managed to find time to volunteer on behalf of OPPI in a variety of areas, including a spell as one of the Ontario Planning Journal's first correspondents. He also earned a masters in Public Administration from the University of Western Ontario while working full time.

Mark Jensen has recently accepted a new position with the City of Timmins as the Director of Development, Maintenance, and Transit Services. His responsibilities will include building and park maintenance, transit services, accessibility, and the municipal real estate portfolio.

Harold Madi, a co-founder of the Office for Urbanism, has joined the Planning Partnership as a partner. An architect and planner, with a special interest in urban design, he plans to collaborate with his former partners. Harold can be reached at hmadi@planpart.ca.



Harold Madi

Bill Jansen has been appointed to the position of Acting Director of Strategic Services and Special Projects with the City of Hamilton. This is the new name for the Long Range Planning Division formerly under Paul Mason's direction. Bill was previously Manager of Community Planning and Design with the City. Bill began his planning career in Hamilton in 1980 with the former Region of Hamilton-Wentworth in the Neighbourhood Planning Section.

David Cumming has been appointed the Acting Manager of Community Planning and Design. He has been with the City since amalgamation in 2001, having previously worked in both the private and public sectors.

Paul Mallard has been appointed to the position of Director of Planning with the City of Hamilton. Paul has been Manager of Development Planning with the City since 1978. Prior to this he has worked for the Corporation of the County of Grey, the Niagara Escarpment Commission and the Department of Municipal Affairs in Nova Scotia.

Alex Herlovitch has been promoted to the position of Director of Planning and Development with the City of Niagara Falls. Alex has been second in command of the City's Planning functions since 1987. Among his various new responsibilities, he will assume direction for the City's growth

plan study currently underway, promote revitalization efforts in the older commercial sectors and bring the comprehensive zoning by-law review to a conclusion.

With files from Amanda Kutler, Wendy Kaufman, Damian Szybalski and others.

Student News

York U Has a New OPPI Represent-ative

Congratulations to Jane McFarlane, York University's new OPPI representative. Jane will liaise between York Planners and OPPI, and organize events with other planning schools in the region.

Bruce Singbush Comes to Visit Planning Students at York U

Bruce Singbush from Municipal Affairs and Housing came to York University to speak with first-year planning students about

the benefits of joining OPPI as a student. He provided a thorough overview of OPPI activities including socials, conferences and other networking opportunities as well as information about the phases students should expect to go through to become a registered professional planner under OPPI and how joining while still a student can expedite this process.

A special thanks to Tessa Forest (MES candidate, York University) for these updates.


Transitions

Three Veterans of the Profession Retiring

After 30 years in professional planning at the municipal and provincial levels, **Paul Mason**, Director of Long Range Planning with the City of Hamilton, retired in late September. Paul was a Director with the City of Hamilton for the last eight years and was formerly the Director of Planning for the Regional Municipality of Waterloo for over a decade. His professional specialization is in rural development and resource

planning, having served on many professional committees and task forces to review and develop provincial and municipal planning policy standards on these topics. His vast knowledge and years of experience in policy development were instrumental in moving many municipal policy initiatives forward, including Hamilton's growth management plan (the Growth Related Integrated Development Strategy, GRIDS), and Hamilton's new Rural Official Plan. His knowledge, camaraderie, and guidance will be missed by his colleagues.

Doug Darbyson, Director of Planning and Development with the City of Niagara Falls, retired on October 5, 2007, after 27 years of service with the City. Doug joined the City as a Senior Planner and quickly rose to the position of Director of Planning and Development in 1984. Doug has had a significant impact on the growth of the City. In 1991, he brought in a new official plan, consolidating the three previous plans. Under his direction, high-rise hotels in the City became a reality, beginning with the Interim High-rise Hotel Guidelines and the Architectural Peer Review process he helped establish has been a model adopted by other municipali-



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ties. Doug has started his own consulting firm and can be reached at doug@darbysonplanning.ca.

Sue Seibert will be retiring from the Town of Aurora in December after 32 years in planning. She began her career in 1972 with the Province of Ontario after graduating from

University of Waterloo BES (Hons. Geo). Sue then moved to the newly formed Region of York, where she worked a local planner to Aurora for 11 years. Then in 1986 she made the logical move to the Town itself, taking on the role of Director of Planning. Her current position includes responsibility for development services.



Sue Seibert

Dedication

A Fitting Memory

Ho-Kwan Wong

Under an azure sky and near the calm waters of Lake Ontario on a late June afternoon, over 80 friends and former colleagues of **Rash Mohammed**, who passed away suddenly two years ago, witnessed the dedication of a public park bench in his memory at the Burloak Regional Waterfront Park in the City of Burlington.

Several speakers chronicled Rash's accomplishments and spoke of his passion for planning, the environment, the waterfront, and good life in general during his long and distinguished career with the

Region of Halton. Rash retired from the Region in 1999 after serving as its planning director and commissioner for over two decades. It was only fitting that the memorial bench was located in a unique setting that commands a splendid view of a part of the Lake Ontario shoreline that has been restored to its natural beauty as a result of Rash's foresight and dedication. The gathering retired to a local waterfront restaurant after the ceremony to continue their reminiscing.

The Burloak Regional Waterfront Park is located on Lakeshore Road just west of Burloak Drive on the border between Oakville and Burlington. The bench sits at the tip of a jetty that is part of an extensive waterfront restoration project completed by the Region of Halton under the leadership of Rash Mohammed.

Ho-Kwan Wong recently retired as policy planner at the Region of Halton.

Obituary

George Rich

Mark Dorfman writes: George was a gleeful person. A Celebration of Life was held on October 4 in Elora. It was a happy event—stories from his activities as an actor, supporter of the Elora Festival, teacher, Santa Claus, lunch partner. George practiced as an architect in the UK and later Canada. He made two great contributions to Canadian planning, as Director of Planning at Metropolitan Winnipeg in the 1960s and for 30 years, he taught at the School of Planning at the University of Waterloo. George was the driving force in bringing together students from Oxford Polytech and Waterloo for annual exchanges.

Tony Usher, who was president of OPPI

when the OPPI Act was passed, spoke in recognition of George Rich at the beginning of the AGM at the OPPI symposium in early October. "George was a gentleman and an elder statesman of our profession, whose experience and wisdom contributed much to the achievement of the OPPI Act in 1994. It was George and Mark Dorfman who kicked off the process five years earlier, with their resolution at the OPPI AGM that set the Institute on the path towards legal recognition and registration of the profession." The audience offered a rousing ovation in memory of George's contribution.

Reg Lang—Fellow of CIP

Reg Lang, a Fellow of the Institute, and well-known author and professor at York University, died in September after a brief illness. He also contributed a number of important articles to the Ontario Planning Journal, including a well-received series (with Sue Hendler) on ethics in the early days of the publication.

An appreciation of Reg's significant contribution to the profession will appear in the next issue.



George Rich



Rash Mohammed's friends at dedication of a public park bench in his memory

Editorial

Time to check our professional pulse: Only a healthy profession can create healthy communities

Glenn Miller

This is a challenging but fascinating time to be a planner. The list of interwoven issues that consumes our professional lives is endless, unpacking like a series of Russian dolls – with each contentious debate opening up another window on our complex environment. Thanks to the many writers who have contributed to the Ontario Planning Journal over the years, you have been given an opportunity to glimpse a diverse range of topics, offered from different perspectives and at a variety of scales. Also important, we think, is that you have heard from veteran planners, beginning planners, and even tomorrow's planners – students who have yet to hold down their first job in planning, but who relish the opportunity to present their opinions to their future colleagues.

In 2006, you read about the collision of peak oil, public health and climate change (Leeming et al); and learned how to deal with the impending demographic tsunami (Miller, Harris and Ferguson). Articles in 2007 have continued these themes and been consumed with recognition of the provincial Growth Plan, celebrations of trail making, advances in GIS, heritage, public engagement and environmental planning, as well as insights into transportation priorities, reurbanization and urban design. All of which provide a backdrop for OPPI's current focus: healthy communities, exploring the link

between the built environment and public health.

As always, moving beyond recognition of the linkages to actually reforming the way we approach community development will be the hard part. Perhaps our profession should focus on this aspect of the challenge. Thinking back to the debate about climate change, we have argued in this space for quite some time that we shouldn't wait until the conclusive proof of climate change is set out before us. That time has past. Now scientists are musing that the rate of change in climatic conditions may be even faster than originally thought. In the same vein, putting our efforts into changing the way we do business and building communities that foster an active lifestyle is inherently beneficial. Let's not wait for the social scientists to sign off on causality.

Looking ahead to 2008, the Ontario government has a new mandate: can the momentum for positive change be maintained? Is OPPI's membership ready to make a collective difference, working as we do in all sectors of the economy and representing so many diverse interests? This is the time of year people make resolutions for improving their personal performance. What will your contribution be?

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



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Daring to Dream the Impossible

Ted Tyndorf

This article is adapted from his speech on the occasion of the 2007 Toronto Urban Design Awards in early September.

Toronto's urban design awards are about results—reminder of what is required to build a city that appeals to all our senses.

The 2007 program title—focusing on urban design rather than just architecture—better reflects the collective effort of city building. We intend to continue to celebrate and acknowledge the contributions great architecture makes, but this year's awards acknowledge the art of place making.

When that group effort happens, when that goal of communality is achieved—the results are magic.

Our job is to accommodate today's demands for growth and to shape the city of the future. I see this in the collective contribution of each project—landmark buildings and the common fabric.

Getting the right results requires the energy of all participants: the community, the entire development industry, the Toronto public service and our decision makers. I am especially humbled by the kaleidoscope of philanthropists—those who aren't part of the development business but who are nonetheless willing to give to this city their time and or money, often for no reward. Like the nice guy from Burlington (Michael Lee-Chin) who paid for an addition to our Museum, the under-employed immigrant professionals who mentor in their new communities and the journalists and publishers who not only challenge but devote themselves to public issues with magazines such as *Spacing* and *Nova Res Urbis*, and poetry about the city from our poet laureate Pier Giorgio Di Cicco.

This year's awards mark the first time that community groups were put forward as part of a team entry [Port Land Estuary and Toronto Central Waterfront]. Our official entry form states in bold letters that the responsibility to credit the team is in the hands of those who submit projects. I think that it is a remarkable shift on the part of the design pros to acknowledge the essential part that communities play. Thank you to the teams that included the community and reminded me of the essential relationship between buildings and people—all the play-

ers need to be acknowledged and congratulated.

We are celebrating new optimism, exceptional design, strong political conviction and—planning vision. We must also thank the trades—the people who transform paper dreams into real places, as well as the proud residents and owners who maintain properties to the highest stan-

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**Our job is to accommodate
today's demands for growth and
to shape the city of the future**
.....

dards. The developers and financiers who believe in our city and imagine their projects 30 years later—those who have courage to invest in our city, not just cash out on a single building. Exceptional urban design creates a legacy of places—where you want to be—and a journey between them that connects you to the soul of the city.

It is not easy to do the right thing and it is much too easy to miss or not see an

opportunity. Sometimes we sleep instead of dream. We can become overwhelmed by process—too many applications, a client who won't listen, the squeakiest wheel, market uncertainty or decisions made without democratic consultation. As we congratulate you on a job well done, I ask each of you to dream about the project that you might have done differently—the one that got away.

Tonight's selected projects remind what can happen when we do dream the possible.

Part of doing things right is keeping our eye on what inspires us—as well as learning from missed opportunities. I challenge each of you seize opportunities—to take risks. Tonight, we celebrate the art of making places in our Toronto. Tonight we celebrate success. I would like to thank my staff, those who have encouraged and cajoled, who champion the public realm, who enable us to imagine the future, ensure the rules are rational and understand the importance of innovation.

Ted Tyndorf, MCIP, RPP, is Toronto's Chief Planner and Executive Director.

Letters

Consultation not a game

THE ARTICLE "Snakes and Ladders" got me thinking about consultation. There are distinct similarities to the MMP referendum in Ontario. We seem overly concerned as to how we make decisions as opposed as to the actual decisions that we make. Philippa Campsie's article is a good example of this. We know a lot about how we make decisions but very little on how to engage people in making the right choices.

For example, a planner I know recently boasted that Home Depot is finally coming to his community and was creating a LEED certified building, with many more trees shown on the site plan than are actually required. He was quite pleased.

Ever been to a Home Depot? What do you see? A huge building surrounded by

acres of parking. So what did his well-treed, LEED-certified home depot actually achieve from an environmental perspective? Very little. This building is part of the car infrastructure, that as we all know, is unsustainable from an environmental perspective. One must drive to these places and have a vehicle to take purchases home. The acres of parking heat up stormwater. Once paved, the land cannot be farmed. The densities don't make sense. This is the net effect of this decision, no doubt the product of public involvement in the decision.

I recently sat in on a series of MTO public meetings regarding a proposed interchange here in Sudbury. The public debated one location over another as if there was a right answer. All I could think about was the fact that we were building more infra-

structure for cars. In my view, we were asking the wrong question. We should have been asking, "Do you really want to continue to build a world for cars with public resources even though we know it is unsustainable, and bad for the planet?" Instead we concern ourselves with how to better ask the public where the on and off ramps should go.

Just because you have the authority to make a decision, does not always mean you have the ability to make the right choice.

—Mark Simeoni, Sudbury

When Did OPPI Become a Monarchy?

A FEW CURIOUS THINGS happened on the way to the Annual General Meeting this year.

The first thing was that I went to the meeting. I was going to make a motion at the meeting (more about that later).

The second curious thing was that the outgoing and incoming president had professionally produced videos made, rather than making their own remarks in person. This was curious for two reasons: both of them were there on the podium, and (the videos) were shown after the motion to ratify the actions of Council was approved. We approved of the expenditure before we knew it had been made.

The third thing was that just after that, the AGM adjourned. Unfortunately, the agenda hadn't been completed. The part of the meeting where the membership could table motions and ask questions was never held.

[This is what I wanted] addressed.

I had a motion prepared, and a seconder, to direct Council to recognize, in the form of a pin and certificate, long-serving members. What I had in mind was 10 and 25 year pins. This was a reaction to a concern of mine that the rank-and-file members were ignored by the Institute. It's not an expensive or difficult thing, and every other professional association I am familiar with acknowledges long service. I have suggested it repeatedly over the years to members of Council, who all said that it was a good idea. Nothing ever happened.

The second issue was retired members. I know several people who retired, and then quit the Institute because of the cost of their membership, and because the Institute was no longer relevant. OPPI should be welcoming and encouraging retired mem-

bers to participate. They represent an incredible range of knowledge and experience, and most are in a position to make a contribution. My intent was to make a motion that Council establish a committee that included one or two retired members, and report back at next year's AGM. I didn't see any controversy about this—as an Institute, we are all about not wasting resources, and this should apply to our own membership as well.

The unfortunate thing is that, after the coronation, us commoners were given no opportunity to speak. So, a simple matter, one that I do not think anyone would oppose, is not dealt with because Council won't listen. They were not even given an opportunity to listen.

Since then, I have been thinking over a few things.

Communication

I am sending this letter to the Journal, because it is the only vehicle that OPPI offers for members to communicate with each other.

Ratification of Actions of Council

How much did those videos cost the membership? I ask that the Executive Director or the President respond to that question. I also would like a response from Council as to why the ratification motion was not put forward at the end of the AGM, but prior to showing the videos.

Action Regarding Long Serving Members and Retired Members

If you agree with my proposals, I ask that you email, write or phone OPPI staff and Councillors. It apparently is the only way to be heard until the AGM next year, if we are allowed to speak then.

Bylaw Changes for Next Year

I never thought this was necessary, but I propose that the OPPI bylaws be amended to require Council to actually give an opportunity for the membership to address Council, put forward motions and ask questions at the Annual General Meeting.

It's Good to be the King, but. . . .

I know how much work is done by Council every year, and I truly appreciate the way OPPI has built itself into a professional organization that represents a respected profession. However, it is an organization that represents, ultimately, its membership. If Council holds the membership in such disrespect that it won't even listen to them when it has called a meeting to do just

that, I am concerned about how long OPPI will continue to be relevant and respected.

—Bill Hollo, Toronto

A note to OPPI members

I AM IN RECEIPT of the letter prepared by Mr. Hollo titled "When did OPPI become a Monarchy?"

First let me say that it is important that all members feel comfortable raising concerns and bringing these to the attention of Council. I thank Mr. Hollo for taking the time to document his concerns.

Also let me say that I too regret the fact that the New Business/Questions and Comments were passed over on the agenda. The omission was inadvertent and unfortunate. Mr. Hollo's comments concerning long-serving and retired members will be brought to OPPI Council's attention at the first possible opportunity.

The video that is referred to was part of the overall annual general meeting budget. The video will be used in conjunction with the OPPI website and at District events to convey to members the accomplishments of the Institute. We believe this is an effective way to convey information regarding OPPI and its strategic initiatives to the membership. The experience of producing the video has allowed us to make some significant inroads with key stakeholders in the communications world.

I assure every member that every single council member who sits at the table values and respects the input of our membership. As a Council we will work to make continued progress on behalf of the profession.

I look forward to the active and ongoing contributions of all members.

Sincerely,

Wayne Caldwell, MCIP, RPP
OPPI President

LETTERS TO THE EDITOR

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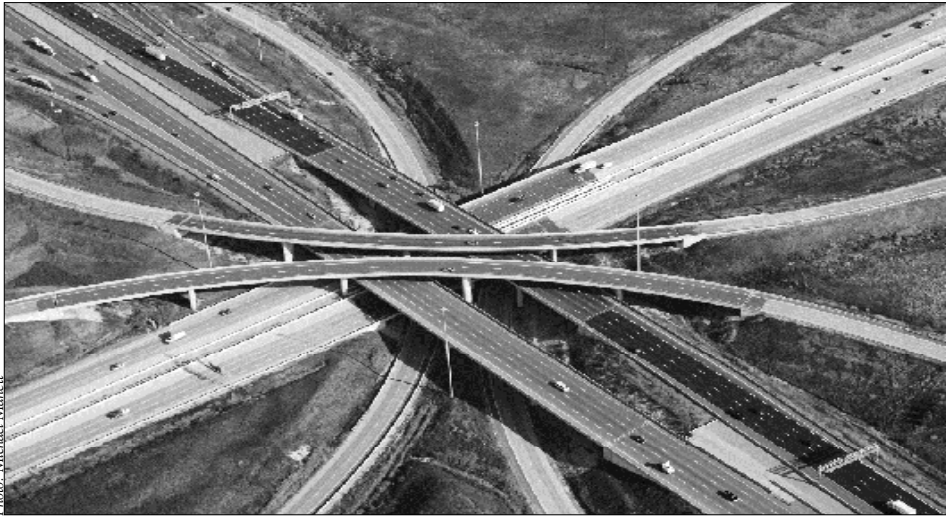
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Planning Futures

If I Were The Minister...

An implementation agenda for the new government

Paul Bedford



This is Toronto, not L.A.

The beginning of a new provincial government is a great time to take stock of what has been achieved to date and what opportunities lie ahead. What is still outstanding? What other considerations should be put on the table? What new tools, practices and strategies will be needed to achieve the ambitious goals spelled out in the *Places to Grow* Growth Plan and municipal official plans?

I believe all these questions must be answered collectively by the various ministers of Public Infrastructure Renewal, Finance, Municipal Affairs, Transportation and Environment within the first year of the new government. There is simply no time to lose as the case for action has never been stronger. If not now, then when? I am therefore taking the liberty of putting myself in the shoes of the ministers by developing an implementation agenda for the new government. I hope

that it provokes discussion, debate and, above all, concrete action.

Taking Stock of Existing Provincial Planning Reforms

There is no doubt that the past four years accomplished a great deal. The Oak Ridges Moraine was protected; a 1.8-million-acre Greenbelt established, with no appeals to the OMB for a ten-year period; a much stronger Provincial Policy Statement was adopted, requiring planning decisions to be "consistent with" instead of "having regard for" provincial policies; the *Places to Grow* Growth Plan for the Greater Golden Horseshoe was adopted with the force of law; local official plans and zoning by-laws have to be brought into conformity with the *Places to Grow* Plan within a specified time-frame; and employment lands were given stronger protection with no appeals to the OMB for five years if an application for conversion is refused by the local council.

In addition, the *Planning Act* was amended to allow for second units in houses; external urban design powers are now permitted; energy considerations can be secured; all municipalities are free to adopt a development permit system; and municipalities can also adopt minimum height and density provisions in their zoning by-laws.

OMB reform included mandatory public open houses; consultation before a formal application was filed; 180 days for Council to reach a decision, the appeal clock to start only after a complete application; options for local appeal boards for Committee of Adjustment and consent applications; the need for the OMB "to have regard" for council decisions; and many other procedural changes.

By any measure this is a most impressive record that clearly put the province back in the planning business after years of relatively passive behaviour. The government deserves full marks for these progressive and bold initiatives. However, there is a real danger in the province resting on its laurels!

Successful implementation of the *Places to Grow* Growth Plan and the aggressive development of a regional transit network to serve 11 million people by 2031 will require strategic implementation tools. It will also require an unprecedented shift in the mindset of politicians, developers, planners and citizens away from a business-as-usual development pattern. It is now incumbent on municipalities to take advantage of these new opportunities. It is also incumbent on planners to be advocates for the future, not the present. Failure is simply not an option!

Outstanding Business

The most significant planning matter still outstanding from the last government is zoning with conditions. To the best of my knowledge, the proposed regulations pertaining to various conditions and limitations are still under consideration. Such conditions could potentially include requiring a registered agreement on title prior to issuance of a permit, all studies to be completed prior to zoning by-law adoption, covering such matters as hard services, energy conservation, land dedications, phasing of development, performance criteria, maintenance, restoration and improvement of natural ecological, heritage or archeological features, transportation infrastructure, off-site parking and brownfield clean-up. These tools could be applied on a comprehensive or site-specific basis provided relevant official plan



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policies are in place. The fact that the regulations are still outstanding speaks to the controversial nature of some of these conditions. This must get addressed quickly by the new government.

What About Affordable Housing?

Jane Jacobs always told me if I was going to advance a key planning idea to make sure it was fully thought through. I believe this lesson also applies to allowing zoning with conditions. The missing piece in the list of potential conditions is affordable housing. People of all political stripes know that we have a massive problem on our hands that only gets worse every year. Has the time come to introduce inclusionary zoning similar to many cities in the U.S. and Europe, where a percentage of units in new buildings over a threshold size is required to meet affordable housing objectives? Many options exist, including on/off site choice, a cash equivalent or the actual dedication of units to the local housing authority. While the concept is certainly controversial, I find it ironic that inclusionary zoning is common practice in many U.S. states and cities where the norm is minimal government intervention and entrepreneurial freedom. Yet this approach is entirely absent in Ontario, where a much stronger historical commitment exists to a caring society.

With respect to the provision of social housing, only senior governments can address this need. The fact that Canada is the only G7 country without national housing programs speaks volumes. The need for social housing to meet the needs of low-income people is a reality across the country with waiting lists in Greater Toronto now approaching 10 years! Why is it such a mystery that our homeless population has become a fixture in Canadian cities? I would challenge any planner or any politician to conduct a normal life if they did not have a place to live! It is just so basic.

New Provincial Planning Reforms

A complete menu of financial and planning carrots and sticks must be adopted that would provide both policy and practice incentives to the private sector to advance provincial and local planning objectives. In essence, the necessary legislative changes should be put in place that make low-density residential and employment sprawl very difficult to achieve while making mixed use complete communities that support viable transit relatively easy to achieve. This would mean biting the bullet on full cost development charges that require full-cost recovery for the true cost of suburban car-dependent development.

I think it is also time to eliminate the practice of OMB "de novo" hearings that repeat all aspects of an appeal from the very beginning instead of focusing on the true nature of the appeal. Scoping the hearing down could help to reduce the cost and length of the hearing and could potentially reduce the litigious nature. OMB hearings could also generally be more focused on matters of provincial interest with the OMB also having more ability to re-direct an appeal back to the Council based on specific criteria to put greater onus on local political accountability.

Thinking and Acting Like a Region

If the Greater Toronto Area & Hamilton (GTAH) can think and act like a common region it will be far more successful in developing an aggressive regional transportation plan and securing the funding strategy to make it happen. Over the next 25-30 years an investment of \$75-100+ billion will be required to build the kind of regional transportation infrastructure needed to support a prosperous and sustainable region of 11 million people. Successful urban regions of this scale around the world only work with extensive transit networks. We are no different. The good news is the provincial gov-

ernment has all the necessary power and authority to ensure that the Growth plan succeeds and does not repeat the implementation mistakes of the 1970 Toronto Centred Region Plan. Ministers should not be afraid to use their authority and must be prepared to empower the newly formed Greater Toronto Transportation Authority (GTTA) to deliver results.

A menu of urban re-investment programs commonly used around the world is urgently needed. At present there is little incentive in the tax system to do the right thing. The menu could include tax increment financing, property tax abatements, brownfield tax credits, historic preservation tax credits and tax exempt municipal bonds. A complete revolution is needed regarding the environmental assessment process for transit in built up areas. Why should an environmental assessment be required at all for alterations to existing transit lines that have been in operation for decades? At a minimum, the six-month time period announced by the Premier to complete the EA process must be implemented.

Once the GTTA adopts a regional transportation plan by the fall of 2008, a companion funding strategy must also be in place to engage in continuous and ongoing

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

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transit development. We clearly will need more subways, more streetcars, more buses, more all-day GO trains, a transit link to Pearson airport and new light rail rapid transit lines throughout the entire region. Strategic road investments will also be needed. The level of service and dependability must be so good that it will be possible to travel to all parts of the region throughout the entire day and night without depending on a car. To achieve this level of transit service will require a revenue stream of \$2-3 billion a year for the next 30 years. Previous studies indicate the current annual funding level for transit and roads in the GTA is only \$570 million. It is clear that a major annual infusion of money is needed.

Where Will This Money Come From?

In addition to the \$12.5-billion funding commitment already made by the Premier in the Move Ontario 2020 announcement, a new revenue menu must be debated and pursued. In addition to transit fares, gasoline tax revenue, vehicle licence fees and municipal funding, I firmly believe that it is time to initiate road pricing on the entire 400-series network

of highways within the GTA and Hamilton, including the Don Valley Parkway and the Gardiner Expressway. I also believe that given the proposed 1 cent reduction in the GST, there is an excellent case to be made for all regional municipalities and cities represented on the GTTA Board to unite as a true region to request authority to impose a 1 cent regional sales tax to be collected by either the provincial or federal government on behalf of the GTA municipal members. Previous estimates have indicated that GTA regional road pricing would generate approximately \$700 million per year based on a 7 cent/kilometre toll. A 1 cent sales tax across the entire GTA would generate approximately \$1 billion per year. If these two revenue sources were combined with other traditional sources of funding, the total would equal \$2-2.5 billion per year.

The key to both regional road pricing and a regional sales tax would be that all revenue from both these taxes would be dedicated in their entirety to transportation funding. The second proviso would be that the GTTA or Infrastructure Ontario should be empowered to borrow against the revenue stream of a



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combined \$2+ billion a year that these new taxes would generate to radically increase the frequency and level of transit service on the very first day that road pricing is introduced. People must be able to personally experience a huge difference in their travel choices and see where their money is going.

At present, the annual cost of congestion in the GTA is guesstimated to be \$2.2 billion, which makes us the 6th most congested region after Los Angeles, New York, Chicago, San Francisco and Dallas. By 2031, the GTA is projected to rank third, with an annual congestion cost of over \$4 billion if we do not make a massive investment in transit. This is one projection that simply must not be allowed to come true. The majority of people are fed up with gridlock. They want to action and I believe that they would be willing to support regional road pricing and a regional sales tax of 1 cent as a replacement for the proposed GST reduction. However, they must first be able to see tangible benefits in terms of transportation options that did not exist before.

Other related planning reforms could involve granting the GTTA advisory authority for land use matters within 500 metres of major designated Urban Growth Centres in the Growth Plan currently served or to be served by heavy rail. Land use and transit must fit like a hand and glove. This is important if we are serious about creating true mixed use Urban Growth Centres supporting living and working populations of 20,000-40,000 people per hectare. over time. Given the time and energy invested in the development and adoption of the Growth Plan by the province, it does not make sense to let the OMB have the final say in determining land use at these critical major centres. The results to date have been less than inspiring in parts of 905, with big box retail stores often littering the suburban landscape adjacent to existing and future transit nodes. If we are truly serious about building major Urban Growth Centres, this power should ultimately rest with the minister in consideration of the advice of the GTTA.

I also believe that the creation of a time-limited Urban Transit Development Corporation similar in purpose and scope to that found in Hong Kong should be seriously studied. This body would have the mandate to achieve major intensification around key transit stations such as those on the proposed Spadina subway extension to Vaughan. Other tools could include a transit betterment tax to capture part of the increased value along key transit corridors and the transfer of development rights from one site to another to concentrate develop-

ment at specific locations with major redevelopment potential.

It's Time To Move Forward

The next four years will be an exciting period in the life of the Greater Golden Horseshoe. The government has laid the groundwork for success. However, the award winning vision of the Places to Grow Plan will not be realized without an aggressive agenda of implementation tools. I have tried to spell out a series of actions that urgently need the collective attention of the new ministers. I wish them all well as they take on their onerous responsibilities. The prov-

ince has done a tremendous job of setting the table so far. It is now time to serve the dinner.

Paul Bedford, FCIP, RPP, is contributing editor for Planning Futures. He teaches city and regional planning at the University of Toronto and Ryerson University, is a frequent speaker and writer in addition to serving on the Greater Toronto Transportation Board, the National Capital Commission Planning Advisory Committee and Toronto's Waterfront Design Review Panel. He is also a Senior Associate with the Canadian Urban Institute.

Heritage

The Conservation of the Rural Farmhouse in New Developments

Michael Seaman

For planners working in rural or suburban municipalities, one of the most common encounters with heritage resources is the abandoned farmhouse located on a former farmstead that is subject to future development. Often these heritage homes are not considered in the long-term plan for the property, yet there are those who see a significant opportunity and would encourage these buildings to be conserved in future development. So why is this conservation important and how can the benefits be realistically achieved?

For an answer one needs to look no further than the hearts of the world's most livable cities and towns to see the positive impact of the presence of buildings that have survived from the early years of the community. Homes such

as the circa 1680 Paul Revere House in Boston or Aurora's Hillary House are treasured today. These buildings are seen as the foundation stones of the modern city or town; they are landmarks that provide a unique sense of place, history and visual relief to the modern community. Where these buildings are maintained and celebrated, the impact on community life is significantly enhanced.

Consider embodied energy

With proper planning and research, saving a heritage building within a new development can be an extremely positive exercise. When the value of the energy embodied in its construction is taken into consideration, the cost to conserve a heritage farmhouse can be com-



60 Drawbridge - The Vincent Wagg House

parable to that of a new house. There can also be a strong market for these types of buildings, as there are many who seek out buildings that are different from the average suburban home but have all the benefits of suburban living.

Recently, there have been an increasing number of successful examples of rural farmhouses being conserved in new developments. One of these is the Vincent Wagg House, a 110 year-old Gothic Revival Style farmhouse that was conserved on its original site by Mattamy Homes as part of the Berczy Village Community in Markham. The early planning regarding the house enabled Markham and Mattamy to create a plan which saw the house preserved on a double corner lot within the residential community. The house with its historic wrap-around veranda is fully restored and serves as a landmark of the new community that surrounds it. A key success factor was efforts by municipal and project engineers to refine the master grading plan early on to ensure compatibility.

A successful ongoing project in the Town of Aurora is the conservation by Brookvalley Developments of the circa 1878 Allen Brown House as part of a large-lot residential community. The Town worked with the proponent to create a successful and flexible plan to facilitate the long-term conservation of the

house as a residential home. One of the key aspects of the project was the establishment of design guidelines for houses adjacent to the Brown house to facilitate the development of a streetscape which is compatible with its 19th century architecture.

In Ontario, efforts to conserve heritage resources in new developments have been enhanced through the provision of new legal and financial tools to help encourage conservation. The most significant conservation tool in land use planning is Section 2.6.1 of the 2005 Provincial Policy Statement, which states, "Significant built and cultural heritage resources shall be conserved." In 2005, additional tools were also provided to municipalities in the amended Ontario *Heritage Act*, which for the first time provides municipalities with the power to permanently protect designated heritage properties from demolition and unsympathetic alteration.

Challenges ahead

One of the greatest challenges in retaining a heritage house within a new development is that it may have been left vacant for some time. As a result, when the future of the house is considered as part of a new development application, one often finds an interior of damp, worn, shag carpets, peeling paint

and wallpaper, accumulated garbage and moldy kitchens. Certainly it's not attractive, but that old carpet should never be used as an excuse not to save the building, since all of this would be taken away in any case. Beyond the grime and surface deterioration, what you may actually have is a very sound structure that provides a base for a home of great beauty and character. With care given to retain those elements such as wood trim, baseboards, fireplaces and hardwood floors, the restored heritage home can be a beautiful blend of old and new. It always amazes me to see the range of reactions to a heritage home from the silent disdain before restoration to the joy and excitement upon seeing a delightful, character-filled space afterwards.

Don't ignore the site

When considering future plans for a heritage house in a new development, it is important to first explore options to conserve a heritage house on its original site. The heritage building is intrinsically linked with the lands on which it was built and is a testament to the centuries of history associated with the site. A contributing factor to most successful projects is that conservation of the heritage resource was introduced at the earliest stage possible. Often this would be well before a Municipal Heritage Advisory committee would typically look at the plans, so the need for municipal staff to clearly articulate municipal objectives related to heritage conservation is essential.

Consideration should be given not only to the fact that the building is being conserved but also how it will be conserved. The heritage home will work best in a feature location, perhaps at the end of a terminating vista or at an entry point to the community. One of the most successful locations is overlooking a park where the farmhouse is given a sense of space which echoes its appearance in its original context. Consideration should also be given to how the final grades will relate to the heritage building and the provision of municipal services.

The restoration of the heritage home as well as its designation and obtaining a heritage easement agreement can be secured as a condition of approval of the plan of subdivision and incorporated into the subdivision agreement. A heritage letter of credit can be obtained to ensure compliance.

Overcoming resistance

When resistance to the conservation of a heritage building in a new development occurs, one of the most surprising things that I have found is that it may simply be



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because the developer may not be aware of how such a building could be integrated into a community and what the costs would be. If a proponent cannot see how a building can be conserved, it is important for municipalities and their heritage advisory committees to show them how it can be done through illustrations and project details. One of the ways that Aurora achieves this is through maintenance of an informal archive of successful conservation and design projects. Another way that Aurora, Markham and other municipalities have worked to help proponents to better understand the tasks and costs involved in conserving a heritage building is by providing access to a directory of all known tradespeople and professionals in the local area with experience in working with heritage buildings, including members of the Canadian Association of Heritage Professionals. More often than not, the costs and tasks are reasonable and the building can be conserved.

Another common factor of successful conservation projects is to properly secure a building as soon as the building becomes vacant. Proponents are often more than willing to undertake this, but it may not be their highest priority, so it is important to bring expectations in this area to their attention. It is certainly in their best interest, since through taking these precautions the likelihood of theft, vandalism and general deterioration can be avoided which will help to reduce the costs of restoration significantly.

While retention of a building on its original foundation is always preferred, there are often many factors that need to be considered in planning for a new development, some of which, like construction of a major arterial road, may be unavoidable. In these situations, a fair compromise might be made to retain the house elsewhere on the development site on a new foundation. Relocation within the development site is not as costly as would first appear. While costs vary depending on the house and location, the cost of relocation on site typically runs between \$50,000 and \$140,000, which in consideration of the fact that the structure of the home is already in place, can still fit within a sound budget for restoring the house. The costs of relocation may also be countered through a more efficient placement of the house, and the fact that the restored home with a modern basement could command a significantly higher sale price.

Relocation off site, particularly when an ultimate location and restoration costs are not secured is not a viable conservation option. I am always puzzled how in a 100-acre residential plan of subdivision, room often cannot be found for a single heritage home. It

continues to happen, but as we have seen in Markham and Aurora, it doesn't have to. In part, it requires a heritage sympathetic staff and in part, the political will of Council ready to stand up for their local heritage. There will always be challenges in this type of project, but through following some of the basic principles such as making sure that heritage resources are considered at the beginning of the development process, helping the proponent to make it a viable proj-

ect, and using the tools available to all municipalities in Ontario, the conservation of these heritage resources in suburban developments can be achieved and our new communities will be enhanced because of it.

Michael Seaman, MCIP, RPP, is a community planner with the Town of Aurora, and contributing editor for the Heritage column.

*He can be reached at
mseaman@e-aurora.ca.*

Ontario Municipal Board

King—Spadina Condo Development Tests Secondary Plan

Mike Bissett

1 640830 Ontario Inc. submitted applications for site plan approval and zoning by-law amendment to the City of Toronto in December 2005 to permit the development of a 240-unit, 34-storey mixed residential/commercial tower located on the south side of King Street West, between Spadina Avenue and Blue Jays Way. The proposed condominium would replace a Speedy Auto Service and a three-storey building containing a restaurant with residential uses above.

The applications were refused by City Council and subsequently appealed to the Board. While the appeal of the rezoning was allowed based on the Board's determination on several issues, this summary will focus on the important determinations made in regard to the applicability of guidelines, the zoning by-law and the official plan when reviewing an application for rezoning.

Design Guidelines

The City submitted that urban design guidelines established for the area recommend that towers be separated by a distance of no less than 25 metres, and that the proposed reduced setback of the tower from the side lot line would create an unacceptable environment in the event that future tower development on adjacent sites could not meet this guideline.

In its decision, the Board reinforced its position respecting the role of guidelines by stating the following:

"The Board finds that the guidelines do not have the force of policies set out in an Official Plan. They are used for guidance and are subject to the exercise of reasonable judgment in applying them. This position is set out in *Chedoke Terrace Inc. v. City of Hamilton* before the Board in the Decision of N.M. Katary,



The King Spadina area is fast developing

dated July 30, 1993 on page 465, lines F to G, which states in part: 'A guideline is therefore nothing more than a preferred position by an authority under appropriate circumstances' and at line G to H, in part: 'Quantitative standards, after all, are a means to an end and not ends in themselves.'

The Board determined that the merits of the proposal outweighed the guideline regarding building separation and allowed the proposed setback of the tower.

Official Plan and Zoning By-law

The City's position was that the height restriction on the south side of King Street West was appropriate. City staff testified that the proposed height on the south side of the street would result in unacceptable shadow impacts. However, the applicant contended that the City had approved numerous tall buildings on the north side of King Street West within the same zone and that there was no policy in the Official Plan to distinguish one side of the street from the other.

In regard to the City's treatment of proposals on the north and south sides of King Street West, the Board made the following important finding respecting the distinct roles of the zoning by-law and the official plan:

"The Board finds that the flexibility and accommodation granted by the City for tall building properties on the north side of King Street West must be afforded to the proposed development on the south side of King Street West. The By-law must not be used as a planning tool to exclude tall buildings on the south side of King Street West in the existing absence of such a specific policy in the in-force Official Plan of the City of Toronto and Metro Plan. Such a severe exclusionary policy must be clearly set out in these planning policy documents since development cannot take place in the absence of clear direction. Developers cannot be asked to comply to Official Plan policies which are not clearly set out in the Official Plan."

The Board found that, while the proposed development did not meet certain zoning regulations relating to height, the test for a rezoning is not to meet the zoning by-law. The Board found that there was insufficient official plan policy support for limiting height on the south side of the street as opposed to the recently approved developments on the north side of the street within the same zone.

Secondary Plan

With respect to the future of tall buildings within the King Spadina neighbourhood, the Board made the following important reference

in regard to the recently adopted amendment to the King-Spadina Secondary Plan (under appeal):

"The changes to the Secondary Plan include the addition of policy 3.7 which provides in part that proposals for building heights significantly in excess of the existing zoning regulations may be considered, 'specifically on the north side of King Street West—'. There is no reference to such consideration for tall buildings on the south side of King Street West."

The Board finds that the Application to the City for the proposed development predates the City's adoption of amendments to the King-Spadina Secondary Plan and Zoning By-law. These amendments seek to place additional restraints on the development of tall buildings on the south side of King Street West and would, if in force, likely reduce the development potential of the subject site.

While the Board found in this case that the benefits of the proposed development out-

weighed the resulting minor shadow impact, it also acknowledged that the policies of the amended King-Spadina Secondary Plan will provide the City with stronger evidence for preventing the development of tall buildings on the south side of streets within the south-east quadrant of King-Spadina in the future.

Source: Ontario Municipal Board
Decision/Order No. 2532,
Issued September 17, 2007.

OMB Case No.: PLO60524
OMB File Nos.: Z060076, M060060
OMB Members: H. Goldkind

Peter Nikolakakos is a Land Use Planner with Wood Bull LLP in Toronto. He can be reached at mbissett@woodbull.ca.

Readers with suggestions for articles or who wish to contribute their own comments are encouraged to contact Peter Nikolakakos, contributing editor for the OMB column, at pnikolakakos@smartcentres.com.

Transportation

Smart Commute Increases Efficiency of Transportation Systems

Brian Shifman and Jennifer Lay

In the Greater Golden Horseshoe, no issue has garnered more public attention than traffic congestion. Part of the solution is Transportation Demand Management (TDM), which aims to maximize the efficiency of transportation infrastructure by encouraging the use of carpooling and vanpooling, public transit, cycling, and walking. It can also eliminate some travel altogether by facil-

itating tele-working, combining trips, and creating mixed-use communities where numerous services are available close to homes.

The Smart Commute Initiative (SCI) is a good example of TDM. The Smart Commute Association (SCA) coordinates a broad network of transportation management associations (TMAs) that work with employers in



Photo: Michael Minnett

Can travel demand management increase average occupancy per vehicle?

geographically specific areas. The SCA and many of these TMAs were established with support from Transport Canada's Urban Transportation Showcase Program, and are funded by municipalities, businesses and other partners. The strength of the SCI is its ability to operate across jurisdictions, recognizing that traffic congestion and harmful vehicle emissions are not restricted by political boundaries.

TMAs offer new options

TMAs under the Smart Commute umbrella offer a suite of programs to employers, including worksite commuter surveys, Employee Trip Reduction strategy development, ride-matching, car-sharing, Emergency Ride Home, cycling infrastructure improvement plans, vanpools and shuttles, workplace promotional events, and advocacy for sustainable transportation. Smart Commute's social marketing approach helps improve accessibility and leverage the benefits of complementary infrastructure investments.

Smart Commute programs focus on addressing challenges consistently faced by commuters, such as finding a carpool partner, the need for a vehicle during the work day in case of an emergency, and help navigating through multiple transit systems. Where TMAs are not working directly with employers, Smart Commute messaging engages the general public and employees through fun promotional events, media coverage, and through other *igreeni* initiatives.

Web-based access expands the possibilities

The GTA-wide Carpool Zone (www.carpoolzone.ca) is a ride-matching program with over 5,000 registered users. It is available in English, French and Chinese, and features automated route-matching and a user-friendly interface featuring Google maps. Employers work with their local TMA to establish branded subgroups within Carpool Zone. Registration is free for employees, who can choose to carpool exclusively with co-workers or expand their search to include members from the general public.

Emergency Ride Home gives commuters peace of mind that they will be reimbursed for their ride home from work in the event of an emergency, such as their carpool driver falling ill, vehicle or bicycle breaking down, or unscheduled mandatory overtime.

Smart Commute-North Toronto, Vaughan was the first TMA in Ontario, and provided a model on which others have been based (originally known as the Black Creek Regional Transportation Management Association). Smart Commute NTV was also

the first university-based TMA in Canada. Established at York University in 2001 as a partnership between GTA municipalities, businesses, institutions, and transit agencies, the organization has developed a comprehensive package of TDM/ETR programs, supported by Toronto, Vaughan, York Region and the Toronto Atmospheric Fund.

Smart Commute NTV's success lies partly in customizing programs to meet the specific needs of each employer and in developing long-term relationships with them over several years. Partners include Enbridge Gas Distribution, ING Direct, Dillon Consulting, CH2M HILL, Parc Downsview Park, York University, and North York General Hospital.

In 2006, Smart Commute NTV and its partners prevented the emission of more than 14,000 tonnes of GHGs, and avoided 61 million vehicle kilometres travelled – the equivalent of 5,000 round-trips from Vancouver to Halifax!

For more information visit www.smartcommutentv.ca or www.smartcommute.ca.

Brian Shifman is Executive Director, and Jennifer Lay is a Program Coordinator, with Smart Commute-North Toronto, Vaughan. Dennis Kar, MCIP, RPP, is contributing editor for Transportation. He is an Associate with Dillon Consulting and teaches a transportation course at Ryerson's School of Urban and Regional Planning.

Urban Design

City of Mississauga Launches Municipal Urban Designers' Roundtable

Steven Bell and Sharon Mittmann

In late October, the City of Mississauga hosted the first roundtable session of municipal urban designers. There were representatives from Ottawa, Markham, Pickering, Whitby, London, Brampton, Oakville, Vaughan, Toronto, Richmond Hill, Kitchener, Hamilton, Burlington, Windsor and Mississauga. Every municipality had the opportunity to present highlights of their urban design program and shed light on some of their achievements and challenges with respect to urban design.

The notion of creating an urban design roundtable was proposed back in June by staff at Mississauga. The meeting was intended to serve as a vehicle for the exchange of ideas and information and allow participants to provide advice and guidance to one another on a range of issues pertaining to urban design, including policy matters

and the delivery of urban design services and programs at the municipal level.

Tackling Bill 51

Because many municipalities are working through the new provisions of Bill 51 respecting architectural control, part of the meeting focused on the implications for urban design. In leading the discussions on Bill 51, presentations were made by urban designers from Markham and Ottawa, providing perspectives on their approach and experience with architectural control issues and how amendments to the *Planning Act* were being addressed through current practices, planning documents and urban design tools.

Financing streetscape improvements

Several municipalities expressed interest in streetscape issues and financing aspects. A



Urban design guidelines for places like Markham Centre a hot topic

presentation given by the City of Toronto on the implementation of its new Streetscape Manual set the tone for discussion concerning public realm issues, civic improvements, creating great streets, along with beautification and place-making initiatives.

Design review panels

While a range of urban design subjects had been identified by participants at the outset, key topics discussed included: engaging the province in urban design matters that are integral to land use and intensification strategies; fostering a stronger design culture; nurturing urban design expertise to meet current workload demands; the challenges of achieving mixed-use development in suburban areas; new development and reduced parking standards; the urbanization of shopping malls; the relationship of public realm improvements to transit facilities; mid-rise buildings; design review panels and award programs; and ensuring that urban design is placed at the forefront of city building rather than as an afterthought in the decision making process.

What was achieved?

This was an enlightening and highly successful event. Participants felt that the session provided a great networking opportunity, that it was informative and stimulating, and very timely given the level of energy and enthusiasm that is out there achieving good urban design. As many municipalities are dealing with similar challenges in administering urban design, it was also valuable to have the opportunity to come together and hear different perspectives and anecdotes.

It is intended that Municipal Urban Design Roundtable meetings will continue every six months, with each municipality taking a turn in hosting subsequent sessions. The next roundtable meeting will be held next spring, hosted by the City of Brampton. Further information on the Municipal Urban Designers Roundtable (MUDR) can be obtained by contacting Steven Bell at the City of Mississauga at (905) 615 3200 ext 5725 or email: steven.bell@mississauga.ca.

Steven Bell and Sharon Mittmann organized the first Municipal Urban Designers Roundtable in Mississauga and are Urban Designers working with the City's Development and Design Division, Planning and Building Department. Editor's Note: Since many of the participants are also members of the Urban Design Working Group, this will ensure that discussions are integrated.

Environment

New Directions for Planning in Ontario

Gord Miller (First of two articles)

In December 2007, I released my latest annual report to the Ontario Legislature. The theme of this year's report was about the need to reconcile our land use planning priorities. We are living in a time of significant environmental change and it is very important that we ensure that we are on the right path.

There have been many recent refinements to planning policies in Ontario. However, I am concerned that when our current approaches to planning are viewed as a whole, we are proverbially trying to have our cake and eat it too. Too often, we forget the big picture.

In practice, many of our specific planning priorities are partially or totally incompatible. When a conflict arises, as it is wont to do, it is usually the environmental priorities that are sacrificed in favour of a short-term economic advantage. This type of approach to land use planning is not sustainable.

My report highlighted two major analyses related to the promotion of sound land use planning and the protection of ecological values in Ontario. We reported on the breadth of new initiatives related to municipal planning in southern Ontario and how most of the pieces of the puzzle fit together. The report argued that planning efforts must be significantly re-focused in the next decade if we are to begin creating truly sustainable urban and rural communities in southern Ontario.

The second major analysis reviewed the implications of land use planning choices—or the lack thereof—for northern Ontario. Crown land covers 87% of the province, so in fact we're actually talking about most of the province. Yet, there are few land use planning mechanisms of any weight for Crown land that attempt to deal with issues in a comprehensive fashion. Indeed, the law governing planning for Crown land has changed little since its introduction in 1913 and its few provisions for land use plans have never been put into force. These facts should be of concern to Ontario's professional planners.

In this article, I highlight some of the major issues relating to how Crown land is planned. Northern Ontario is a region of continental ecological significance and we have a duty to ensure that planning is adequately undertaken. It also is largely composed of Crown land. My report makes the case that

northern Ontario's unique and varied ecology merits at least the same standard of planning that applies to the rest of the province.

The establishment of a comprehensive land use planning system for northern Ontario is critical. It should ensure that future decision-making is guided by sound principles, public scrutiny, and a precautionary approach to environmental protection. If action is not taken soon to embrace a new vision for the north, the consequences may be grave.

Without effective planning, irreparable harm may be inflicted on the fragile northern environment. There are strong pressures to further open up this region to commercial forestry and power generation projects, as well as growing number of mineral development projects. Moreover, harm to the natural environment may have significant negative impacts on the long-term social and economic sustainability of many northern communities.

The Ontario government should properly plan and manage Crown lands on behalf of all Ontario residents. Several provincial ministries have important roles and responsibilities related to developing a comprehensive planning process for the north. Unfortunately, the ability of the ministries to effectively plan is seriously hampered by the absence of the necessary regulatory tools, mandates, and resources to meet this challenge.

Public concern is growing about how the northern part of the province is being managed. Many stakeholders—ranging from First Nations to forestry companies to conservation organizations—have been united in their calls for a new framework to protect much of the northern Ontario and to ensure that land use planning is completed in advance of industrial development. However, it is troubling that the Ontario government is resisting this tide of concern.

In my report, I highlight an application that was made under the Environmental Bill of Rights that requested the creation of a comprehensive land use planning system for northern Ontario. A wide array of evidence suggests that a new approach is warranted, including the need for:

- incorporating ecological values into decision-making;
- properly engaging and consulting First Nations communities and the public at large;
- conducting thorough environmental assessments of proposed development projects;
- designating new protected areas before resource allocations are made; and,
- addressing the cumulative impacts of proposed developments.

The Ontario government responded that it does not believe that such change is warranted, because it believes that the various approval processes currently in place are adequate. I respectfully disagree.

Gord Miller, B.Sc., M.Sc., is the Environmental Commissioner of Ontario. He is an independent officer of the Legislative Assembly of Ontario, responsi-

ble for overseeing the Environmental Bill of Rights. The ECO staff team on this report was Christopher Wilkinson, B.E.S., M.E.S., Ph.D., MCIP, RPP, and Michelle Kassel, B.Sc., M.E.S., L.L.B. For more information on these planning issues, please visit eco.on.ca. The conclusion will appear in the next issue. Steven Rowe, MCIP, RPP, environmental planner, is contributing editor for Environment.

Professional Practice

Full Circle: A former student turns colleague

Christian Huggett

This past spring I was asked to act as guest lecturer/tour guide, as well a critique panelist for Karen Hammond's PLAN 409 Urban Design Studio at the University of Waterloo. This is a final year studio in the undergraduate planning degree.

The studio focused on Transit Oriented Developments (TOD). The final studio project was to design areas around the proposed Region of Waterloo Light Rail Transit (LRT) stations in proximity to the university. The LRT was the structuring element that provided the incentive for development. The two sites of study were the intersection of King St. and University Ave. and King St. and Weber St. in Waterloo. Student projects were focused primarily on the nature of change within 800-metre radiuses around proposed LRT station locations. 800 metres is seen as the maximum walking distance (about 20 minute walk), and is a good measure to estimate where possible height, density and mix of uses surrounding proposed stations will occur.

As part of their study of TODs, the students reviewed LRT developments from Denver, Edmonton, Los Angeles, New York City, Portland, San Diego, San Francisco, Seattle and Vancouver.

Learning about intensification

The goal for the students was to learn about areas with intensification around higher-order transit. To help with that experience, there was a field trip to Toronto in February. Together we toured the "Kings" (King-Spadina and King-Parliament in downtown Toronto) as well as recent development adjacent to the Sheppard subway further north. The "Kings" are well connected through a number of streetcar lines, as well as the

Yonge-University-Spadina subway line and were "urban" examples. The 2002 completion of the Sheppard subway is also causing a transformation of the intensity of uses along Sheppard Avenue, and provided a "suburban" example.

The students returned to Waterloo and spent the rest of the term working in groups towards their final studio project. On "crit" day, the groups used large panel boards, pow-

erpoint presentations, animated videos, sophisticated 3-D modelling and detailed "flythroughs" to convey their interventions. These tools helped to capture the scale, layout and character of the areas and their designs. Groups capitalized on the number of corporate headquarters located in the region (for example. Manulife, RIM) and used them as anchors to some of their densest buildings near the stations. They also built on the reputation of the region as a "knowledge" economy driven by the location of the University of Waterloo, Wilfrid Laurier and Conestoga College in close proximity to one another, incorporating Accelerator Centres as central locations to provide employment for this sector. Permeable, well-connected and "walkable"

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block structures and linkages were introduced to allow for easy pedestrian connections to the stations. Presentations were succinct and clear, and questions were thoughtfully answered, showing me that their design training had been effective.

The topic was forward-thinking as a studio/class as it accommodated and envisioned things already planned to occur in the Waterloo Region. The LRT or "transit corridor" has been protected and anticipated in official plans for several decades. Phase I of the transit corridor proposal is to connect

Conestoga Mall in Waterloo to Fairview Mall in Kitchener. Phase II will connect from Phase I in Kitchener to Cambridge. Transit is also a topical point of study for students as it often becomes their primary method of regional travel during school years.

Karen had thoughtfully incorporated and invited staff from the Region to the final presentations to review their work and participate in the studio critiques.

What was the most rewarding in this experience for me was to look back at the

evolution of my own career so far, and the interaction with the University of Waterloo and Karen Hammond. Originally a student of Karen's in a 1999 design class, I later became Teaching Assistant for her urban design seminar class in 2001. After graduating in 2002 and working for several years, I decided to apply to the Master's of Urban Design (MUD) program at the University of Toronto's Faculty of Architecture. Primarily intended for architects, this program required several prominent design recommendations, along with a design portfolio and other requirements, since I was applying as a "planner." Karen and I had been in touch through this time through mutual participation in a number of Urban Design Working Group (UDWG) design charrettes, and she was kind enough to enthusiastically endorse my application. I was accepted, and completed the degree in spring 2006. Since that time, we have remained in touch, and I have been fortunate to work with the UDWG in the most recent design charettes at the OPPI Conference and Symposium. I now consider her a colleague and a friend.

I know that there are many reading this right now that have had similar experiences with their former professors. Perhaps even a few of you with Karen.

Christian Huggett is a Planner and Designer with &Co Architects in Toronto. He is the current Toronto District Representative on OPPI Council, and is an external member of the OPPI UDWG. He can be reached at Christian@andco.com.

In Print will return. Readers interested in doing book reviews should contact David Aston at daston@mhbcpplan.com.

LARKIN ASSOCIATES
 planning consultants inc
 www.larkinassociates.com
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The Planning Partnership
 Land Use Planning • Urban Design • Landscape Architecture • Communications
 www.planport.ca
 1255 Bay Street, Suite 201 • Toronto, ON M5R 2A9
 t 416 975 1556 f 416 975 1590 e info@planport.ca

Design & Planning & Architecture & Co
 &Co
 www.andco.com
 Mark Sterling
 OAA, MCI, RP
 Chris Handlock
 BArch, OES, OPA
 Christian Huggett
 MUD, RP
 www.andco.com
 416 593 6252

