

# ONTARIO Planning JOURNAL

MARCH/APRIL 2008, VOL. 23, NO. 2

## NORTH OAKVILLE AT A CROSS-ROADS?

*Page 3*

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**Intensification: Lost in Translation?**  
**Markham Heritage Estates at 20**  
**Remembering Ted Tyndorf**  
**Form-Based Codes**

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**APRIL 25**

**BIKE SUMMIT 2008**

St. Lawrence Hall, Toronto  
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# A Fine Balance

## How North Oakville Got Planned

Peter Cheatley

*“An Admirable Job of Balancing Needs.” So said Susan Campbell, Vice-Chair of the Ontario Municipal Board, in her recent decision on the North Oakville East Secondary Plan. The Board found that the plan balances the need to provide land for mandated growth with the need to maintain a vital and healthy natural heritage system. So how did we manage that balancing act?*



The great divide

**I**F THERE IS A THEME to the development of this plan, it is that such a major planning exercise was successful only because of the high degree of coordination among representatives of local, regional and provincial governments, and the community. The level of coordination was without precedent. The expertise brought to bear on the plan, by the various consultants of these agencies was sufficient to overcome any and all objections to the plan.

### NOESP, not gasp

So what is the North Oakville East Secondary Plan (NOESP for short)? It is a plan for approximately 3,100 ha of mostly vacant land in Oakville, north of Dundas Street and south of Highway 407. The Region of Halton required that the area accommodate about 55,000 residents in about 19,000 dwelling units, and about 35,000 jobs. A further requirement, established by the Town, “to put the environment first,” became the plan’s defining element.

When the plan was initially being contemplated, at the end of the last decade, there was a strong sense in the Oakville community that any new development should consider the environment first. This resulted in a preliminary official plan statement that established, “as a first priority of the Town, a natural heritage/open space system to protect, preserve, and, where appropriate, enhance the natural environment.” So strong was this sentiment that the first two years of the plan’s preparation were devoted to the creation of a massive inventory of natural features in North Oakville, through the mechanism of a major sub-watershed study. This study ultimately ended up as six thick volumes, and it underlies all of the policies of the NOESP. What is noteworthy about the study is that it takes a “systems approach,” rather than a “features approach” to the natural environment. More on that later.

In addition to the emphasis on the natural heritage system, the

planners at the Town wanted to create a plan in the New Urbanist model; not the same old suburb, but a place that made walking, biking and transit as convenient as driving; that created places with identity; and places that could appeal to, and satisfy the needs of residents of all ages and income levels. It was their intention to create something different in Oakville.

As well, during the time the plan was being drafted, roughly 2002 to 2007, the provincial government was getting back

into the planning business, and during that period it created and adopted the Greenbelt Plan and the growth plan, *Places to Grow*. The NOESP was not required to conform to these provincial documents, but they had a significant impact on the development of the NOESP, both in terms of the strategy to achieve its approval, and on the densities required to come close to the Growth Plan targets.

### The IAR and the Systems Approach to Natural Environment

In 2002, the accepted approach to preserving the natural environment in land to be developed was to inventory all the features, the woodlots, wetlands and ANSIs, draw buffer zones around them, and allow development everywhere else, outside the buffers. In North Oakville, this resulted in something that resembled a chocolate chip cookie: bits of natural heritage scattered throughout the 3,100 ha, with no linkages between them, or beyond them to natural areas outside the planning area. The Town’s consultants, Ray Tufgar of Totten Sims Hubicki, and Dave Stephenson of Natural Resource Solutions, suggested that a better approach would be to define a natural heritage system that would link all the important natural features and, importantly from the developers’ perspective, not protect minor features. They would define this system in the sub-watershed study for North Oakville. To our knowledge, this is the first time such a systems approach has been used in Ontario, although it was used in a modified fashion in Seaton shortly afterwards.

Oakville staff and the consultants felt that the systems approach was worth pursuing. However, natural heritage in Oakville is the turf of the Minister of Natural Resources, Conservation Halton and, through its official plan, Halton Region. At the suggestion of Regional staff, the Town’s

Commissioner of Planning and Development at the time, Dave Cash, created an “inter-agency review team,” called, naturally, the IAR team, made up of the Town, Halton Region and the Ministry of Municipal Affairs and Housing. For technical advice, the members relied on the Town’s and Region’s consultants, Conservation Halton, and the Ministry of Natural Resources.

The IAR worked diligently, and not without significant disagreements, to establish an approach to the natural heritage system, based on the preliminary sub-watershed study material. First, the Natural Heritage System was to be an area that could not be modified. It was to wrap major features such as woodlots and wetlands into Core Areas, which were connected by linkages predominantly, but not always, through stream corridors. Core Areas were to be “no touch” areas. The resulting system included within the “no touch” areas “cultural meadows,” which are often actual farm fields. Equally important, less significant woodlots and wetlands were left out of the system, and could be developed. The developers said these lesser features were “bulldoze-able.”

The IAR team felt that it would be useful to ensure that the development community had an early exposure to the work, and convened a summer’s worth of meetings with representatives of the major developers, who by this time had allied themselves into a group called NOMI, North Oakville Management Inc. As can be expected, the development community was appalled at the amount of land in the IAR’s Natural Heritage System, and the system was tested and tweaked through that summer. Finally, the IAR issued a formal report in September 2003, which outlined the Conceptual Natural Heritage System. (In early 2007, the Ministry of Natural Resources designated the Natural Heritage System as provincially significant. The significance of that timing is that the province waited for the municipal work to be completed before designating the land. It was an excellent example of cooperation between orders of government.)

### What Happened to the Planning?

While all of the natural science work was under way, the Town hired Liz Howson of Macaulay Shiomi Howson to put together a planning team that would build a secondary plan around the Natural Heritage System. Liz’s team included Andres Duany of Duany Plater Zyberk, and so, in September 2003, Andres brought his travelling charrette to Oakville. Duany’s visit was important for two reasons. Over 10 days of speeches, presentations and workshops, he drew the attention of the town away from saving the Natural Heritage System, and refocused it on planning for a community. He then produced the prototype of the ultimate NOESP. His most common statement during the charrette was that “humans need habitat too.” By the time he returned to Florida, Oakville had begun to understand that a secondary plan

was about creating a community, not just saving trees.

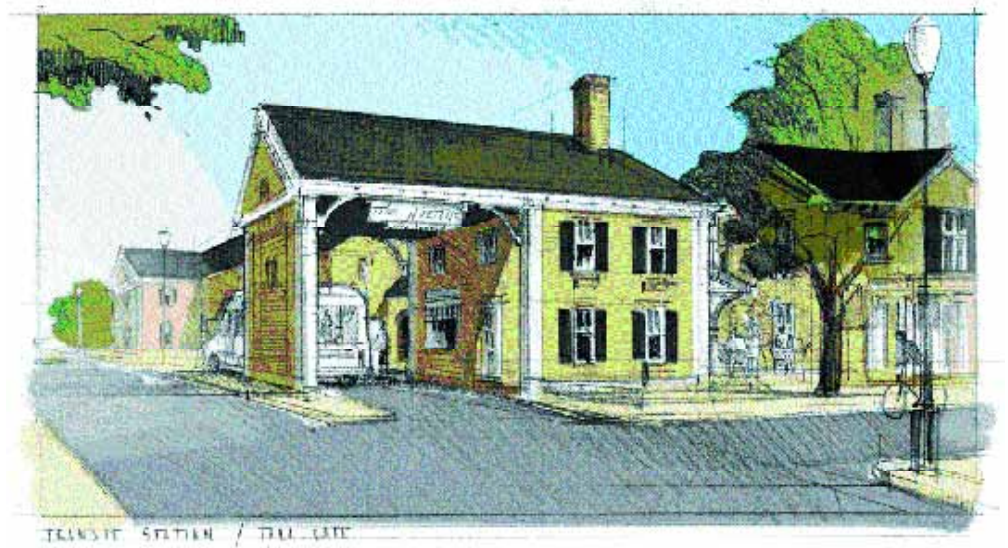
The planning team set up a series of advisory committees, one for landowners in North Oakville, one for interested Oakville citizens and one of technical agencies (many of whom were also on the IAR). Developer representatives were on these committees as well. For the time they existed, they were successful in keeping the community aware of progress on the plan. But they didn’t exist for long.

The NOMI developers filed uncoordinated draft plans of subdivision, and their own draft of a secondary plan in March 2004. In November 2004 they appealed the applications to the OMB, along with their secondary plan, and the Town disbanded the advisory committees, deciding that it wasn’t possible to fight an OMB case while giving away its strategy to the opposition. There was no further formal public involvement in NOESP until the OMB hearing in September/October 2007.

Meanwhile, the planning team created a first draft of the plan in February 2004, and a report on the issues it raised, by December 2004. There were two basic issues. Although the IAR’s Natural Heritage System was cutting-edge environmental planning, there was no mechanism in the planning legislation that would allow the Town to acquire the large amount of land so designated, about 889 ha, valued at about \$232 million. The second issue was that there were too many uses competing for the available land, and the Regional targets of 55,000 residents and 35,000 jobs could not be met. To add to the dilemma, the province announced the creation of a new conservation area in North Oakville, on 120 ha of land that the planners had intended to be employment-generating land. Not only was the foot too large, the shoe got smaller.

Oakville Council met for five days on the draft plan and the issues report. Ultimately, it directed staff and consultants to hold discussions with the landowners, primarily NOMI, and to bring back a secondary plan that balanced the competing objectives. This kicked off a series of meetings and negotiations that started in January 2005, and ended with the OMB hearing in September/October 2007.

During these negotiations, the Natural Heritage System



Tim Horton’s to the rescue—combining love of coffee with a place to wait for the bus

shrank slightly, residential densities increased, and the lands devoted to employment shrank. Overall, however, the Town achieved a secondary plan very similar to that originally laid out in Duany's concept. It is based on three mixed use corridors, a modified grid road pattern, and 14 neighbourhoods that focus on bus stops, convenience commercial uses, parks and schools. It is ready for transit, and establishes a road pattern that lends itself to walking and cycling.

### The Negotiations

There are planners who will tell you that planning isn't negotiated. Don't believe them. Without significant negotiation, NOESP would not have turned out as it did. The Town's lawyers, Kate Lyons and Rob Howe of Goodmans, marshalled the coalition created by the IAR into a formidable negotiating team. The negotiations were successful in obtaining a promise to dedicate the majority of the Natural Heritage System lands to the public for no cost. The basic road patterns, planning philosophies, and planning policies embodied in the draft of the NOESP were agreed to by the majority of developers. Only three landowners, none of them major developers, appealed the plan, and they did so on a site-specific basis. The OMB hearing was an anti-climax, since the fundamentals of the NOESP were never challenged at the OMB.

### What didn't happen?

There is no sanitary sewer capacity, or potable water supply yet available, and Halton Region, which provides both, is still in the process of figuring out how they can extend services to the area. This will be the major constraint on development of the lands for the foreseeable future, and will supersede any phasing policies in the NOESP itself.

Even with a transit-friendly plan, there is no funding yet earmarked for transit infrastructure in NOESP. Oakville has a transit system, but it is not equipped to expand to the extent contemplated by the secondary plan. Recent transit funding announcements from the province allocate funds based on existing ridership, which doesn't promise much for smaller transit systems that need to expand. Oakville Council has established a "transit-first" principle for

NOESP, but as yet, there is no way to implement that.

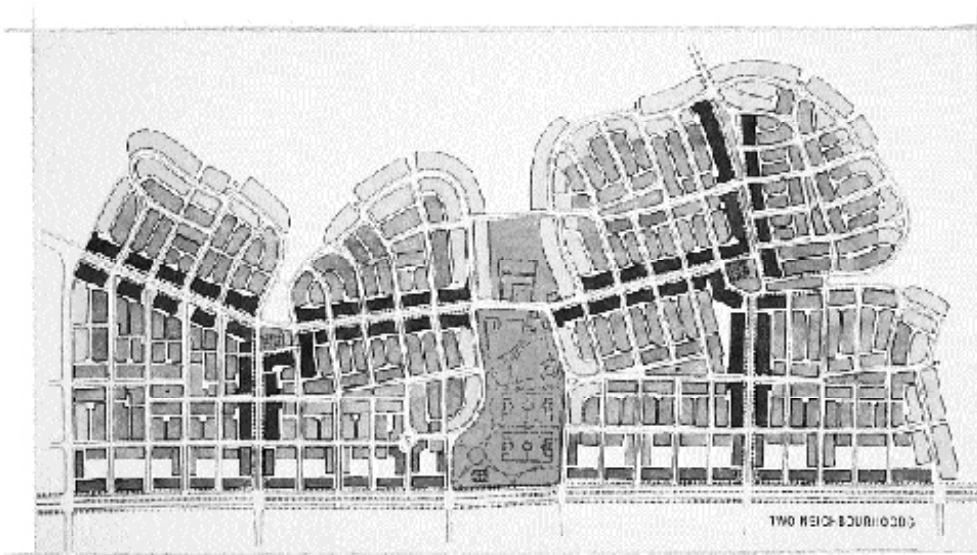
In an example of "be careful what you ask for," no public agency has stepped forward to claim the Natural Heritage System lands that are to be given to the public. The Town is prepared to accept them at the time of subdivision registration, but the Town and Conservation Halton are now involved in discussions about the cost of maintaining the lands in an urbanizing environment, particularly with the significant costs that are expected to fulfil the monitoring requirements of the sub-watershed study.

### Lessons Learned

1. Don't lose sight of your vision. Despite having to design a huge plan, with a Council initially interested in only saving trees, and the forces of all major developers lined up against the plan, the Town's planners stuck to their vision, and prevailed.
2. Get the best help you can. The Town's consulting team was the "dream team" for such a project, and proved capable of dealing with everything thrown at it.
3. Identify your potential allies early, and create a strong coalition around a defensible position. This means bringing all the agencies, even those with whom you traditionally can't get along, into the tent. It means having a lot of meetings, where you bang heads, and forge compromises. Doing so allows you to prevail over the opposition.
4. Infrastructure matters. The Town couldn't control the Region's financing of water and sewer, nor the province's funding of transit. Those elements are crucial to the success of a large-scale plan such as this. There needs to be dedicated funding sources for critical infrastructure.
5. Large-scale plans take deep pockets. The Town alone spent over \$9 million for the planning of North Oakville. In the long run, that's not excessive, given that the plan is a 20-year plan, covers a large area, and will accommodate significant amounts of population and employment. But it couldn't have been done successfully for less.
6. The devil will be in the details. It's a good plan, with strong bones. However, there's an awful lot of implementation to do, over a long period of time. Urban design standards have to be maintained, funding for transit and other municipal infrastructure has to be found, and the

Town's staff have to make sure they and their successors don't lose the vision over the next 20 years it takes to build out the plan. We won't know how successful the plan is for some time, and that's the planners' dilemma. Will we be moving toward Utopia? Or creating yet another dreary suburb? Only time will tell.

*Peter Cheatley, MCIP, RPP, is a senior associate with MacAulay Shiomi Howson Ltd. Until recently, and during the period described in this article, Peter was Director of Planning with the Town of Oakville. Peter collaborated on this article with Liz Howson, MCIP, RPP, a principal of MacAulay Shiomi Howson Ltd in Toronto.*



A neighbourhood plan for North Oakville

# Sustainable Halton— A Multi-Layered Approach to Consultation

Halton undertakes second massive planning exercise in its short history

Alana Fulford

**S**USTAINABLE HALTON is a growth management strategy that will assist the Region of Halton to respond to the Province's *Places to Grow* Plan. The Region has undertaken a coordinated planning process to accommodate growth to 2031 that includes new Transportation and Water and Wastewater Master Plans, and a Community Infrastructure Plan. These studies will all help to inform the Sustainable Halton process.

*Ontario Planning Journal* readers first heard about the Sustainable Halton Plan in the July/August issue last year. Since then, a great deal of work has been undertaken. Phase 1 of the project has been completed, and work on the second of four phases is well under way.

The four phases include:

- **Phase 1—The Building Blocks:** This phase resulted in the creation of 22 Technical Background Reports. The reports are the

groundwork for the Sustainable Halton Plan and contain options for how and where Halton will develop. The reports are available at [www.halton.ca/sustainablehalton](http://www.halton.ca/sustainablehalton).

- **Phase 2—Growth Options:** This phase was initiated last July. In Phase 2, the Sustainable Halton Principles and Evaluation Framework are developed, and growth options take shape. The Framework will guide the growth management strategy and be used to evaluate the growth options. This phase is to be completed in June 2008.
- **Phase 3—Preferred Growth Option:** This phase will result in the release of a preferred growth option. This phase is expected to be completed in November.
- **Phase 4—Official Plan Amendment:** This phase will result in the development of Official Plan policies and will be completed by June 2009, with the adoption of an Official Plan Amendment.

As part of Phase 2, Regional staff are working with a multi-disciplinary consulting team of planners, engineers, economists, urban designers, ecologists and facilitators, along with Urban Strategies Inc., which is providing overall project management assistance.

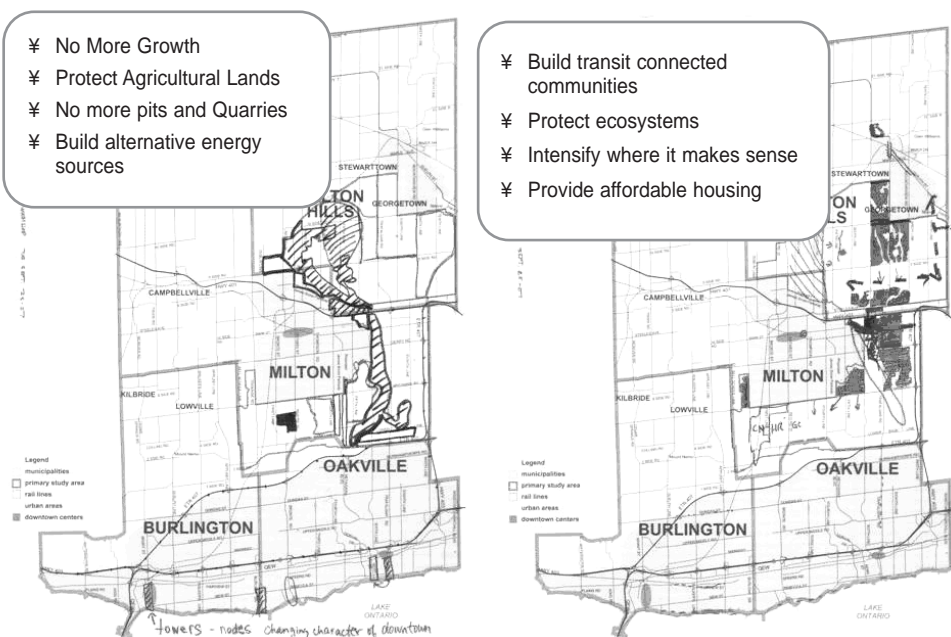
## Project Consultation

Early on in the process, staff recognized that one of the challenges to developing a 25-year plan was getting people involved in the process, given that the outcome will not be immediately visible. To deal with this, we have embarked on a consultation plan that employs a variety of tools to reach different groups: an Environics telephone survey and series of focus groups, stakeholder workshops that asked participants to identify priorities, and a youth strategy to engage the younger residents of Halton in a discussion on growth. In addition to these efforts, we have also built more traditional forms of consultation into the Sustainable Halton plan, such as Public Information Centres, newsletters, a dedicated website, videos, and attendance at various events and fairs. Each phase of the plan is organized around opportunities for public consultation and input at key stages of the project.

## Quality of Life in Halton

As part of Halton Region's Strategic Planning exercise, Environics Research Group conducted a telephone survey. In January 2007, 800 adult residents of the Region (200 in each of the four local municipalities) participated in the telephone survey and seven follow-up focus group sessions were conducted (two in each of Burlington, Oakville, and Milton, and one in Halton Hills) to measure Halton residents' perceptions of quality of life in the Region as it relates to growth.

Most participants described their quality of life as "high." However, there was concern about the extent of growth and its impact on quality of life. Few participants



The consultation process examined different options

expressed immediate support for high-density development. However, the focus group sessions indicated that support for high-density development does exist, but residents require more information on its benefits. Regarding transit, participants expressed openness to increasing their use of transit, but there was some scepticism as to whether increasing transit is viable in Halton. It is within this framework of community perspectives that Regional planners must develop the growth management strategy.

Providing clear messages, opportunities for education, and many forms of consultation is obviously essential. The public needs to know what's driving the Sustainable Halton process, where it's headed, and the key concepts that are integral to this process. Regional staff are using the survey results to help develop better ways to reach out to the public.

### Community Engagement

An extensive consultation strategy has been developed for Phase 2 of the Sustainable Halton process. The goals of the strategy include promoting community awareness and understanding of Sustainable Halton, encouraging community involvement, and the development of a "Made in Halton" growth management strategy that reflects Halton's values and meets the requirements of the Growth Plan.

### Stakeholder Workshops —September/October 2007

There are very few unconstrained development opportunities in the area of Halton Region identified as the Primary Study Area, which is where future population growth will be accommodated. Recognizing this, the challenge is to balance priorities and objectives when planning future growth areas. In an effort to elicit discussion on priorities and trade-offs, invitations were sent to approximately 90 stakeholder and community groups to participate in workshops held in each of the local municipalities in late September and early October 2007.

Participants were taken through a growth allocation exercise in which a series of map layers were overlaid on top of a base map of the Region. Map layers included those depicting agricultural lands, aggregate resources, and the Natural Heritage System. Participants were then asked to sketch on a map both areas for intensification and future growth areas for population and employment—essentially, identifying areas for potential intensification and growth.

But more importantly, why.

As the results indicate, participants offered feedback on what they considered to be key objectives to guide the Sustainable Halton process.

Input collected from these stakeholder sessions helped to inform the process of creating the Sustainable Halton Principles and Evaluation Framework which will be used to assess the growth options. Participants represented a range of interests. Accordingly, there were lots of strong opinions and competing interests expressed. Locating new development means balancing priorities and making tough decisions. Staff concluded that the Sustainable

.....

**Support for high density  
development does exist,  
but residents require more  
information on its benefits**

.....

Halton process must be backed by a strong, defensible framework of goals and objectives that will guide decision making.

### Public Information Centres —January 2008

Throughout January, the Region hosted Public Information Centres in each of the local municipalities. The Sustainable Halton Evaluation Framework was presented to the public for feedback, with a focus on the goals and objectives of the Framework. A key component was a working session with the public. In addition to a presentation and series of display panels for public viewing, the Public Information

Centres provided the opportunity to break out into smaller groups that were led by a facilitator, to discuss and provide input on the Evaluation Framework. This format enabled the Region to exchange ideas and debate key issues.

Turnout exceeded expectations, a reflection of the interest within the community. Over 350 people attended the five sessions, and were encouraged to take home the Evaluation Framework so that they could prepare more detailed comments. There were some common themes:

- How much growth is right for Halton?
- Focus on intensification.
- Need infrastructure to support growth.
- Implementation: we need to get it right.

Clearly, the public is interested in engaging with the Region on this process.

### Youth Engagement

To engage the younger generation, communications technology and media students from three local high schools produced documentaries about the impact of, and planning for growth in Halton Region. It was a chance for youth in Halton to influence decision-making by sharing information and communicating ideas. The plan is to bring together the three school groups and Region of Halton staff to screen and discuss the final products and then post the videos on the Sustainable Halton website for public viewing. For updates on this program, please visit our website at [www.halton.ca/sustainablehalton](http://www.halton.ca/sustainablehalton).

*Alana Fulford is a planner in the Long Range Planning division of the Planning and Public Works Department at the Region of Halton. She can be reached at [Alana.Fulford@halton.ca](mailto:Alana.Fulford@halton.ca).*

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# The Opportunity, the Irony and the Agony

An Opportunity Like No Other

Mary Frances Turner

*I WAS EXCITED ABOUT BEING GIVEN THE opportunity to speak to my own professional group of practitioners at the annual planners conference—to convey to fellow planners my passion and excitement about the growing linkages between sustainable land use and transportation planning. I knew the moment I opened the car door at the resort that pesticide spraying was fresh in the air and the irony struck me right away; here was a conference dedicated to creating livable, healthy communities, and yet the walk from hotel to conference centre was going to make me ill from contact with fresh spraying.*

*The fact that a family outdoor long weekend turkey dinner was being set up rankled my sense of how much we truly understand about the creation of healthy, sustainable communities. And so the agony began—I really wanted to stay, but could not walk further than the edge of any hard surface before being assaulted with the scent of pesticides. Do I stay and feel ill but deliver my talk, or do I leave? Finally, after*

*direct exposure to fresh spraying on the townhouse community south of the conference centre, I picked up my bags and left.*

*So here is what I would have conveyed if I had stayed. . . .*

**D**URING THE PAST 20 YEARS, York Region has rapidly grown to become Canada's sixth-largest municipality. As the population approaches one million residents, employment growth continues to exceed both the provincial and national averages.

Traffic congestion on local roads and highways has reached the point at which it is now the number-one concern of residents and businesses. The private automobile is the preferred mode of transportation, and less than 10 percent of peak-period trips currently use public transit. With population and employment forecast to increase by a further 500,000 over the next 20 years, transportation gridlock is imminent.

To address the problem, York Region is working to significantly increase transit ridership by linking transportation infrastructure and urban land use through:

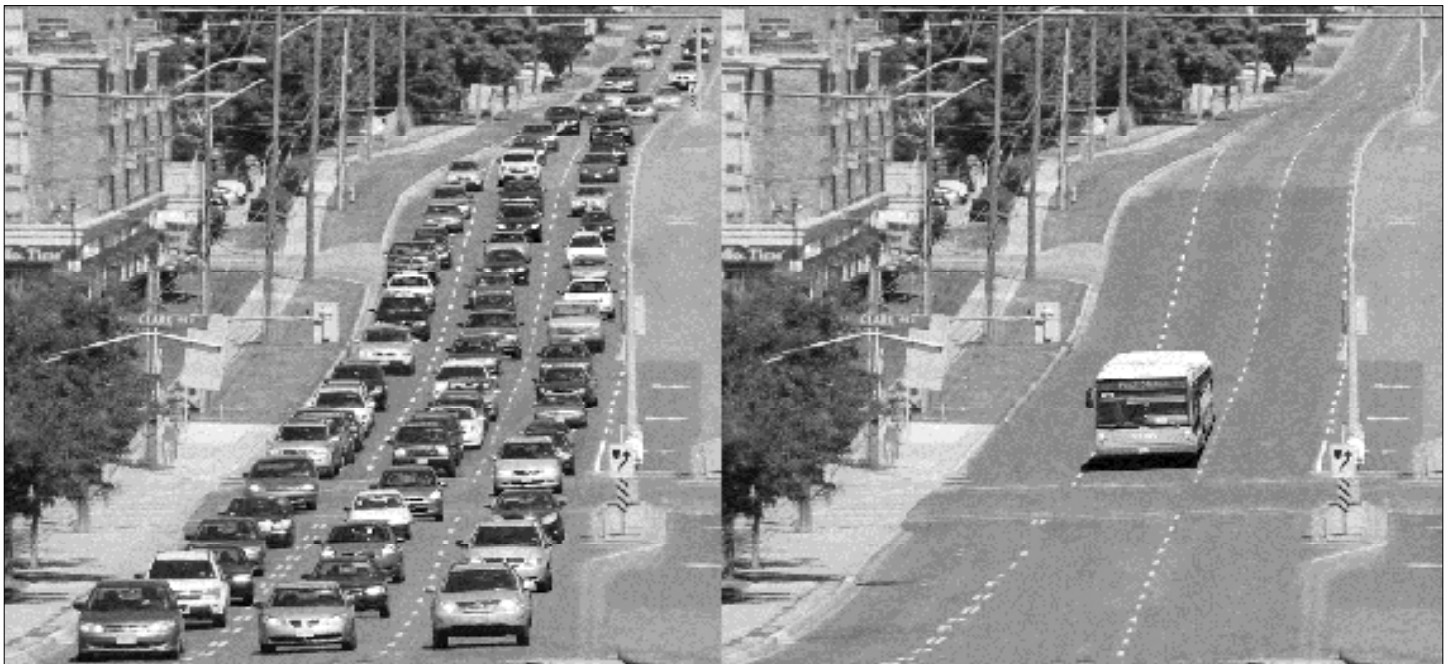
- integrated planning;
- enhanced mobility;
- effective partnerships;
- sustainable development.

## Integrated Planning

In accordance with the Greenbelt Plan and Places to Grow Act, the Region's Official Plan concentrates 70 percent of all new development within four designated urban centres in the local municipalities of Markham, Newmarket, Richmond Hill and Vaughan. The four centres are connected by rapid transit corridors to reduce reliance on the automobile and the primary mode of transportation.

York Region is using the implementation of rapid transit as a catalyst for urban intensification and renewal. Station areas, located every one to two kilometres along the transit corridors, are intended to become both origins and destinations for the travelling public as they evolve over time into vibrant, pedestrian-friendly transit villages.

The Region's Official Plan is supported by Vision 2026, which specifies eight key goals for a sustainable future. To achieve the vision, a Transportation Master Plan, Sustainability Strategy, Centres and



The bus-to-car ratio "visual trick" even more effective in suburban context



Corridors Study and other policies and programs are under way. Annual reports monitor the progress being made towards each of the eight goals, and identify new challenges and opportunities to coordinate Regional planning with local municipal strategies for effective growth management.

### Mobility choices is a key goal

As a result of congested roads, the average commuting time throughout the Greater Toronto Area (GTA) is now over 10 hours a week. Ongoing expansion of the roadway transportation network is a threat to both the natural and social environment. Whereas the average automobile generates three times its weight in harmful emissions on an annual basis, a single urban bus can move the equivalent of 40 cars, keep nine tonnes of pollutants out of the atmosphere and save 70,000 litres of fuel each year.

York Region's rapid transit network is being implemented in three phases over a 20-year period. Viva Phase 1, an early action plan to build ridership and public support, was launched in fall 2005. Viva Phase 2 will construct exclusive rapidways to separate Viva vehicles from general traffic and improve overall travel times by up to 40 percent. Phase 2 also includes the start of planned subway extensions to Vaughan and Richmond Hill, two of the Region's urban centres. Viva Phase 3 will invest in additional technologies, such as light rail transit and grade separations, to increase passenger capacity as population and employment continue to grow. The goal is to more than triple transit's mode share within the designated urban centres.

Since York Region is centrally located in the GTA, effective inter-regional transit hubs are also planned to improve overall transit mobility to and from neighbouring regions. Viva Phase 1 service is fully integrated with York Region Transit (YRT), which provides

an extensive network of local and express buses. Passengers can take advantage of the Region's integrated fare policy to ride on Viva and YRT, and transfer easily between the two, for travel in any direction for a period of up to two hours.

Most transit trips begin or end with a pedestrian trip, and within urban areas cycling is often the faster method to travel up to 10 kilometres. Residents who do not live within a suitable cycling or walking distance to work or school would be more inclined to walk or cycle part of the way if they could combine the trip with public transit. The Region is therefore implementing a Pedestrian and Cycling Master Plan to link pedestrian and cycling activity with transit stations, schools, employment districts and other key destinations.

Since Viva Phase 1 began operations two years ago, annual passenger boardings have increased by a significant 56 percent to reach 24.5 million people. Public support for continuing transit improvements has never been higher.

York Region is now moving forward with Viva Phase 2. Design is under way to integrate the rapidways into the evolving urban environment and connect them with the other MoveOntario 2020 transit projects now being planned in the adjoining regions of the GTA.

### Effective partnerships are critical to success

Sustainable development requires an orchestrated approach that encourages adaptive management, cost reductions and shorter timelines. Partnerships among the various levels of government and with the private sector, community organizations and developers can help expedite this process.

Through York Region's public-private partnership with York Consortium, Viva Phase 1 was delivered in half the time a similar project

would normally take and within a guaranteed budget. York Region has established the York Region Rapid Transit Corporation with two main purposes: the strategic planning, design and delivery of the rapid transit system; and the delivery of transit-oriented development. York Consortium, which comprises seven firms with significant worldwide experience in rapid transit engineer-



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The provincial Move Ontario 2020 funding announcement gives transit agencies throughout the GTA an unprecedented opportunity to work together to improve connectivity. By sharing best practices and models to streamline procedures and avoid duplication of effort, public transit can deliver the faster travel times, expanded coverage, and passenger convenience required to significantly grow transit mode share with a corresponding decrease in the number of automobile trips.

Significantly, opportunities for partnering between government and development interests on the implementation of major inter-regional mobility hubs are unfolding. For example, the planned subway extension to Vaughan Corporate Centre connects with GO Transit rail and express buses, provincial Highways 407 and 400, Brampton Transit, Viva and YRT. Another significant mobility hub is strategically located at the crossroads of York Region's rapid transit service at Highway 7 and Yonge Street. Intermodal hubs smooth passenger transfers from one system to another while providing park-and-ride and other amenities to encourage increased transit ridership and opportunities to fully integrate transit-oriented development to optimize land use and generate additional sources of revenue, an important ingredient of a successful hub. Master planning is now under way for seven hubs strategically located along York Region's rapid transit network.

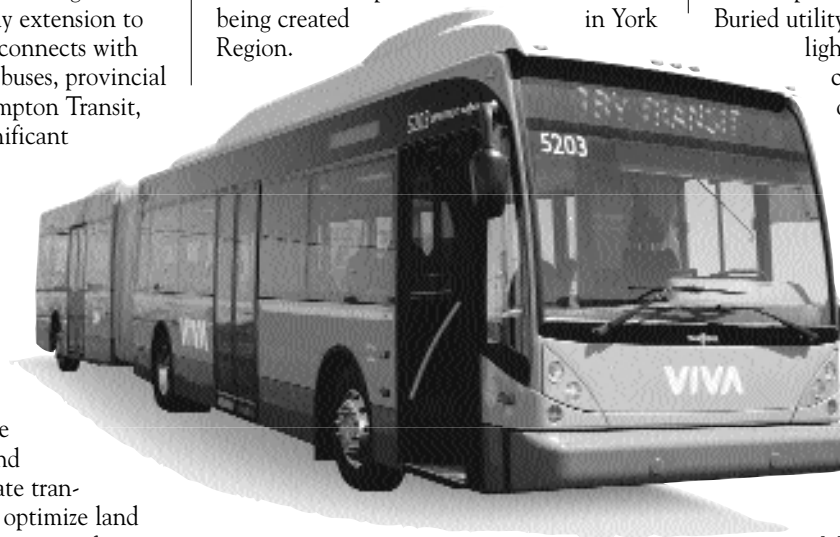
Effective community partnerships with resident groups, local businesses and service organizations provide a solid foundation for implementing sustainable planning principles by providing opportunities to engage the public through ongoing outreach, education and communications. Two Smart Commute associations are working with local businesses to implement travel demand management programs that encourage increased transit use and reduce the number of single-occupant vehicles on the roads and highways.

In Markham Centre, a Citizen's Advisory Group has been guiding development for some time. During the past decade, this group has overseen seminars, workshops and conferences to establish sustainability guidelines through public consultation. The guidelines translate community values into mea-

surable goals for parklands, built form, public spaces, transportation and green technologies. All new development applications are reviewed by the Advisory Group for compliance with these goals.

### The creation of great places is a legacy we must aim for

Around the world, studies consistently show that transit-oriented development enhances urban quality of life with reduced traffic congestion, while ensuring cleaner air, more livable streets, efficient energy use and shortened live-work-play distances. Intensification, redevelopment and new development along 100 kilometres of Viva rapid transit corridors are where much of York Region's future sustainability will be decided. Millions of square feet of mixed-use urban development are being created in York Region.



European buses make strong impression on the public

The key is to ensure that transit infrastructure is available as these new developments come on stream. Within the next 25 years, over 300,000 jobs are forecast to be located with one kilometre of Highway 7, Viva's primary east-west corridor.

As Phase 2 proceeds, the design of the rapidways and rapid transit stations is critically important. Not only should stations be clearly visible destinations with the required amenities for pedestrians and cyclists and safe, well-lit areas for passenger drop-off and pick-up, they must also set the cues for adjacent development. The rapidways need to be integrated into the communities that they serve as opposed to simply cutting through them. Transitions such as gateways or alternative uses of material are required to let people know when they are arriving at or

leaving a particular area. Additional placemaking opportunities include public art, boulevard plantings, landscaped medians, enhanced lighting and public plazas.

As development proceeds, it is important not to lose sight of the larger picture of how the various projects fit together to form interesting, diverse communities. Historic properties can be protected and restored. Investment in government facilities demonstrates commitment to urban intensification with a mix of residential, commercial and institutional uses. Buildings can reinforce corridor use with enhanced architectural treatments. Within 100 metres of transit stations, the first floors of structures should be reserved for commercial use. Major streets should never "turn their backs" on surrounding areas, but extend the facades to include pedestrian areas behind buildings. Buried utility lines, textured materials, night lighting and streetscaping further contribute to the overall sense of quality and design. This attention to detail increases the attractiveness of the urban environment and often results in higher, more stable property values.

### Create a transit culture from the earliest possible moment

By providing rapid transit services prior to building occupancy, a culture of non-automotive travel is promoted from the outset. In Markham Centre, for instance, residential developments are already sold out and will be ready for occupancy by the end of 2008. The

planned esplanade for pedestrians and cyclists runs through the heart of Markham Centre adjacent to the rapid transit alignment. An extensive public park provides a seamless transition between built form and the Rouge River Valley lands. Medium-density development, such as stacked townhouses and low-rise office buildings, acts as a buffer between the higher-density urban area and existing residential neighbourhoods.

To reduce the number of vehicles in the downtown area, a comprehensive parking strategy was developed for Markham Centre with maximum parking standards, limited surface parking and structured parking lots integrated into built form. A parking authority has been established to coordinate paid parking both on and off-street, and current market demands are handled through

temporary permissions until transit mode share increases. (Editor's note: Residents and employers can also look forward to stable energy costs, as a result of the commitment to district energy in the Centre.)

### Staying the course requires us to be prepared for change

There are a number of challenges that sustainable land use must overcome. Municipal policies, zoning codes and secondary plans often need to be changed to accommodate mixed-use development and evolving land use. Developers often face higher costs and risks than those associated with conventional "auto-oriented" projects and they can run into financing difficulties with lenders for developments with reduced parking ratios. New financing models, such as TIF districts, will help to address this issue.

Sustainable development requires strong political consensus and a commitment to stay the course. This further underlines the importance of establishing effective community partnerships at the outset to clarify major goals and objectives. Municipalities can also establish corporations to leverage private investment, joint development opportunities and commercial sponsorships. Performance measures that help to communicate progress further consolidate public support and create a positive environment for development to take place. Incentives for transit-supportive planning and innovative demonstration projects also encourage sustainable practices as development proceeds.

### Let's not miss the opportunity . . .

These are truly exciting times. The intricate relationship between land use and transportation planning is critical to the outcomes of the communities of the future. The challenge is to open our minds and hearts and eyes to all of the elements that influence and shape the well being and health of walkable, liveable communities. It is a tremendous privilege and opportunity to be involved in helping to shape our new communities—there is a great deal to be done.

*Mary-Frances Turner, MCIP, RPP, is Vice President of the York Region Rapid Transit Corporation. She previously held senior positions with the Town of Markham and a major development company. While with Markham, Mary-Frances served seven years as the Commissioner of Development Services before being selected as the first Commissioner of Strategy, Innovation and Partnerships where she coordinated both the development of Markham Centre and York Rapid Transit Plan projects.*



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# Intensification: Lost in Translation?

Still Lessons to Be Learned

Damian Szybalski

*This is the first of two articles*

**I**NTENSIFICATION. A developer envisions profits, efficient use of land and a good location for a high-profile development. Nearby residents conjure up images of high-rise towers, lacklustre design, diminishing property values, shadows, undesirable neighbours, congestion, environmental impacts and loss of open space. A prospective buyer appreciates a central location, urban amenities and an opportunity to get into the housing market. A provincial planner sees complete communities, affordable housing, mixed-use and transit-supportive development, vibrant downtowns, community rejuvenation and the efficient use of infrastructure. A politician contemplates budget implications and constituency growth. Aware of competing economic, environmental and social interests, a municipal planner evaluates the neighbourhood context, compatibility, adequacy of community services and the ability of a project to maximize the public interest.

Intensification is subject to countless interpretations. Its true meaning appears to have been lost in translation.

Based on a survey of 21 municipalities, this article explores steps being taken by the Greater Toronto Area–Hamilton municipalities

(that is, those with an Urban Growth Centre) in implementing the Growth Plan for the Greater Golden Horseshoe. This article provides critical context for this discussion. A subsequent article will look at the various municipal Growth Plan conformity approaches.

## Policy Context

Ontario's Provincial Policy Statement requires municipalities to "identify and promote opportunities for intensification," "implement minimum targets for intensification," "provide for an appropriate range of housing types and densities," and "implement phasing policies" to ensure that intensification targets are met before development occurs on lands designated for long-term growth. Upper-tier municipalities must assign minimum intensification targets to lower-tier municipalities and require that these targets be met before any boundary expansion of a settlement area.

The Growth Plan for the Greater Golden Horseshoe aims to focus growth within existing urban areas. Upper-tier municipalities must:

- accommodate, at minimum, 40% of annual residential growth within their built-up areas by the year 2015;
- develop phasing strategies to achieve required intensification targets;

- prepare intensification strategies;
- identify intensification areas;
- achieve greenfield densities of 50 residents and jobs per hectare;
- delineate Urban Growth Centre (UGC) boundaries in their official plans.

By 2031, each of the 25 UGCs identified in the Growth Plan is to achieve a minimum density target.

The lowest density target (150 residents and jobs per hectare) applies to UGCs outside the Greater Toronto Area (GTA), in Barrie, Brantford, Cambridge, Guelph, Peterborough and St. Catharines. Closer to and within the GTA, a target density of 200 residents and jobs per hectare applies to the central areas of Brampton, Burlington, Hamilton, Milton, Markham, Mississauga, Newmarket, Oakville, Oshawa, Pickering, Richmond Hill, Vaughan, Kitchener and Waterloo. The target of 400 residents and jobs per hectare applies to the five UGCs in the City of Toronto.

All municipalities subject to the Growth Plan must achieve conformity with the Plan by June 16, 2009. Planners are working feverishly to meet this deadline, updating policies and plans.

## The Dilemma

Although the benefits of intensification are widely recognized by planners, the public is



Photo: Iain Moyens Photography

Transit and housing a winning combination

not always appreciative of intensification's benefits. It doesn't help that some intensification proposals do not have regard for the local context and the need for compatibility. The public often equates intensification with high-rise, high-density, unattractive development. Planners have the task of balancing competing social, economic, environmental and cultural interests.

Unfortunately, there is no time for prolonged contemplation on how to achieve this balance. Immediate action is needed, given the looming June 2009 deadline for Growth Plan conformity.

### The Key Challenge

In a post-Growth Plan world, the need for interim, robust intensification policies has arisen because of an increase in the number of residential intensification proposals. In some cases, proponents have misinterpreted the Province's emphasis on intensification, and argued that the proposals conform with the Growth Plan and PPS. It is easy to selectively interpret intensification policies while neglecting compatibility, transitions, buffering and the importance of an appropriate site.

Intensification should occur at locations that support municipal infrastructure investments and help create a desired urban form.

Some GTA municipalities are contemplating investments in higher-order transit; intensification should occur at locations that support this investment and make transit



Photo: Ian Myrman Photography

Construction cranes evidence of growth but not necessarily intensification

viable. Intensification should also support the creation of vibrant mixed-use nodes.

In the translation from policy to practice,

something is being lost in the meaning of intensification.

As a first step, proponents need to realize that intensification proposals that entail considerable increases in density demand greater responsibility. This means being attuned to the local context, being cautious in terms of building height and massing, and reflecting local architectural character. At the same time, a balance is needed whereby every development proposal is treated equally and with the same scrutiny.

Proponents should also recognize that there are thresholds at which intensification becomes inappropriate and should not be pursued, despite the benefits attributed to intensification. Ultimately, no planning policy, including the PPS and Growth Plan, justifies intensification at all cost or at the expense of adverse impacts on existing or future communities.

### Context is everything

Although the Growth Plan's policy direction is overwhelmingly focused on encouraging intensification, the Plan also requires the protection of "valuable natural resources" and the development of a housing strategy that meets the needs of all residents.

Intensification is not anticipated to be



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achieved entirely through high-rise, high-density development. In addition, section 2.2.3.7 of the Growth Plan requires all intensification areas to be planned to achieve a compatible mix of uses, high-quality public open spaces and to “achieve an appropriate transition of built form to adjacent areas.”

While inappropriate intensification can have negative community impacts, the absence of intensification can perpetuate sprawl and consume dwindling resources. Current provincial policies are attempting to encourage intensification in areas where it has not traditionally occurred, and hence to shift the patterns of business-as-usual development.

The need for a balancing act is stipulated in policy 1.1.3.3 of the PPS which reads: “Planning authorities shall identify and promote opportunities for intensification and redevelopment where this can be accommodated taking into account existing building stock or areas . . . and the availability of suitable existing or planned infrastructure and public service facilities required to accommodate the projected needs.”

Recent amendments to the *Planning Act* implemented through Bill 51 can help. The addition of enhanced powers pertaining to urban design suggests that the Province intended to minimize the impacts of intensification and to increase municipal oversight over design. In areas subject to site plan control, municipalities may now approve matters related to a building’s exterior design and must consider sustainable design.

To encourage intensification while controlling it, Bill 51 has clarified that a municipal zoning by-law may regulate the minimum and maximum density, and minimum and maximum height of development. Moreover, councils may determine the materials and documents that constitute a complete planning application, to ensure that all intensification proposals are appropriate for a given location.



Photo: Iain Myrans Photography

Municipalities need to bolster their policies for intensification

### Municipal approaches

Municipal approaches to the increased emphasis on intensification can be generalized into two groups. In the first, municipalities like Mississauga, Brampton and Oakville have opted to adopt interim intensification/growth management policies pending the completion of comprehensive growth management studies. A common reason for proceeding with interim policies is increased pressure for higher-density development. Municipalities in this situation have an immediate need to bolster their intensification policies to more appropriately direct and control intensification.

The second approach is to attain Growth Plan conformity through official plan reviews. Typically, input into these official plan reviews includes comprehensive intensification or growth management studies which will eventually translate into robust non-interim intensification policies and delineated UGCs.

Municipalities opting for the latter approach (such as Barrie and Vaughan) have determined that an intensification study or a comprehensive analysis of growth management options (often through an official plan review) is required before adopting intensification policies. They know that interim policies may be challenged and may be ineffective if they are not based on planning studies that identify where, how and at what magnitude intensification is considered acceptable.

### Where do we go from here?

Just because a development proposes to increase the existing density of a property and hence qualify as intensification, it should not be automatically allowed to proceed if it neglects compatibility and does not constitute appropriate intensification. All intensification proposals must achieve a balance between the competing social, economic, environmental and cultural interests.

Part 2 of this article will provide a comprehensive overview of the various approaches being undertaken by 21 GTA-Hamilton municipalities with an Urban Growth Centre in response to the requirement for Growth Plan conformity by June 2009.

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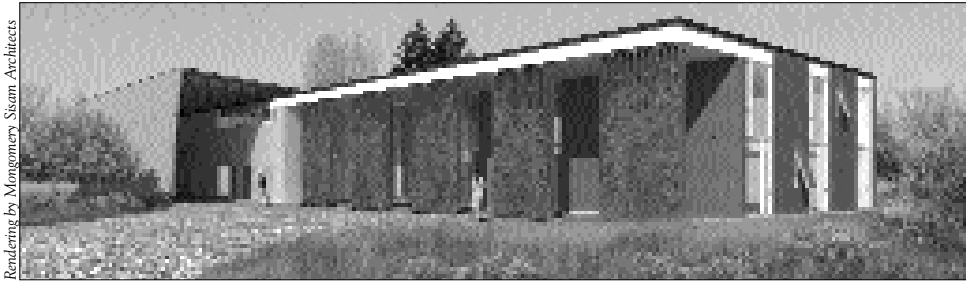
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Co-chaired by Alan Greenberg, president, Minto Urban Communities, and Michael Brooks, executive director, Real Property Association of Canada (RealPAC), Shifting into the Mainstream will feature leading green building experts from across the coun-

ty, including keynote speakers Dr. David Suzuki; Ray Anderson, Chairman and CEO, InterfaceFLOR; and Peter Busby, Managing Director, Busby Perkins + Will.

Summit delegates will get first-hand reports from the national pilot projects involving K-12 schools, commercial offices and public administration buildings. This is the first round of pilots conducted with industry to test and enhance the new LEED rating system and the distributed delivery model, and will be followed over the next three years by similar projects to address all major building types.

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## The integration of health and land use: "planners of different types"

**L**ast November, OPPI was involved in a number of activities in the City of Toronto to commemorate World Town Planning Day. One such event took place on November 3rd, when a walking tour and panel discussion was held at South Riverdale Community Health Centre.

The walking tour in South Riverdale was led by City of Toronto planner, Denise Graham. She pointed out interesting landmarks such as the Old Don Jail, live-work

studios, Don Mount Court housing redevelopment, Ralph Thornton Town Hall, and the changing retail strip along Queen Street East from Broadview to Carlaw. The walking tour was an opportunity to learn about the history and changes that are happening in this dynamic area.

After the tour, there was a panel discussion involving Denise Graham; Mark Sterling, a partner with &Co; Fred Sztabinski, Toronto Coalition of Active Transportation; and Melissa Tapper, South Riverdale Community Health Centre, Health and Planning.

Melissa spoke about the emerging relationship between health and planning and the role that a Community Health centre has in this relationship. South Riverdale Community Health Centre (SRCHC) is an anchor within the neighbourhoods of the catchment area. This area extends north to Mortimer, South to the Lake, East to Coxwell and West to the Don Valley. South Riverdale Community Health Centre promotes the "Social Determinants of Health" through a variety of programming and services that address the physical, mental, social, and economic health of those living in the catchment area.

Melissa gave an overview of the programming at SRCHC including DECNET (Diabetes Education Network of East Toronto), Environmental Health Promotion, Breast Health Education, and Harm Reduction. Melissa also spoke about local neighbourhood health issues that are impacted by planning issues including diabetes, air quality, and the presence of industry in the Port Lands. SRCHC has been active in addressing neighbourhood health issues for the past 30 years. (Readers will recall an article co-authored by Melissa in the Ontario Planning Journal.) The other speakers provided their thoughts on other aspects of the existing community in the context of their respective disciplines.

Denise Graham discussed some of the new developments seen during the walking tour. She also responded to comments on the planning process associated with redevelopment and revitalization in the area. Mark Sterling examined built-form design issues raised during the walk of the neighbourhood, helping participants to understand that built-form is "more than simply buildings" but potentially "distinct spaces that are part of their overall community." Finally, Fred Sztabinski discussed the man-

date of the Toronto Coalition of Active Transportation as it relates to mature neighbourhoods in Toronto, encouraging residents to see cycling as a way to reduce their dependence on cars.

The event drew more than 35 participants from planning schools, local residents, and other stakeholders. We received positive feedback about the event and enthusiasm about giving people the opportunity to discuss planning issues in their area. We are hopeful that future WTPD events will continue to link diverse planning arenas with local communities. This will give community members the opportunity to better understand the planning process, as well as recognize the influence that all aspects of planning has on our daily lives.

### Why synergy between health planners and OPPI is important

Planning historically arose from issues of public health, such as safety, the spread of contagious disease, and available modes of transportation. Dr. James Snow, who linked an outbreak epidemic to a tainted well in Victorian London (1854), helped us understand that there was a direct link between fresh water supply, sanitation, and social well-being, or “health.” He mapped outbreaks of cholera and discovered this connection between the usage of a single water source, the Broad Street Pump, and the tainting source, human and animal effluence that was visible and untreated. Dr. Snow advocated for the treatment of water sources, which eventually led to the safe distribution of water, and separation of sanitary sewers. The influence of public health on planning form can also be seen on Ebenezer Howard’s Garden City model from 1902. Howard clearly delineated centres of business, with radial connections to rural hamlets, fields and places of recreation that assured clean and safe places to live and work. Each Garden City was targeted to predetermined growth sizes to control congestion and was a direct reaction to the cramped, dense conditions of cities at the time.

As disciplines have become more specialized, disciplined and defined, and practices and customs have become more entrenched with our social customs, this cross-integration between those responsible for “public health,” “health care” and “planning” has become less prevalent. The entry for “planning” in Wikipedia contains only one mention of “health” by incorporating the CIP definition of land use planning. None of the related links deal with health directly. Looking up “public health” in the same



Photo: Iain Myrnes Photography

Health concerns embedded in planning principles

source, we find early examples of public health interventions, including Dr. Snow’s finding with respect to the disease-spreading well. However, “land use planning” is not an external link. This gives a glimpse into the disconnect between two fundamentally linked disciplines. Government has since created many specialized departments and agencies.

The initial reasons for integration of the two disciplines over 150 years ago by John Snow (and others) to cope with disease, sanitation, poor living conditions and quality of life can be replaced today by concerns of obesity, diabetes, heart disease, and respiratory disease. These are our 21st-century epidemics, many affected by our decisions made each day. We, as planners, need to learn and discover new ways to investigate these issues in order to remain effective. Education and information sharing is critical.

OPPI’s publication, *Healthy Communities, Sustainable Communities*, attempt to reconnect these two fields in a well-researched and inclusive way that restarts this dialogue again. The WTPD event in South Riverdale described above provides some continuation of this dialogue. The Canadian Urban Institute held a session in December, titled “Thinking differently about Public Health and the Built Environment” which featured representatives from ICES (Institute for Clinical Evaluative Sciences), the Clean Air Partnership, OPPI and Parks and Recreation Ontario (to see presentations visit [www.canurb.com](http://www.canurb.com), follow links to Urban Leadership archives). This is a further example of the partnerships OPPI is interested in

creating to further this work already completed. It is the tip of the iceberg.

The Toronto District chapter of OPPI is planning some collaborative events in 2008 and events to celebrate World Town Planning Day in November. For those with interesting ideas of further partnerships, connections and events, please contact OPPI, or in Toronto, contact Christian Huggett at [Christian@andco.com](mailto:Christian@andco.com)

*Christian Huggett, MCIP, RPP, is a planner & designer with &Co, an architecture and design firm in Toronto. He is also OPPI Council representative and Chair of the Toronto OPPI chapter. He can be reached at [Christian@andco.com](mailto:Christian@andco.com). Paul Richardson, MCIP, RPP, is a representative for commercial real estate at Cushman Wakefield LePage, and the Toronto representative on the OPPI Recognition Committee. He can be reached at [paul.richardson@ca.cushwake.com](mailto:paul.richardson@ca.cushwake.com). Melissa Tapper is a Health Planner with South Riverdale Community Health Centre. She can be reached at [mtapper@srhc.com](mailto:mtapper@srhc.com).*

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## Lakeland

### Winter’s over

Lakelands Planners have been pretty quiet, choosing to hibernate during this old-fashioned Ontario winter. Our first planned event of the year was on February 28, when a few brave souls headed out into



the extreme cold to ski at Blue Mountain Resorts. A number of our members joined us for dinner at the Village, where we at least had the benefit of sitting inside. Thanks to those who came from Owen Sound and Wasaga Beach.

The next District activity is our participation in Orangeville's Earth Day celebrations to be held on April 19, 2008. Anyone interested in planting trees along with volunteers from the Credit Valley Conservation Authority and Trout Unlimited is invited to be at the Board of Education parking lot at 40 Amelia Street at 9:00 a.m. Please bring a shovel. Tree planting is expected to take place for approximately 3 hours, after which lunch will be provided.

*Nancy Farrer, Collingwood*

## Oak Ridges

### Inaugural Meeting

The Oak Ridges District Committee had its inaugural meeting on February 7. The Committee reviewed the budget and action plans for the year and created a list of prioritized initiatives. In February 2008, the Regional Municipality of York planning staff presented Regional Council with a communication memo regarding the OPPI report entitled, *Healthy Communities, Sustainable Communities: The 21st Century Planning Challenge*, released in November 2007, which emphasizes the importance of integrating urban design, transportation and transit to encourage healthy and active lifestyles. The memo also highlighted Regional initiatives such as the Council adopted Sustainability Strategy, Best Practices for New Communities Discussion Paper, and the Pedestrian and Bicycling Master Plan.

*Contributed by Rosa Ruffolo*

## People

### Bruce Krushelnicki Moves to Joint Appointment with PIR and Metrolinx

Public Infrastructure Renewal and Metrolinx, the regional transportation agency tasked with establishing a transportation plan for the Greater Toronto Area and Hamilton, announced a high-profile appointment recently. **Dr Bruce Krushelnicki**, most recently Director of Planning with the City of Burlington, has been appointed as Chief Planning Advisor to both organizations. He will spend most of his time with PIR working on implementation of the Growth Plan, but will also provide advice to the newly formed Metrolinx. Before joining Burlington, where he completed a review of the City's official plan and zoning by-law, and introduced a one-window approvals process, Bruce was a member of the Ontario Municipal Board for 13 years, where he presided over more than 1,000 hearings. Well-respected for his lucid, well-written opinions, Bruce also authored a guide to the OMB. Bruce holds a PhD from the University of Waterloo, and an M.Pl. from Queen's School of Urban and Regional Planning. Before being appointed to the Board, Bruce taught in the environmental studies program at Brock University, where was Director of the Environmental Studies Institute from 1979 to 1991. He also received his BA from Brock.



Bruce Krushelnicki

The Metrolinx team is growing as the agency builds its capacity to deliver a transportation plan for the region. Leslie Woo, who previously held positions with the Province and the City of Toronto, has been appointed as General Manager. Joe Perrotta, previously with the Ministry of Municipal Affairs and Housing, is Director of Policy & Planning. Joe was involved with development of the Greenbelt Plan. Jason Thorne will be Director, Policy & Stakeholder Engagement, having performed a similar role in the development and approval of the Growth Plan with PIR. **Antoine Beliaeff**, Senior Policy & Planning Advisor, previously worked as a consultant with Brook McIlroy (and contributed articles to this magazine) and Briana Illingworth, who most recently worked with Moving the Economy, is Policy & Planning Advisor.



Andria Leigh

**Andria Leigh**, MCIP, RPP, has been promoted to the position of Associate with MHBC Planning. Andria joined MHBC's Barrie office in 2005, after nearly 15 years with the Township of Oro-Medonte, where she rose to the position of Director of Planning. Since joining MHBC, Andria has been responsible for a variety of residential and non-residential projects throughout Simcoe County and the District of Muskoka.

*Editor's Note: In lieu of an obituary for Ted Tyndorf, Chief Planner of the City of Toronto, please see Paul Bedford's article in Departments.*

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# OPPI Council Consolidates Work on Healthy Communities

George McKibbon

On November 8, 2007, the Ontario Professional Planners Institute released *Healthy Communities, Sustainable Communities* and a Call to Action for Ontario's planners at Queen's Park. The paper is being well received. An important milestone in OPPI's Healthy Communities Program has been met. With the successful release of the paper, your Policy Committee's efforts will be directed at implementation. Here is our understanding of the nature of our challenge and how we intend to proceed. In a classic 1984 paper entitled "Small Wins, Redefining the Scale of Social Problems" published in *American Psychologist*, Karl Weick suggests that large and complex public policy problems need to be broken down into separate smaller scale examples which people can respond to easily and successfully. These successes need to be built upon one at a time to help create confidence among the parties involved that we can deal with the Call to Action. Success will generate interest and growing coalitions with whom we can expand our effort.

If we fail, we risk not only failure but, potentially, may set progress back by making it more difficult for others to revisit these concerns constructively in the future. Central to the paper's thesis is the story of how the first administrator of the United States Environmental Protection Agency, William Ruckelshaus, began his mandate to clean up the environment in the early 1970s. On the first day of his agency's existence he selected an existing but obscure piece of water quality legislation, the terms of which were being violated by several large cities. He immediately launched successful prosecutions against these cities. This established credibility for his agency while winning public support early on in his mandate.

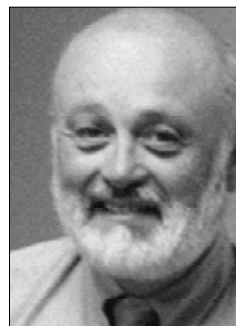
In 2008, members of the Policy Committee will publish articles on effective steps members can take to help implement the Policy Paper. Authors of the paper will describe examples of specific built environment, land use, transportation and policy initiatives taken from the Policy Paper and expand upon these as examples for local action. Our district representatives will describe barriers public- and private-sector plan-

ners may face and we will suggest ways these obstacles can be overcome. Our university planning school colleagues will also write about the educational challenges we face in developing a growing awareness. Interested organizational partners will also be invited to contribute articles for publication describing their concerns and how we can work together. We will also explore the personal challenges becoming more active presents as we work, play, shop and rest.

You will also be invited to ask questions and respond by e-mailing your questions and responses to [policy@ontarioplanning.on.ca](mailto:policy@ontarioplanning.on.ca). All responses are welcomed, but we will not be able to respond to letters that address specific applications before municipal councils, the Ontario Municipal Board or other tribunals.

At the end of the year, we will organize and edit the monthly articles and letters into a larger publication with an appropriate introduction and conclusion and place this on the OPPI website for the public.

*George McKibbon, MCIP, RPP, is the Director of Policy Development on OPPI Council. He can be reached at [gmckib@nas.net](mailto:gmckib@nas.net). George is the principal of McKibbon Wakefield Inc in Hamilton.*



George McKibbon

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# Toronto District a Hub of Activity

Christian Huggett

2008 promises to be a busy year in the Toronto District for OPPI. We have outlined our goals with respect to advancing OPPI's strategic plan and providing some interesting, informational, fun sessions and events.

Based on the generosity of attendees and corporate sponsors from the December Social, OPPI Toronto District raised \$3,500 as a charitable donation for Foodshare, a local non-profit organization that helps to provide affordable fresh food to thousands around the City. Toronto District met with them in late February to personally present the cheque, which will be chronicled in an upcoming issue of the Ontario Planning Journal. To learn more about Foodshare, visit [www.foodshare.net](http://www.foodshare.net)



Christian Huggett

On March 27, 2008 we held our second annual P4-Planning Perspectives at the Gladstone Hotel at 7pm. This event featured a gathering of different planning perspectives from practicing planners.

We are also planning an event in May, a collaboration with Health Planners, to further the groundbreaking work completed as part of the Healthy Communities initiative.

Over the spring and summer, we are also

teaming up with the City of Toronto Planning Department and are hoping to co-sponsor several interesting sessions discussing topical planning issues in the City. Several examples that have been discussed are Tall Buildings, Heritage preservation, and Waterfront initiatives.

We will be starting to work on planning activities for World Town Planning Day (WTPD) for this November. Anyone interested or with ideas to help coordinate multiple events around the City are more than welcome to contact me or the Toronto OPPI Executive.

Stay tuned to the Ontario Planning

Journal, the e-newsletter, and OPPI website events page to keep abreast of upcoming details in Toronto District. Our monthly updates will be provided by Adrian Livatski, who will manage communications.

Feel free to contact me if you are interested in getting involved with any of the activities in Toronto or have any future ideas.

*Christian Huggett MCIP, RPP, is District Representative for Central District. He is a planner and designer with the Toronto-based firm of &Co. Christian can be reached at 416-971-6252 or by email at [Christian@andco.com](mailto:Christian@andco.com).*

## OPPI Hires Registrar

Mary Ann Rangam

OPPI Council is pleased to announce the appointment of Agnes Kruchio as the Institute's first staff registrar. This new staff position signals a time of transformation for the Institute. OPPI's Registrar has always been a Full member who has dedicated countless hours of volunteer time as the Registrar of OPPI. The volunteers who have served in this position know of the work that is involved. In 2006, OPPI Council deemed that it was time to recruit a staff registrar, and made a decision to proceed with this initiative last December.

Agnes has undertaken numerous contracts as a researcher, technical writer, librarian for the University of Toronto Library

System and an editor for the Canadian Association of Insolvency and Restructuring Professionals. She holds Masters degree in Information Studies from University of Toronto.

As OPPI Registrar, her major responsibilities include liaison and representation with government and other professional organizations, including

CIP, on professional standards, practice and legislative issues.

Working with the Membership Committee and our Membership Coordinators, Christina Edwards and Denis Duquet,

she is responsible for ensuring that OPPI's membership standards and criteria are administered according to the OPPI Act, By-law and Membership policies and procedures.

Agnes can be reached at the OPPI office on Tuesday-Thursday at: [registrar@ontarioplanners.on.ca](mailto:registrar@ontarioplanners.on.ca) or ext 227.

Welcome Agnes.

*Mary Ann Rangam, Executive Director, Ontario Professional Planners Institute.*



Agnes Kruchio

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Editorial

# Who Will Bear the Costs of Building “Complete Communities”?

Glenn Miller

**T**HE DESIRE AMONG PLANNERS to recalibrate the systems that drive urban growth is undeniable. But the language we use to describe the challenge is often loosely defined, reflecting the perspective of the proponents rather than specific values. Healthy communities. Sustainable communities. Complete communities. Take your choice. Worse, the key words used to prod us along the path to... see above... tend to be used interchangeably to match the need. Environment-first. Partnership-driven. Pedestrian-focused. The list is extensive, potentially misleading, and lacking in rigour.

A relatively recent positive development, at least, is that there is now a willingness to expand the debate about how to achieve our goals, acknowledging the role of the buying public. These people, after all, are the ones who must be persuaded to buy into the goal of sustainability. Although extensive public engagement has become an essential ingredient in the mix, it is not clear that *inputs* from the public genuinely affect the *output*. Too often, developers in Ontario seem to be the missing link. Giving lip service to intensification may get developers through the approvals process, but real progress will only be made if developers and their consultants can embrace the potential of the kind of urban form required to make the Growth Plan work.

Nowhere are the challenges underlying sustainable growth more starkly portrayed than in the Greater Golden Horseshoe – Southern Ontario’s sprawling city region – where planners, environmental advocates and decision makers negotiate with developers in a bid to implement the Growth Plan.

Although current planning practice may have set new records for multi-disciplinary discourse, one group that seems to have been left out of the debate is the accountants. Often dismissed as uncaring bean counters, the individuals whose job it is as chief financial officers and treasurers to steer municipal corporations through the thickets of financial uncertainty are beginning to make their voices heard. Backing them up are the public works engineers charged with implementing new standards for water safety (post-Walkerton) and ensuring that storm and san-

itary treatment plants are up to the task of keeping pollution out of Lake Ontario. The result of these emerging concerns is a caution flag that could slow down the rush to build “complete communities.”

The message coming from these individuals is as follows: to proceed with a newly approved subdivision that meets density targets set out in the Growth Plan, the challenge is to find half a billion dollars or so to pay for the upgrading of the treatment plants and extension of trunk services before building permits can be issued. Want to proceed with a radically different urban form that will support transit service well beyond the dense urban core of Toronto? Fine, then developers, municipal CFOs and the province will have to redefine the rules governing the scope and extent of development charges. The goal should be to cover the costs of investing in *tomorrow’s* urban form rather than *yesterday’s* model, as currently dictated by the Development Charges Act. Interested in building communities that are great places to live, work and play? If so, then we have to account for the additional but often forgotten costs of providing all the *other* elements that comprise a complete community—like schools, hospitals, libraries and community centres.

Perhaps the first priority should be to sit down with the accountants and the bankers to figure out where the money is going to come from. The second priority has to be a complete re-think of the hodgepodge of checks and balances that passes for public tax policy. As economist Enid Slack says, “If cities want to discourage sprawl, financial tools must be structured in ways that provide the right incentives for compact development.”

There are no easy answers but we need to start asking right questions before we have the right to use the language of sustainability.

*Glenn R. Miller, FCIP, RPP, is editor of the Ontario Planning Journal and director, education and research, with the Canadian Urban Institute in Toronto. He can be reached at editor@ontarioplanning.com. “The Spreading Suburb” by Enid Slack is in the March/April issue of ReNew Canada.*

## Letters

### New Ministry Created

THANK YOU FOR PUBLISHING the conclusion to my articles on engagement with First Nations. Readers should be made aware that the Ontario Secretariat of Aboriginal Affairs referred to in the article has now been elevated to the status of an Ontario Ministry of Aboriginal Affairs. This move implements one of the recommendations of the Ipperwash Report. This happened to be the Solstice, 21st of June 2007, National Aboriginal Day.

—Dave Stinson, Orillia

### Response to Paul Bedford - how lucky we would all be if Paul were the minister...

THERE IS A BREATH OF FRESH AIR blowing from the pages of the Ontario Planning Journal. It would appear that a 25-year era of stagnation is coming to an end. A new generation of planners is taking over. The pages of this issue are full of ideas and proposed policies related to sustainability, healthy communities and transportation. Perhaps the next stage should be to organize and edit all these separate efforts into a single, comprehensive whole. It may begin with

a declaration of our commitment to a “human centred” planning approach. The starting point of any community planning must be the residential neighbourhood. Since walking is the healthiest form of individual transportation, healthy communities must be composed of predominantly pedestrian neighbourhoods. Daily and weekly needs must be realized within walking distance. These distances should be measured by time units. Every recommendation or policy or by-law must be crafted to enhance human comfort in public spaces. We certainly do not want to exclude the too young, the too old, the infirm and the disabled. In our climatic zone, this

(Cont. on page 21)

# Spreading the Good Word— EcoDensity Principles Supported by PIBC

**T**HE CITY OF VANCOUVER HAS PROPOSED an “EcoDensity Charter,” as a blueprint to take the well-known gains in densification beyond the boundaries of downtown. Many individuals and organizations have added their voice to the debate, including the Planning Institute of British Columbia (which also represents planners in the Yukon). The following is an abridged version of their official submission to the City.

“The City of Vancouver is in the midst of the development and consideration of a new and important planning policy – the proposed EcoDensity Charter and associated Action Plan. This policy process seeks to set the direction and shape of community development within Vancouver – already one of the most attractive and desirable cities to live in – over the coming years and decades. It attempts to do so in the context of pressing fundamental challenges: rising concerns about environmental sustainability and global imperatives such as climate change; rising concerns about livability in an increasingly diverse, aging, and changing community with evolving needs; and rising concerns about equity and affordability in an increasingly expensive city.

“Just some of the key relevant planning principles and tools for communities to tackle these challenges recognized by planning professionals include:

- Forms of urban design and development that reduce automobile dependence, support public transit, and encourage

walkability, as well as reducing energy consumption and waste while preserving green-space, natural habitat and agricultural lands.

- Forms of urban design and development that account for changing demographic factors (including emerging young residents, aging in place, and new diverse cultures), and which produce richer neighbourhoods with diverse amenities, services and activities.
- Forms of urban design and development that accommodate housing choice, greater housing affordability and housing diversity.
- Consultation and open discussion with communities about how their neighbourhoods will evolve through developments that support walkability, livability, social cohesion and life-long living in place, with supportive education regarding the benefits of this evolution.

“For communities to meet these real and substantial challenges, communities must

actively engage, inform and consult their citizens, while boldly innovating and challenging previous assumptions and orthodoxies, to foster the education of truly sustainable, livable and affordable communities.

“Therefore, PIBC strongly supports and endorses innovative planning principles and informed policy developments that contribute to (these conditions).”

*Comments added by PIBC Council members at the public hearings also suggested that while EcoDensity represents a starting point for a longer process of evolution of the City, there is much careful planning, consultation and community discussion to come. Although the principles behind EcoDensity are sound and supportable, EcoDensity may not be the most suitable name, which unnecessarily draws anxiety and criticism from concerned residents. Visit [www.vancouver.ca](http://www.vancouver.ca) then click on “Major Projects” to read the Charter.*

Letters (cont. from page 20)

requires modification of micro-climatic conditions at the street level. Here is a great opportunity for the planner, urban designer, architect and landscape architect to work with the general public.

—Vladimir Matus, MCIP, RPP (Ret.),  
Toronto (and occasionally Florida)

## LETTERS TO THE EDITOR

Send letters to [editor@ontarioplanning.com](mailto:editor@ontarioplanning.com)  
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# Remembering Ted Tyndorf: a Planner's Planner

Paul Bedford

**T**HE PASSING OF TED TYNDORF, Toronto's Chief Planner, at the young age of 54 leaves a big hole in the hearts of the planning family that knew him well. I was deeply honoured to be asked by the family to give the eulogy at his funeral in February, where over 500 people gathered to celebrate his life. I am also privileged to be able to devote this issue's Planning Futures column to him. This is only fitting, as he devoted so much of his energy to a better future.

How do you begin to talk about such a wonderful person who loved our profession?

I first met Ted in early 1998 when conducting interviews to fill the director positions in Toronto's newly formed City Planning department after amalgamation. As he talked about his love of planning and his passion for cities, I soon realized that he would become our first new Community Planning Director. When I assigned him to the East office in Scarborough he said, "I don't know anything about Scarborough." To my mind, this made him a perfect choice! His fresh approach to problem solving and his people skills soon won respect and admiration from his colleagues.

Words that best describe his outstanding qualities include integrity, loyalty, decency, approachability, caring, compassionate and modest. He never missed an opportunity to speak to young people at high schools and universities. I will always treasure his comments last November to my own University of Toronto planning class when he came to share his thoughts about being the Chief Planner. Despite his ongoing struggle with treatment at time, he gave a fantastic lecture and advised students to get their principles right and to never compromise their sense of trust. He made a lasting impression on the class that was acknowledged by a sustained ovation for his wisdom and dedication. It seems to me his advice should also be taken

to heart by all practising planners as words to live by throughout our own careers.

These qualities were always there right from his early days at Ryerson in the mid-1970s where the foundation of his planning career was built. He remained dedicated to the Ryerson Planning School and was very proud to be Toronto's first Chief Planner from Ryerson. He often told people "not bad for a guy with an undergraduate degree." Despite his personal health challenges, he continued to give back and wel-

comed the incoming planning class in the fall of 2007 with a powerful speech about the state of planning and the opportunities ahead for them. He was extremely proud to learn that his daughter Julie was enrolled in the Ryerson Planning Program and that she would be following in his footsteps. The smile on his face was a mile wide.

In the early days he worked for Peel Region and the Province, but his long service to Etobicoke from 1977 through 1998, with a three-year stint in the private sector, was where he

learned the ropes and made life-long friends. His enthusiasm for embracing the future was put to the test over the past 10 years as he dove into the many planning challenges of Scarborough, the downtown district and taking over as Chief Planner in December 2004. I think he quickly realized why I have often said that being Toronto's Chief Planner is a 24/7 job. It is perhaps the most difficult in Canada. Ted realized that pulling together the different planning cultures, providing professional advice to an often difficult 45-member Council and helping the community to successfully embrace change would become constant themes. Throughout it all he managed to retain his idealism and faith in humanity despite the endless complexity of navigating through the city hall culture.

As I write this a month after his funeral I still find it very hard to accept that he has

left us. However, I know that he lives on in the hearts of those who knew him and loved him. As planners, we can continue to practise what he taught us in our own lives. For me, the most personal lessons include to be positive instead of wasting time and energy on negative thoughts or things we can't control, to understand that life isn't always fair but it is still good, so we should make the most out of it and embrace it with energy, enthusiasm and empathy, to do the right thing and make peace with your past so it won't spoil the present, and, finally to love your family.

Ted was a loving husband to his wife Chris and a fabulous father to Matthew, Julie and Michael. He was a wonderful person who always made you feel better. We were all lucky to have known him and will miss him greatly. As a lasting tribute to Ted's dedication to planning, the Ryerson University School of Urban and Regional Planning has established a scholarship fund in his name. Ted would have really like this as it will provide a lasting legacy to him and an ongoing source of inspiration to those that will follow. I look forward to teaching future recipients of this scholarship in my own planning course at Ryerson.

Good bye my friend, and make no little plans.

*Paul Bedford, FCIP, RPP, is the Ontario Planning Journal's contributing editor for Planning Futures. He was Toronto's Chief Planner after amalgamation. Paul teaches at the universities of Toronto and Ryerson, and is a member of the board of Metrolinx, 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. Readers can find an article by Ted Tyndorf ("Daring to Dream the Impossible"—Vol. 22 No. 6, November/December, 2007) on the OPPI website. Access the Members Only section and follow the links to Ontario Planning Journal archives. Select the "Commentary" section)*



Photo: John Benjamin

Ted Tyndorf participated in a study tour of Australia in 2006

# Markham Heritage Estates at 20: Evaluating the success of a unique initiative in Heritage Conservation

Michael Seaman

**T**HE TOWN OF MARKHAM IS A MODEL of a community with a commitment to heritage. Its record of establishing heritage districts and designations, implementing financial incentives and achieving the conservation of heritage resources in new developments is second to none in Canada. This was confirmed in 2000, when the Heritage Canada Foundation awarded Markham the first-ever “Prince of Wales Prize” for municipal commitment to heritage conservation, despite stiff competition from such known heritage communities as Victoria, Lunenburg and Saint John.

Even with its success and commitment, however, the relentless tide of suburban growth that is sweeping across southern Ontario occasionally presents challenges to the conservation of heritage buildings on

their original sites that can confound even Markham. The prime example of this was Highway 407, which some Markham heritage advocates would tell you might have been designed to virtually connect the dots with heritage buildings. It was not feasible to move the highway right-of-way and so for the heritage buildings in question, it was a case of move it or lose it.

Fortunately, Markham was well prepared. In 1988, a few years prior to the advent of construction of 407, Markham had established a unique concept in heritage conservation planning—the Markham Heritage Estate Subdivision—which was ready and able to provide affordable lots to which these threatened heritage resources could be moved.

Today, Markham Heritage Estates is edging close to completion. With its twentieth

anniversary around the corner, it is a good time to take a step back and evaluate how successful this unique initiative in heritage conservation planning has been for Markham and whether there are lessons to be learned from it.

## Origins for an innovative idea

The idea for Markham Heritage Estates has its origins in the massive development boom of the mid-1980s. Like many municipalities in the years following the adoption of the *Ontario Heritage Act*, which at that time did not provide permanent demolition control, Markham had struggled with the conservation of heritage resources. Unlike places like Brampton, Oakville or Richmond Hill, Markham’s historic urban areas were relatively small and a significant portion of its heritage resources consisted of farmsteads. Sitting alone on a 100-acre parcel, these lonely testaments to Markham’s once-thriving agricultural industry are considerably more vulnerable than heritage resources in the relatively safe environment of urban areas like Markham Village and Unionville. The unfortunate loss of a number of outstanding examples of rural farmhouses, and the prospect of more losses to follow, moved



A popular destination on any walking tour is the former home of Richard Gapper, a leader in Ontario’s “Family Compact” in the 1830s who led a troop of militia to put down the Rebellion of 1837. Located immediately next door is the Robinson House, the former home of an 1837 rebel who was imprisoned for his role in the uprising. The ghosts may not be pleased, but to have these heritage resources standing side by side, provides an incredible opportunity to tell this story of this important chapter in Markham’s and Ontario’s early history.

some members of Markham Council and staff to find another way—a locally inspired way—of addressing a Markham problem. What they came up with was the idea for a plan of subdivision on purchased town land that would be specifically dedicated for the relocation of threatened and significant heritage resources.

There was no precedent for this type of subdivision, so Markham had to create the design, concept and policies from scratch. A variety of stakeholders were involved in the development process. Building relocation companies provided input on the design of the plan to make it feasible to relocate homes onto lots. Utility companies were contacted to ensure that the location of wires along 16th Avenue was kept high enough to accommodate the relocation of heritage homes beneath them. Landscape architects were consulted—as it was suggested early on that not only would the relocated heritage homes be restored, but that their gardens should be reflective of the period when they were built.

It was out of this consultation process

that the plan for the subdivision was developed. Some today wonder why, in Markham, a community that prides itself as being the “Centre of New Urbanism” that the layout of the subdivision is in the form of cul-de-sacs rather than a more traditional grid pattern. The reason is that the homes in the subdivision are farmhouses, which are traditionally seen with wide spaces around them. The curvilinear layout of the subdivision and pie-shaped lots are more conducive to achieving this look. Twenty years later, you can indeed get a sense of space around these historic farmhouses that you could not achieve on traditional rectangular village lots.

#### Markham becomes a developer

In 1988, with great fanfare “Markham the Town,” became “Markham the developer” and formally established the Markham Heritage Estates subdivision, a 38-lot subdivision (later expanded to 42) of fully serviced lots to accommodate the relocation of threatened heritage buildings that could not be retained on their original sites. The subdivision was not without controversy. Heritage groups at the national and provincial level opposed the plan, fearing that it would prove to be a dumping ground for heritage buildings that developers did not want. Markham continued, however, recognizing with the anticipated onslaught of suburban development and highway construction in the 1990s that this was something that was

going to be needed in their tool box. Markham was sincerely conscious of the warnings of heritage organizations, and so created three criteria for entry that, with very few exceptions, have been followed religiously to this day. In order to be eligible for the Heritage Estates, a building must be located in the Town of Markham; it must be of high architectural and/or historical significance and, most important, there must be a verifiable and irresolvable threat to its existence at its original location. All alternative options must be fully explored.

Twenty years on, Markham stands vindicated. It is recognized as the leader in Ontario in preserving rural farmhouses on their original sites within plans of subdivision. Twenty-nine houses have been relocated to the Markham Heritage Estates since that time. In each and every case, these were the result of situations such as highway construction or extreme neglect on lands outside of the urban expansion area, where in any other municipality in Ontario these buildings would simply not have survived.

There have been many benefits resulting from Markham Heritage Estates. First among them is that with its 29 beautifully restored heritage homes and gardens, it has become one of the most desirable places to live in Markham and provides inspiring examples to others contemplating the purchase and restoration of heritage homes elsewhere in the municipality. For developers considering the restoration of a house in a plan of subdivision, it has provided a road-

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Heritage on the move



map of how to do it, what the costs are and who can do the specialized work.

The Markham Heritage Estates has also become a draw for tourists, a fact anticipated in the purchase and sale agreements with property owners. While homeowners are not obliged to open up the interiors of their homes, they formally acknowledge that the Markham Heritage Estates will continue to be a place that locals and visitors will be able to enjoy in perpetuity. Situated adjacent to the Markham Museum, the subdivision plan provided for a pedestrian link to the museum to facilitate walking tours, such as those conducted as part of the annual Doors Open Markham festival.

While the Town of Markham had to incur the up-front costs of developing the subdivision (which were in the range of \$2.8 million in 1988 dollars), as lots have been sold over time, the town has recouped its investment, and when the subdivision is built out, it will have made a profit. Initially the lots were sold at cost by the municipality in order to provide an incentive to prospective purchasers, who would be responsible for undertaking an accurate restoration of their homes. Over time the average lot price has been increased to 50



Special provisions made to relocate heritage buildings


percent of market value, however, the incentive of a reduced lot price remains.

#### Local solutions make sense

What has been learned from Markham Heritage Estates? The primary lesson is that municipalities must be aware of their local heritage and pressures facing it and be prepared to take innovative steps to conserve

heritage resources. Each municipality faces different challenges and sometimes local problems require local solutions. Markham Heritage Estates is an effective solution to a problem faced by the Town of Markham. The concept is not found in any guides to municipal heritage conservation, and is certainly not for everyone, but in Markham it has worked very well, and has allowed the Town to virtually eliminate the threat of loss of significant heritage resources. It is also important to plan for the long term. Almost \$3 million was a significant up-front cost for the Town of Markham to bear, but with the hindsight of 20 years it was a visionary decision. Over time, the Town will not only recoup its financial investment, but will actually earn a profit, and it has gained a priceless heritage treasure for residents and visitors to experience, enjoy and learn about Markham's rural heritage for generations to come.

*Michael Seaman, MCIP, RPP, is the Community Planner for the Town of Aurora. He is also contributing editor for the Ontario Planning Journal's column on Heritage. Michael is active with heritage organizations. He can be reached at [mseaman@e-aurorora.ca](mailto:mseaman@e-aurorora.ca).*




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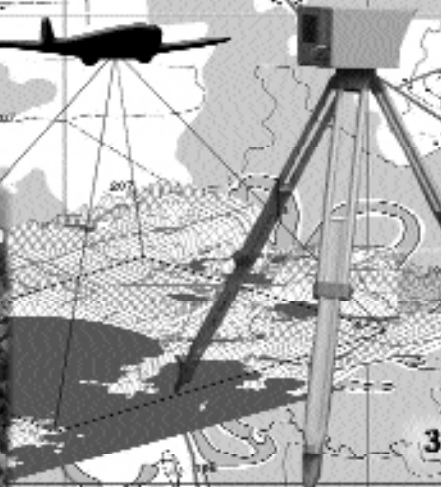
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# Interpretation Through the Rear View Mirror

By Noel Bates

ONE OF THE MORE VEXING ASPECTS of interpreting statutes, regulations and policy is the meaning of *retrospective legislation*, a term used interchangeably with *retroactive legislation*. If planners feel they have difficulty understanding the meaning, take heart — it is an issue that has plagued the courts for years.

A good statement of how courts have resolved the meaning of its interpretation is this:

“A statute which takes away or impairs any vested right acquired under existing laws, or which creates a new obligation, or imposes a new duty, or attaches a new disability in respect of transactions *already past* is deemed to be retrospective or retroactive.” (Sedgwick)

This topic of this column came about for two reasons.

First, in perusing new legislation of the Ontario legislature I ran across the following in the *Investing in Ontario 2008 Bill*, proposed by Dwight Duncan the Finance Minister: “Retroactive Regulation (2) A regulation is, if it so provides, effective with reference to a period before it is filed.”

Right after reading this Bill I had a chance to refresh my recollections of a not so well known statute in Ontario called *The Interpretation Act*. (Actually all provinces and the Parliament of Canada have passed roughly similar legislation).

Mr. Duncan’s bill specifically deals with at least one aspect of retroactivity covered by sections 34-37 of *The Interpretation Act*, and

that is the repeal of statutes both specifically and by implication.

The provisions in the new Finance bill suggest that the government intends to publish regulations (which are *subordinate legislation*) which will have a retroactive effect. This is not a commonplace wording in a statute empowering a regulation, although this mention is not unique.

Second, in section 70.5 of *The Planning Act* in particular dealing with transition provisions of the *Planning Act*, we find: “Retroactive (3) A regulation under clause (1) (a) may be retroactive to December 12, 2005.”

In the *Planning Act* you will note the word also used is “retroactive.”

The Courts for many years have viewed retrospective or retroactive laws with suspicion: “Retrospective laws are, no doubt, prima facie of questionable policy...” which violate the general policy that laws should be introduced to govern future acts “*unless by express words or necessary implication it appears that such was the intention of the legislature.*” (These words were used more than 140 years ago in England and followed regularly in Canada).

The test is to find what is the “vested right” that is being altered, not just in the future but also in the past.

Of course, in the recent legislative endeavours in the planning arena in Ontario you find significant amounts of legislation that at first blush raise the issue. This is what is

referred to as *transitional legislation*.

This was to clarify, for example, what is meant by the effective date of an “application.”

And all of this legal background is compounded by the recent decisions of the Ontario Municipal Board in November 2007 (PL060707) and February 2008 (PL070056) in which the “Clergy principle” is discussed; these cases, I suggest, purport to establish a new OMB policy to deal with retrospective legislation and transition.

The confusion which planners now must feel is again compounded and magnified because of the curious blend of planning policy and government policy which the Board finds it must deal with.

Almost 38 years ago, the then chairperson of the Ontario Municipal Board wrote about what he felt were the policies to be applied by the Ontario Municipal Board in deciding the cases it faces.

Joseph Aloysius Kennedy said there are two types of policy that are applied by the OMB — the first is OMB policy itself; that is policy developed over the years and reflecting its cumulative jurisprudence. These are often found in the law reports and in the Ontario Municipal Board Reports.

He said the second type is Government policy: “This [policy] is found in the statutes, in Government regulations which have statutory force, ..., and in official pronouncements by the Prime Minister or other Minister responsible in respect of the particular subject-matter.”

These words have been adopted with approval by our Courts.

So today we have OMB Policy, Government Policy and just to make it interesting, this policy can be altered both going forward and going backward both in statutes and regulations.

No wonder the public and planners are sometimes confused!

Legislative editor Noel Bates, BA, JD, MCIP, RPP, is a Principal of LandPlan Inc. located in Creemore Ontario and can be reached at [landplan@rogers.ca](mailto:landplan@rogers.ca).



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# Research into District Energy Shows Potential for Reducing Greenhouse Gas Emissions

Brent Gilmour and John Warren

**M**UNICIPALITIES AND BUSINESSES in North America are giving greater consideration to the role of energy in the development and operation of communities. It is generally acknowledged that within the lifecycle of buildings and urban form being created today, changes in design, efficiency and technology will be required for how we heat, cool and power built spaces and transport people in order to meet climate change objectives, as well as to ensure the long term supply of affordable energy. With the rising cost of energy and growing concerns over greenhouse gas and other emissions, there is renewed interest by all levels of governments about the potential for integrating district energy systems and high performance (green) buildings to assist with achieving a transition to a more healthy, balanced and sustainable way of building communities.

Research carried out by the Canadian Urban Institute on behalf of Infrastructure Canada, the Canadian District Energy Association and the Toronto Atmospheric Fund examined how district energy systems can contribute to local community infrastructure and energy conservation requirements for urban regions. The research also identified how applications of district energy and green building are being successfully integrated to achieve community economic growth and land-use objectives, including compact, mixed use development. The paper showed how green building in conjunction with district energy systems can contribute to emission reduction targets, as well as enhance security of energy supply on a cost effective basis. The research also identified a set of steps that elected officials, policy makers, corporate decisions makers, investors, building owners and others individuals and organizations can use to assess the contribution of district energy and green building for achieving long-term energy efficiency and climate change objectives.

The use of integrated energy planning to

connect district energy and high performance buildings may also be one of the greatest and most economically attractive opportunities available for reducing energy use and emissions on a local, regional and national basis. To fully recognize this opportunity, there remains a need for the building and district energy industries to work together to ensure that policy makers provide the appropriate incentives and regulations to maximize the uptake of improved energy efficiency building design, as well as improved building energy supply efficiency.

Full details of the research and related tools for examining the potential of initiating district energy system planning as well as information about the CDEA's annual conference to be held in Calgary this May can be found at [www.cdea.ca](http://www.cdea.ca).

*Brent Gilmour is a project manager with the Canadian Urban Institute in Toronto. He can be reached at [bgilmour@canurb.com](mailto:bgilmour@canurb.com). Brent will be presenting the findings of his research at the CIP conference in Winnipeg this summer.*

*John Warren is a senior associate with the CUI who is an internationally acclaimed expert in municipal energy systems.*



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# “Ontario By Design?” Urban Design Makes Big Strides in Creating Healthy Communities

Alex Taranu



Photo: Iain Myrns Photography

Interest and acceptance of urban design growing as a way to solve and avoid built form problems

**R**ECENT EVENTS HAVE CONFIRMED something I always knew: urban design is making great strides in Ontario. For example, a recent *London Free Press* article highlighted an interview with the City’s new Urban Designer, Sean Galloway. The efforts over many years of local planners (including our colleague John Fleming) were finally successful and we hope that the design charrette organized there by UDWG in 2003 helped as well. New urban design staff have been also added in Richmond Hill, Pickering, St. Catharines and other places across the province.

The OPPI *Healthy Communities, Sustainable Communities* policy initiative encompasses and relies upon significant inputs related to urban design, emphasizing the close link between public health, urban form and the way our communities are planned and designed. This important initiative was launched on World Town Planning Day last November, to immediate acclaim from the media, planners, public health officials and the public at large. Last fall at the Institute’s Collingwood Conference, UDWG held its popular and well-attended Urban Design Charrette, this time focusing on Wasaga Beach.

Not that long ago, in October 2007, a meeting organized by our Mississauga colleagues gathered urban designers and planners from municipalities across the province and offered an excellent opportunity to assess the great progress urban design achieved from Windsor to Ottawa and to exchange ideas and experiences. We hope to have these Urban Design Network meetings bi-annually.

Urban design has found its place in official plans and secondary plans, the use of urban design guidelines is becoming common and urban design studies are becoming a widespread requirement for background studies and complete applications. New design-focused planning tools have been introduced and

while a few years ago only a few of us could dare to go to the Ontario Municipal Board on design issues, there is now there is an increasing professional confidence that design matters and finds resonance among members at the Board.

At the same time, our colleagues working as urban design consultants are busier than ever—not only in Ontario, but across the country and abroad with high-profile, high quality projects. Educational institutions are graduating a younger generation of well-trained urban designers.

More generally, increasing numbers of planners, landscape architects and architects are interested in urban design and are seeking to improve their knowledge or refresh their skills in this area and UDWG hopes that OPPI will be able to respond to this demand. Interestingly, the Rotman School of Business in Toronto is promoting design (with a strong inspiration from urban design) as a model of thinking for business (and not only about the “business of design”).

All this is reinforcing the idea promoted by UDWG from the outset that “urban design is a key component of the planning process” and the group’s efforts to promote this “art and science of making places for people.” In the context of increasing urbanization, intensification, interest for character and identity urban design is central to the efforts for sustainable and healthy communities.

This resurgence of interest didn’t happen by accident. As recent, as two years ago I was writing an article about urban design being virtually non-existent in legal terms in Ontario and calling for it to be made legal in Ontario. During the review of the new *Planning Act* in 2005-2006, the Province and the Ministry of Municipal Affairs and Housing (MMAH) listened to feedback from across the province, including that of municipalities and OPPI and included urban design provisions in the Act, implementing regulations and Provincial Policy Statement.

The *Places to Grow Act* and the Growth Plan for the Greater Golden Horseshoe Area also make important contributions to promoting complete, compact communities, urbanity, infill and intensification, transit-supportive and transit-oriented development requiring a design-based planning approach.

Not that long ago, during a meeting with senior MMAH staff, we were asked what municipalities are doing to implement the recent provisions of the *Planning Act*, particularly in the area of urban design (design review and sustainable design). After all these recent events, I think we can report



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that there is significant progress across the province and urban design measures are increasingly visible in the way our communities look, function and feel. Now is time to reinforce sustainability and healthy community agendas through the *Planning Act* and Provincial Policy Statement and provide municipalities with more direction and tools to implement these important measures.

We hope that by the time we'll celebrate next year the 10th anniversary of UDWG (The UDWG began as an initiative inspired by articles in the *Ontario Planning Journal* and quickly expanded its scope by holding charrettes at the annual conference) and the Urban Design Network there will be even more progress to report and that we'll be able to say that the collective efforts of all those involved in urban design in the province have produced the results we always dreamed of for a more sustainable, liveable, beautiful and healthier Ontario!

*Alex Taranu, MCIP, RPP, OAA, MRAIC—Chair, OPPI Urban Design Working Group (UDWG). Alex is the head of urban design with the City of Brampton.*

# Shaping Mississauga's Special Districts with Form-Based Codes

Steven Bell

**I**N FEBRUARY, THE CITY OF MISSISSAUGA held an intensive three-day workshop on Form-Based Codes (FBCs) for its staff with a view to considering FBCs as an alternative tool for regulating development in the City's special character areas. The workshop was facilitated by the Form Based Codes Institute (Chicago, USA) which is a team of practitioners with expertise in planning, urban design, architecture and planning law. In addition to Planning and Building Department and Transportation and Works Department staff, Legal staff from the City also participated in order to provide a perspective on the feasibility of adopting form-based codes in conjunction with the City's Zoning By-law and the *Ontario Planning Act*. Representatives from the Ministry of Municipal Affairs and

Housing also attended the session.

Form-based codes are an increasingly popular method of regulating development to implement a vision and achieve a specific urban form. This contrasts with conventional zoning, which tends to fragment form through regulations that segregate land uses and the control of development through measures such as floor-space-index (FSI), units per hectare, setbacks and parking requirements.

Form-based codes have been used successfully in developments throughout the United States, notably in those that enshrine traditional neighbourhood design principles. A significant advantage of FBCs is that they produce a predictable outcome for the public realm in terms of typologies for streets and blocks; the relationship



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between the facades of buildings and the public realm; and the form and mass of buildings as they relate to one another. Form-based codes also provide an important framework and strategy for achieving character in new development. They have been used to ensure compatible infill in context-sensitive areas, such as traditional main streets, villages and historic districts. They can also regulate development at a much finer-grain scale such as an individual building or lot, facilitating development in an independent fashion. As such, FBCs can provide an alternative to large land assemblies where mega-projects are often proposed and constructed.

As a regulatory instrument, form-based codes are not the equivalent of urban design policy statements contained in official plans,

and district policies; nor are they urban design guidelines. Typically, FBC documents have an illustrative and regulating plan that reflects a particular vision. These are dovetailed with comprehensive development standards for the private and public realm, along with annotated diagrams and wording. Other layers of the code typically include urban standards for site organization, built-form aspects, and street standards for the treatment of public sidewalks, boulevards and street sections. Architecture can also be regulated as an added layer to the code, but this should be carefully considered in light of issues related to providing “flexibility” in design for architects, and balancing architectural requirements with vernacular context, community aspirations and values. When implemented in an integrated fash-

ion, the code has the ability to produce a remarkable built environment with a unique character that supports urban objectives.

In shaping the future of Mississauga’s special character areas, the City is hoping to begin using form-based codes as an important regulatory tool to achieve urban design excellence, particularly through district studies and special initiatives that are now under way.

*Steven Bell, MCIP, RPP, and Sharon Mittmann, MCIP, RPP, organized Mississauga’s Form-Based Codes Workshop. They are Urban Designers with the Development and Design Division, Planning and Building Department, City of Mississauga.*

## Transportation

# Accessibility Opens Doors For All

*Kelly Paleczny and Dennis Kar*

**T**HE ACCESSIBILITY FOR ONTARIANS WITH Disabilities Act (AODA) received royal assent June 2005. The Act recognizes that people with disabilities are among society’s most disadvantaged citizens, with approximately 1.5 million Ontarians having a disability (approximately 13.5% of the population). As demographics change, the 13.5% is expected to grow to 20% (within 20 years).

The AODA is about removing and preventing barriers providing for a more inclusive society. The removal and prevention of barriers will be predicated on the development, implementation and enforcement of

accessibility standards which will define a fully accessible Ontario in phases of five years on or before 2025. Standards will cover provision of goods, services, facilities, premises, employment, etc. The province has been clear from the outset that the standard requirements adopted under the AODA must be accommodated within existing funding envelopes.

From a municipal perspective, the AODA will affect community planning, the built environment, the provision of services, customer service and hiring practices. While the importance of this legislation is significant, the impact of this act on

municipalities can not be understated.

Compounding the impact of the various requirements is the fact that the various standards are being developed in isolation from one another, resulting in some cases in overlapping requirements and varying timelines. By way of example, the Customer Service regulations call for employee training with respect to delivery of services to the disabled community, and require the training be provided to all employees by January 1, 2010. The current draft of the transportation standard sets out further training requirements, specific to the provision of transportation services to the disabled community that will be mandatory for all employees, but this standard has not been finalized. This leaves transit service providers in Ontario in the position of having to begin employee training with respect to the Customer Service Regulation requirements immediately in order to meet the implementation time-frames, and having to recycle those same employees through further training once the Transportation Standard is adopted into regulation.

Municipalities will also be faced with significant costs in order to comply with the standards once finalized. The transit industry, for example, undertook a detailed costing exercise of the initial draft standard in attempt to determine the estimated costs associated with compliance of the transportation standard only (noting the industry will have to comply with all common standards as well). It was estimated that the total cost of implementation (both capital and operating) over the 18-year period (until 2025) to the

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transit industry in Ontario would be \$500 million, with an ongoing annual \$16 million investment required thereafter. These cost estimates did not take into account the additional requirements that will be placed on the industry as a result of the remaining standards, which are all anticipated to be adopted into regulation over the next two years.

A similar impact will be felt in other municipal departments, and thus the importance of understanding and getting involved as the legislation develops is paramount. The Customer Service Standards were adopted into regulation before many service providers were aware of the AODA legislation, and as a result, the public review commentary was extremely limited. While the underlying principles of the Act are commendable and easily supported by all sectors, if the standards developed and adopted into

.....  
**The AODA will affect  
 community planning, the built  
 environment.... The impact of  
 this act on municipalities can  
 not be understated**  
 .....

regulation are to achieve their potential, (noting they must be achieved within existing funding envelopes), the requirements must be both achievable and sustainable. Stakeholders from all sectors need to engage in this process to ensure their viewpoints are considered during the standard-setting process, since once the standards are adopted into regulation, it is too late to complain.

**The Standards—General**

There are two types of standards that can be developed under the legislation: common standards, which will apply to all sectors of the Ontario economy, and sector-specific standards, which are developed at the discretion of the Minister of Community and Social Services.

At present, four common standards have been defined: Customer Service, Employment, Information and Communication, and Built Environment. To date, there has been only one sector-specific standard defined for development—Transportation. The standards developed for each of the aforementioned categories:

- set measures, policies and practices to remove and prevent barriers;

- address a full range of disabilities;
- are mandatory, applying to all sectors of the economy—both public and private (common standards only);
- will be staged in time periods of five years or less;
- will be reviewed for progress on a five-year basis to assess results and changes as considered appropriate.

**The Standards—Future Impacts**

The commentary below provides a brief overview of the status of each of the standards under development, with the greatest focus on the two which have the most potential to impact planning in the future.

**Customer Service**

Regulations 429-07 & 430-07, resulting from the Customer Service standard, took effect on January 1. The regulations call for all service providers in the province to ensure the following are in place:

- Accessible and Alternative Customer Service Policy, Procedure and Practice.
- Alternative Service in place until all services are deemed accessible.
- Clear policies with respect to accommodating accessibility support persons, service animals and assistive devices.
- Notifications in accessible format of all service disruptions (planned and un-planned).
- Employee and volunteer training with respect to accommodation and accessibility issues specific to the services provided.
- Accessible means for receipt of customer feedback within organizations.

Organizations in the public sector have until January 1, 2010, to comply with all requirements in the regulations; private-sector organizations have until January 1, 2012.

**Information and Communication Standard**

The standard development committee dealing with the Information and Communication Standard is in progress with a target for the first draft standard of May 2008. Topics expected to be addressed in this standard include the provision of all public communication in various accessible formats, the provision of closed captioning, sign language interpreters at public meetings, and the assurance that websites include various accessibility features.

**Employment Standard**

The standard development committee dealing with the Employment Standard commenced in October 2007. Areas to be addressed include the areas of recruitment, retention and integration in the workplace. The target date for the initial draft Employment Standard is September 2008.

**Built Environment Standard**

The standard development committee dealing with the Built Environment Standard commenced in late 2007. Areas that are expected to be included in the scope of this standard include the following topics:

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- buildings (i.e., accessible doors, ramps etc.);
- public and private ways (i.e., curb cuts, ramps, etc.);
- public parks, trails and playgrounds (i.e., accessible equipment);
- housing;
- life safety;
- secure facilities;
- heritage properties;
- built environment for transportation facilities (i.e., bus shelters, stops, terminals).

This standard is anticipated to be the most far-reaching. The target date for the initial draft of the Built Environment Standard is August 2009.

#### Transportation Standard

The Transportation Standard applies to delivery of public and private transportation services (that is, modes of passenger transportation within provincial and municipal jurisdictions such as school transportation, public transit, taxis, and intercity coach). The standards, as currently drafted, cover specifications with respect to both conveyances and services.

The section dealing with conveyances calls for:

- Accessible fare payment and ticket validation equipment.
- Minimum of 2 accessible seating positions on public transit buses.
- Destination signage with solid characters.
- Colour contrasting stanchion bars, hand-holds.
- Pre-boarding route or destination announcements.
- On-board announcements of stops and connections.
- Designated Courtesy and Personal Care Attendant seating.

The section dealing with service calls for:

- An Accessible Transportation Plan to be established in consultation with local stakeholders and published on an annual basis. The plan is to include the publication of annual performance measures and results against same.
- Expanded eligibility criteria for specialized services to include all members of the community who, as a result of their disability, cannot make use of the conventional fixed-route service.
- Specialized service hours and areas must match those provided on the conventional fixed-route service.
- Fare parity between specialized and con-

ventional services, including all fare media options.

- Free travel on all public transit services for a personal care attendant who is accompanying a disabled passenger.

The standard requirements set out above have a variety of implementation dates, since some will require significant changes to the manner in which services are currently delivered.

#### How Can You Get Involved?

The AODA provides for an inclusive standard-setting process. Effective January 2008, as a result of commitments from the Premier to the disabled community, standard development committees will include a 50% representation from persons with disabilities, with the remaining 50% representing all sectors of the economy (both public and private). Various government representatives also participate on the committees as non-voting members.

Each of the standards being developed will be subject to a public review period during which members of the public are encouraged to provide commentary. While various sector representatives participate on the standard committees, it is important that all viewpoints be considered, and as such, members of the public at large need to participate in the public review.

The Ministry of Community and Social Services website provides information with respect to the members of each of the standard committees, minutes of past meetings, and information with respect to the public review (i.e., draft standards and public input forms).

More information is available from <http://www.mcsc.gov.on.ca/mcsc/english/pillars/accessibilityOntario/>.

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This Frog Don't Talk

# What I Learned From Frogs in Texas Saving Your Skin with Forward-Thinking Innovation

Author: Jim Carroll; pages: 120

Review by Dave Aston

**W**ITH A TITLE LIKE *FROGS IN TEXAS*, you may be thinking, what is this book all about and how could it relate at all to planning? Let me explain. The author, Jim Carroll, shares his encounter with frogs in Texas to illustrate his view on the importance of keeping a focus on the present, but always keeping our eyes open to the future and the changes occurring around us.

Jim Carroll is an international futurist, business trends and innovation expert. He began his career in an accounting firm. Carroll says "curiosity about the world around him led him to his career as a global futurist." He has provided insights on trends, change, innovation and opportunity in books, articles, interviews and speaking engagements worldwide.

This book examines the importance of understanding future trends and finding innovative ways to respond to rapid change and make decisions that make a difference. Carroll suggests "certain things are certain" and introduces eight big trends that all businesses and organizations need to be thinking about:

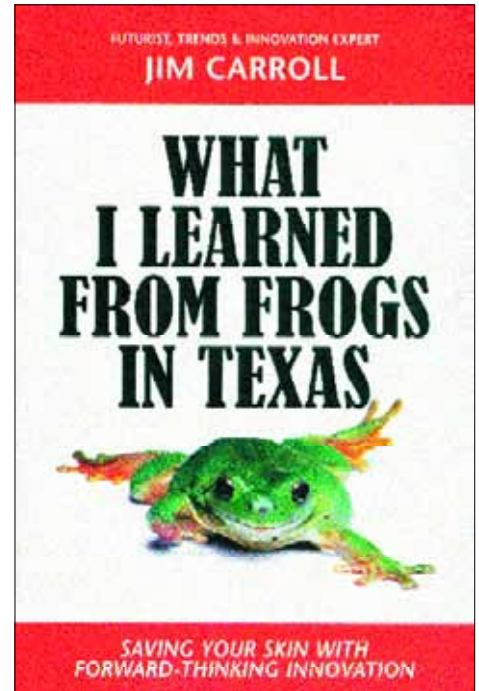
- Impact of ever-growing and widening exchange of knowledge.
- An increase in what we need to know.
- Rapid scientific advancement all around us.
- China's influence as it becomes a main-stream part of the global economy.
- A new generation in the workforce that is more ready to embrace the change being thrown at it.
- Changing relationships.
- Introduction of "smarter" and "plugged-in" systems and robotics that are more interactive.
- Skills shortage and loss of knowledge through retirements.

These changes will demand changes in skills, knowledge and leadership. Carroll refers to the emergence of new types of skills and careers as the world becomes more complex and specialized. He calls on the need for

"complexity coordinators." Complexity coordinators are those who excel at understanding all of the specializations and who know how to access the "right specialist at the right time for the right project." The planning profession is similar to the concept of a complexity coordinator.

The final chapter of the book is titled "Smart frogs go forward." In this chapter, Carroll outlines his thoughts on the "soft skills" that are important to develop:

- Confidence in your skills, strengths and capabilities.
- Thinking in terms of opportunities and not challenges.



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- Making decisions.
- Awareness of changing relationships.
- Building negotiation skills and creating “win-win” situations.
- Embracing the change and developing the skills necessary to respond to change.

This book was an interesting and amusing read. While some of the concepts in the book have been explored before, Carroll provides excellent advice for businesses and organizations to prepare for future trends, spot opportunities coming our way, and “excel in an era of rapid change.” This is a great book for individuals, businesses or organizations looking for insights into how to succeed in the future. (If you want to know more about the frog connection, you will have to read the book!)

*Editor’s Note:* The book review, “Bringing Buildings Back: From Abandoned Properties to Community Assets” that appeared in the September/October 2007 issue was prepared by Nikki Chamula. Nikki graduated from the University of Waterloo with an Honours B.A. in Environmental Studies with a minor in Peace and Conflict Studies, and a Parks Certificate.

## The Growth Plan for the Greater Golden Horseshoe in Historical Perspective

Richard White, Paper 4  
Neptis Papers on Growth in the Toronto Metropolitan Region  
\$10 or available at [www.neptis.org](http://www.neptis.org)  
(but spend the money, it’s well worth it)

*Review by Glenn Miller*

**R**ICHARD WHITE’S PAPER ON “The Growth Plan for the Greater Golden Horseshoe in Historical Perspective” is a must read for any aspiring planner. For practitioners already toiling in the field, it should be obligatory reading. In fact, every person with an RPP should be tested on its content. Have I made my point? In case you had any doubts, my personal view of this slim booklet is very positive. The reason I feel so strongly about its utility for the planning community, however, is the insights into regional planning that few have dared

to hint at before. When questioning the value of regional planning, White nags the reader to ask, is the Emperor only partially clothed? White manages to blend an academic’s rigorous focus with an obvious passion for the material. The result is a compelling narrative that caused me to miss my subway stop not once, but on two separate occasions.

White takes us back to the earliest regional plans put together in the 1940s, explains their purpose and critically analyzes their effectiveness. He does the same for subsequent planning efforts, devoting considerable space to “Design for Development: the Toronto Centred Region.” He concludes that the TCR is actually about decentralization, not what its title suggests. By piecing together not only the products of various planning processes but also tracing the narrative and motivations of key individuals,



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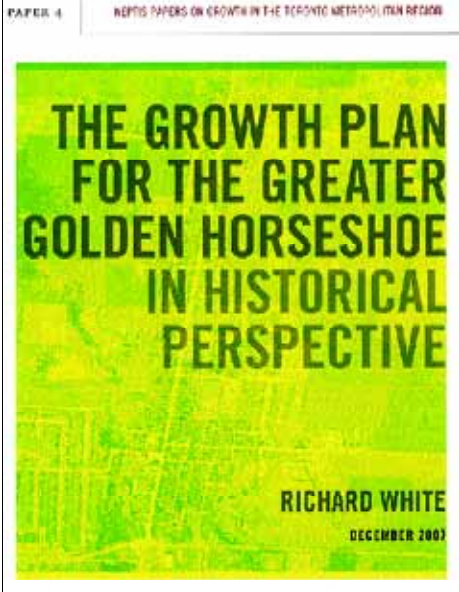
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White is able to dispel more than a few myths. For example, he patiently explains the difference between a regional plan and a development plan (created for the purpose of achieving economic development outcomes), and provides a rich context for the current provincial initiative: the Growth Plan for the Greater Golden Horseshoe. With the help of a carefully constructed timeline, he invites the reader to study the mysterious gap in regional planning that preceded the relatively recent return to the scene of the provincial government.

My one quibble with Richard White's analysis is the puzzling omission of the role of the 1992 provincial-municipal vision for the GTA (the infamous nodes and corridors plan). Like the current plan, that vision sought to implement a plan for the concentration of development outside the built up area of Toronto.

Another important reason to read and re-read this booklet is that it offers dozens

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of clues to the puzzle of how the government might best succeed in its mission to implement the Growth Plan. “. . . the region’s planning history also offers reasons for doubt. . . . But history shows us only what has worked and has not worked, not what will work....the present day circumstances are sufficiently different from those of the past that one cannot, or should not, draw straight historical parallels.” With the help of beautifully reproduced maps and land use schedules, Richard White lays out the rich history of planning (and non-planning) that has brought us to where we are today. As he points out in his introduction, the current plan “has already gone further than any previous provincially directed regional plan.” This is a prelude to a book on the subject. Neptis’ decision to offer this glimpse of what is to come was a wise one indeed.

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

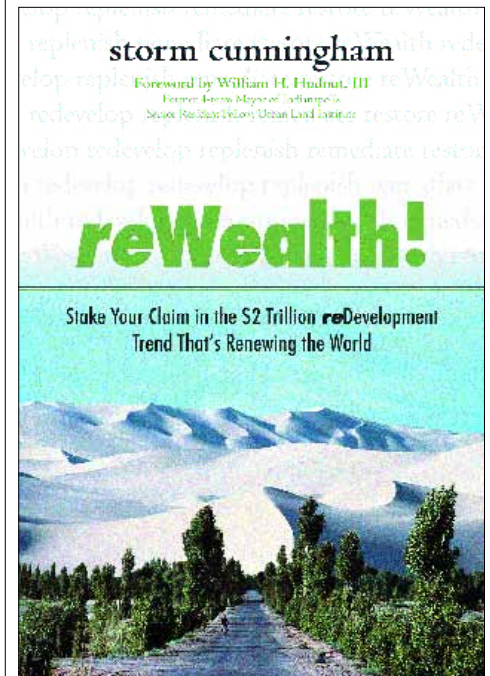


David Aston, MCIP, RPP, is contributing editor for *In Print*. He is also a planner with MHBC Planning Limited in Kitchener. Readers interested in doing book reviews should contact David at daston@mhbcpplan.com.



**reWealth**

STORM CUNNINGHAM’S NEW BOOK IS NOW available on Amazon.com. Storm has made numerous presentations in Ontario, and will be welcomed back as a keynote speaker at Canadian Brownfields 2008—Hot Properties! This event is noted in Billboard. Perhaps the biggest impression is yet to be made, as Storm shifts the secretariat for his Revitalization Institute from Washington, D.C. to Seneca College in Toronto. The Revitalization Institute will be housed in Seneca’s Centre for the Built Environment, a unit within Seneca that brings together numerous disciplines that affect sustainability. Storm’s thesis is that the 20th century’s problems have become the 21st century’s restorable assets, giving birth to a new economy that is generating significant amounts of wealth. Hence the name of the book – ReWealth!



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