

ONTARIO Planning

NOVEMBER/DECEMBER 2008, VOL. 23, NO. 6 JOURNAL

DECISION TIME FOR METROLINX

Major investment in regional transit is the only way to serve the mobility needs of a 10-million-person region

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Pragmatic Sustainability
Letter from Nanjing
OPPI Millennium Strategic Plan
Authentic Canadian Urbanism

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The *Journal* is published six times a year by the Ontario Professional Planners Institute.

ISSN 0840-786X

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Decision Time for Metrolinx

The last chance to get it right

Paul J. Bedford

AS I WRITE THIS article, the *Metrolinx Final Regional Transportation Plan and Investment Strategy* is receiving the finishing touches before it is presented to the Board of Directors on November 28. While I have no doubt the Plan will be adopted, I am anticipating various amendments that will test the Board's ability to maintain a regional perspective and demonstrate how bold it wants to be in seizing the last real chance to embrace positive change. It is truly now or never.

Since its first meeting in March 2006, the Metrolinx Board of Directors has worked hard to remain focused on the big picture and the Metrolinx staff has aggressively tackled the enormous transportation challenges facing our region. Six green discussion papers and two white papers helped to shape a draft Regional Transportation Plan (RTP) and draft Investment Strategy (IS). These documents were recently discussed at a series of seven open houses and public meetings held throughout the Greater Toronto and Hamilton Area in late October. Some were very well attended while others only drew small audiences. What stood out? What common themes emerged? What needs to be done to develop a secure funding menu over the long term?

Key Features of the Plan

The proposed RTP is an ambitious \$50-billion initiative that will be implemented over the next 25 years. It will be funded in the initial years through the \$11.5-billion provincial commitment announced by the Premier in June 2007. An additional \$6 billion could be forthcoming, if the federal government decides to participate, for a total of \$17.5 billion. Key regional features of the plan include 15-minute all-day GO train service, expansion of the GO network, electrification of the GO Lakeshore corridor and a rail link from Pearson to Union Station. The plan embraces the proposed network of light rail lines



The system as approved by the Metrolinx board

contained in the City of Toronto's Transit City initiative, two light rail lines in Hamilton and bus rapid transit on numerous key corridors throughout Halton, Peel, York and Durham. Subway expansion is also part of the plan including the extension of the University-Spadina line to the Vaughan Corporate Centre, extension of the Yonge line to Highway 7 in Richmond Hill and a longer-term subway loop running south into the

downtown from the Bloor-Danforth line and back north to the Dundas West subway station. The entire focus is to provide a high level of east-west and north-south transit mobility choices throughout the Greater Toronto and Hamilton Area.

Highway improvements over the next 25 years will be generally confined to the completion of the 407 toll expressway, missing links in the arterial grid system with a possible Niagara corridor under study from Hamilton to the U.S. border. It is no surprise that highways constitute only 10 percent of the \$50 billion budget, given that the road network we have today will by and large be the same network a quarter century from now. There are very few new road building opportunities left and past experience has shown that any new road capacity is immediately filled without resolving congestion. Lessons from around the world are clear that a major investment in a regional transit network is the only possible way to serve the mobility needs of a 10-million-person region.

Public Feedback

I had the opportunity to attend all seven public meetings held throughout the region in Richmond Hill, Mississauga, downtown Toronto, Downsview, Whitby, Halton and Hamilton. It was important for me as a Board member to personally see and hear

what people were saying about the plan and investment strategy. I also learned a lot by taking transit to every meeting, which helped me understand the many frustrations of everyday riders. These experiences ranged from being able to take a



Curitiba, Brasil

GO train only one way as no return service existed and paying \$10.00 for a taxi from the Bronte GO station to the Halton Regional Centre on Bronte Road because the last bus for the day stopped running at 4:25 p.m. This was more than the price of my GO train ticket from Union Station!

The good news is that there is no need to convince anyone that gridlock and congestion must be addressed. People basically said just do it! People strongly supported the development of a fast, frequent and expanded regional rapid transit network. This was the top priority that was closely followed by stable and predictable funding over time and an integrated transit fare system. Strong support was also received for walking and cycling, the need to integrate land use and transportation planning and for the ongoing need to continuously reach out to the public regarding social marketing and education campaigns.

This is a critical point, as few people understand that the cost of congestion due to lost time and productivity is an estimated \$6 billion per year. Just think what an additional \$6 billion could buy in new transit infrastructure instead of wasting it stuck in gridlock! This is a no-brainer, but most people have no idea that they are already paying a huge price and getting nothing back in return.

I also observed many common themes at all seven meetings. Perhaps the most important of all was the need for the Metrolinx Board of Directors to be courageous now and throughout implementation with an emphatic plea to make sure we “politics-proof the plan.” These comments reflect the lingering doubt that momentum might be lost and that the plan should have real teeth or legislated authority to make sure it is realized over time. Another very important message was to find the money sooner, to move fast in getting the shovels in the ground and a willingness to engage in an ongoing dialogue about user fees as part of the funding menu. People actually said don’t duck user fees!

Strengthening the Plan

The \$50 billion RTP and IS represent the biggest commitment to transit in Canadian history. It must be totally embraced; however, there are many additions that could further strengthen the plan and help our region realize its potential sooner. This is our last major opportunity to do what is right to address the magnitude of change forecast over the next 25 years. It is also essential to understand that high-quality transit is the key to both economic well-being and social cohesion. These points should be addressed both now and in subsequent five-year reviews of the Plan. Let’s break them down.

Tough Love Needed on Land Use

The RTP must mirror and facilitate the land use vision contained in the Places To Grow Growth Plan. There must not be any hesitation in linking transportation and land use through strong leg-

islative tools and mechanisms. It is simply not good enough only to encourage this link. The RTP must have the force of law similar to the Greenbelt and Places to Grow plan. To achieve this will likely require amendments to the *Greater Toronto Transportation Authority Act*, the Ontario Municipal Board and the Places to Grow legislation in addition to several other pieces of legislative and/or policy machinery. Experience in Toronto and around the world has shown that mixed-use concentrations of 15,000 to 40,000 people living and working in designated urban growth centres or nodes is what is needed for success. At this scale, land use provides ongoing financial support for the system. These lessons are critical to replicate through a combination of both planning and financial tools at major designated growth centres in the GTHA. My point is that it is essential for the RTP to be a meaningful document rather than a nice set of advisory policies. Tough love is essential for success.

Funding Solutions Sooner Rather Than Later

I completely understand the reluctance at this time to bring forward a menu of new and controversial funding tools, given the precarious state of the economy, but it is equally important to begin a regional dialogue in 2009 to identify future funding sources other than from senior governments. Waiting until 2013 to begin this discussion is simply too long.

The need for user fees becomes more and more apparent when you examine the current provincial budget. Almost 50 percent of the entire \$100 billion Ontario budget is allocated to health care. The aging baby boom generation will ensure that this percentage will continue to rise over time. There will be very little room left in future budgets to find the enormous funds required to build an aggressive regional transit network.

The recent U.S. election referendum results for Los Angeles County offer both hope and inspiration. Notwithstanding the terrible state of the U.S. economy, voters there supported a half-cent sales tax increase from 8.25 to 8.75 percent, provided the money was totally dedicated to transit. The measure passed by a margin of 67.4 percent with 66 percent needed for it to be approved. This is astounding in the car capital of the world, where home foreclosures are among the highest in the country. It seems the levels of congestion and air pollution have reached the breaking point such that even a controversial sales tax increase was supported. The estimated revenue to be generated from this over the next 30 years is \$40 billion, which will be used to build subways, and light rail and bus rapid transit lines.

In addition, voters also supported a \$9.95-billion State bond authorization to proceed with a 220-mph high-speed rail system between San Francisco, the state capital of Sacramento, Los Angeles and San Diego. The ultimate system is to cost \$45 billion to build and is expected to generate a \$1-billion-per-year operating surplus.

Voters in Seattle also just approved a \$22.8-billion transit



Madrid's concept of a transit hub

expansion which will be financed by a 0.5 percent increase in the sales tax in the urban areas of three counties. The measure was championed by Seattle Mayor Greg Nickels and will result in expansion of bus rapid transit and commuter rail service and add 34 more miles of light rail by 2023. In addition, a separate measure that would have opened carpool highway lanes to traffic in nonpeak hours was defeated, with the result that such lanes would remain open only to car pools and transit.

If both Los Angeles county and Seattle can muster the collective will to embrace such controversial measures in these difficult economic times, then surely we can do the same. I guess it will all depend on how bad we really want to solve our transportation and air pollution problems.

Electrification

The RTP recommends that the Lakeshore GO line be fully electrified over the long term. This is long overdue and most welcome, but should not be confined to the Lakeshore corridor. Given the long-term expectation that the price of diesel fuel will continue to escalate and given Ontario's air quality and greenhouse gas emission targets, the Final Plan should embrace electrification as the long-term objective for all forms of transit in appropriate corridors. In addition to the subway and streetcars, electrification should include GO trains, new LRT lines and perhaps trolley buses. Electrification is the norm for all major world cities with a very strong emphasis on light rail investment.

Electrification of the proposed air-rail link between Pearson Airport and Union Station would also be a huge positive step in addressing the current objections of the Weston community to diesel trains. Similarly, electrification of the CPR midtown line intersecting the Yonge subway at Summerhill would greatly improve the potential to introduce new GO service on this line.

Role of Union Station

Union Station is the heart of the existing and future regional transit system. It is the busiest transportation hub in Canada, accommodating 40 million passengers per year, and is projected to double over time. By comparison, Pearson International Airport handles 31.5 million passengers per year. Union Station is in dire need of revitalization and substantial expansion in order to accommodate huge increases in both pedestrian and train volumes. If we can justify spending \$5 billion on Pearson airport

why doesn't Union Station receive the same treatment? We need to think of Union Station as a much grander transportation terminal first with appropriate consideration given to heritage and retail opportunities second.

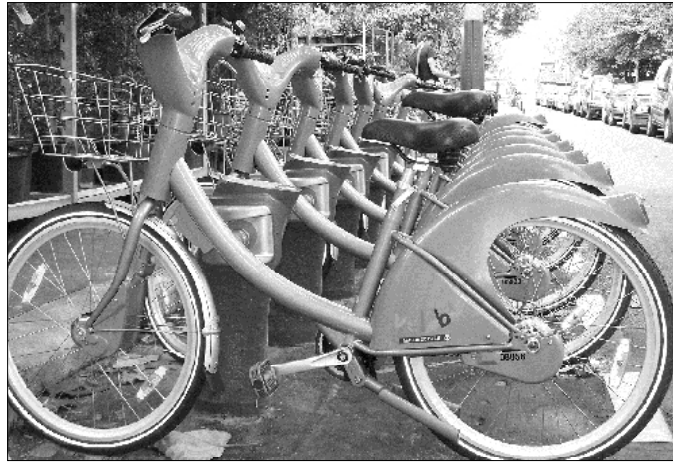
The City of Toronto has initiated a strategy to restore the station and open up a new northwest pedestrian PATH link to the existing downtown underground network. New retail uses are being proposed in addition to improved internal pedestrian circulation improvements. While these are all most desirable, there is still much more to do in the way of platforms, stairwells and tracks. If GO trains are to offer 15-minute peak service, this will result in far more trains entering and leaving Union Station.

Metrolinx should play an important role in facilitating partnerships with GO, the City of Toronto, the private sector and both senior governments in order to secure the essential improvements required to successfully implement the RTP. The focus for Union Station must be first and foremost on transportation, as it is the very heart of the entire GTHA system. Given the regional scope of this project and the enormous investment needed to enable Union Station to handle the future rail demands of the GTHA, it will continue to raise both financing and governance issues that must be addressed.

National Mobility, Goods Movement and Infrastructure
So far, the federal government has not decided on a potential \$6-billion funding contribution to match Ontario's \$11.5 billion. There is an outstanding opportunity for the federal government to address this situation in the context of a national mobility strategy that would channel money into a long-term investment in the country's transit infrastructure, create jobs and

bolster the economy. In an era of uncertainty, rising fuel costs and questionable airline viability, Canada should catch up with the rest of the world by planning for and building a high-speed rail system connecting the entire Windsor-Quebec City corridor. This is an idea that has been studied before and is currently being re-studied by governments, but it never seems to go anywhere. The time has come for action.

The critical importance of goods movement must also be part of a National Mobility strategy. There is much that can be done by re-thinking how goods are transported by road, rail and water. A very simple concept is to ensure that regardless of ownership or the company brand on trucks, that they transport goods in both directions, so that the number of empty trucks on the road is mini-



Velib



RER Paris

mized. Moving empty trucks and empty rail cars just doesn't make sense, wastes fuel and only adds to congestion.

High-speed rail linking major cities within Japan, France and England are all well known. If it is now possible to travel from St. Pancras Station in London to Gare du Nord Station in Paris in 2 hours and 15 minutes, it should be possible to do the same between Toronto and Montreal! With California now embarking on a new high-speed rail corridor linking San Diego, Los Angeles and San Francisco, I suspect there will be increased interest in finally moving forward with a high-speed rail system in the Windsor-Quebec City corridor, including Hamilton, Kitchener-Waterloo and London. I noticed that it was advocated by both Ontario Premier Dalton McGuinty and Quebec Premier Jean Charest at the recent first ministers meeting on the economy with Prime Minister Harper. Best cost estimates for a Windsor-Quebec City high-speed rail corridor are in the order of \$25 billion, but the benefits to the economic heart of Canada would be enormous and could open the door to U.S. discussion about a Windsor/Detroit-to-Chicago extension. The good news is that both Premiers see infrastructure as a prime target for public-sector investment. I certainly hope Prime Minister Harper agrees.

What's stopping us? We build great transportation systems for others around the world, so why not at home? The federal government should take the lead as part of a national mobility infrastructure program that would demonstrate a serious commitment to Canada's two largest city-regions, our nation's capital and the economic heart of Canada. It would also establish environmental leadership and leave a lasting legacy that would improve the economy for decades to come. Metrolinx should actively engage the Federal government in this opportunity, as it is truly a win-win opportunity for everyone.

Parting Thoughts

Metrolinx has developed an ambitious RTP which seems to be widely supported by the public. It is now decision time. Over the coming year, it will be essential for Metrolinx to initiate a dialogue with all stakeholders about future funding options while we are aggressively building new transit of all types throughout the GTHA. People need to understand how investing in transit infra-

structure will personally benefit them and how successful city-regions can help everyone. They also need to understand that nothing is free and that controversial user fees will become an essential component of future funding if we want to address our transportation needs.

The GTHA is one cohesive economic region with people crossing municipal boundaries daily. The Regional Transportation Plan recognizes this reality by delivering much-needed transit, but is also a powerful instrument to address social inequality by providing dependable mobility choices for all communities regardless of income. It will become a defining element in the social fabric of all municipalities throughout the region and will literally be the glue that holds the region together over time.

Finally, as the GTHA continues to mature and grow it will be more important than ever for conventional urban/suburban ideology to fade away by practising the politics of leadership. While \$50 billion sounds like a lot of money, it is actually not that much over 25 years. I am certain that the final cost to build the kind of network we need will be much closer to \$80+ billion, especially when operating and ongoing renewal costs are included. However, what matters most at this point is to stop studying and start building aggressively so people can see and experience results in the coming few years. On a personal basis, \$50 billion works out to about \$1.30 per day or equivalent to a cup of

coffee or a bottle of water. Surely this is not too high a price to pay to transform and future-proof our region. Failure is simply not an option.

Paul Bedford, FCIP, RPP, is an urban mentor and contributing editor for Planning Futures. He is the former chief planner for Toronto, a director of Metrolinx, and a member of the Waterfront Design Review Panel and the Planning Committee of the National Capital Commission. Paul also teaches at the universities of Toronto and Ryerson and is a senior associate with the Canadian Urban Institute.



Photo: Dylan Pasmore

Bike lane, Toronto

Photos

Curitiba: Morio, http://en.wikipedia.org/wiki/Image:Bus_Stops_3_curitiba_brasil.jpg

Madrid: Barry Hoggard, www.flickr.com/photos_zoom.gne?id=514028852&size=1

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Sustainable Communities: Part 3

Pragmatic Sustainability: Projects in Progress

Sustainability in Real Time

Dan Leeming and Diane Riley

Holiday residential

THIS IS THE FINAL ARTICLE in a series of three. In this issue, we summarize sustainable built form initiatives that have been built or are currently under construction. These initiatives range from single projects to entire countries and each achieves significant reductions in energy and water use, material waste and the production of greenhouse gases.

There are ten key principles that differentiate significant sustainable initiatives from those that are not (summed up in Ten Principles of One Planet Living). One Planet Living or OPL was established in 2004 in the U.K. as part of a global network of partnerships to create the next generation of eco-lifestyle communities.

These principles push the envelope of sustainable development while balancing a responsible approach to planetary health with an individual's enjoyment of place:

1. Zero carbon.
2. Zero waste.
3. Natural habitats and wildlife.
4. Sustainable transportation.
5. Local and sustainable food.
6. Local and sustainable materials.
7. Culture and heritage.

8. Sustainable water.
9. Equity and fair-trade.
10. Health and happiness.

This is a rigorous set of standards to comply with, but the bar must be set somewhere if we want to measure real progress. The emerging LEED-ND rating system will provide one of the first comprehensive evaluations of an entire community beyond just buildings or technologies.

The design and construction of sustainable communities is a dynamic process. Some communities were begun 20 years ago but are only now being completed; others are still in the planning stages but promise significant steps forward in new efficiencies in energy, water and building material systems.

The following review of built or planned sustainable communities that utilize LEED-ND or other credit-review systems varies in scale from the country, region, city, community, neighbourhood and the block; examines a variety of sustainable initiatives; and provides a broad snapshot of national and international efforts. While it is encouraging that there are many more good examples out there than can be reviewed in this article (and even more in the planning stages), it is

sobering to remember that all of these efforts still represent only a very small percentage of all new community building.

The Block

BedZED, London Borough of Sutton, UK
The Beddington Zero Energy Development is just 1.7 ha in size and contains 82 residential units, and 25,000 sq. m of office and commercial space. It is a brownfield redevelopment. It currently achieves or is in the process of achieving the following:

- zero net carbon emissions through the use of alternative on-site energy generation;
- reducing potable water consumption by 30%;
- reducing heat consumption by 90%;
- live-work units, a car-share program, and on-site recycling and composting.

The Neighbourhood

Dockside Green, Victoria, BC, Canada
Dockside Green is a 1.3-million-sq-ft mixed-use sustainable community on a 6.0-ha former industrial brownfield site. (The project has won numerous awards, including a CUI Brownie Award.) The community will have 2,500 people and must achieve a LEED Platinum certification for all of its 26 buildings. Windmill Developments, the company developing the site in conjunction with VanCity Credit Union, would have to pay a \$1-million penalty if the LEED accreditation is not attained under its agreement with the City of Victoria. This project is also part of the LEED-ND Pilot Program and is on its way to becoming the LEED-ND poster child of North America. Features of the Dockside Green program include:

- centralized waste wood gasification plant for renewable heating which will allow it to become North America's first "greenhouse gas positive" community;
- sewage treatment 100% on site;
- projected potable water savings that are 66.5% below baseline LEED water standards;
- storm water dealt with on site using the municipal storm water system;
- building energy use projected to be 50%

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lower than Canadian Standards;

- green roofs, environmentally friendly building materials, and a "Housing Affordability Strategy" which started in 2007.

Other new neighbourhood-scale projects that are worthy of note include: Holiday Neighbourhood, Boulder, Colorado, USA; Upton, Northampton, UK; and High Point, Seattle, Washington, USA.

New Community

West Donlands, Toronto, Ontario

The West Donlands is part of a redevelopment strategy for 8,000 ha of former industrial lands on the Toronto waterfront. The goal is to create 40,000 new homes and 40,000 new jobs in the area. Guided by Waterfront Toronto's Sustainability Framework, the West Donlands will include LEED Gold Accredited buildings, and:

- in-suite energy metering;
- green roofs;
- negotiations with the City to improve waste management through three-stream waste management system;
- a District Energy Plant that will connect all buildings;
- a sustainable landscape design program to ensure the health and longevity of the new urban forest;
- minimization of resource and waste consumption.

The West Donlands, like Dockside Green, is one of 23 candidate sites in the LEED-ND Pilot Program outlined in the previous issue. Other community-scale projects worth examining include: Harvest Lakes, Perth, Australia; Kronsberg, City of Hanover, Germany; and Civiano, Tucson, Arizona, USA.

Cities

Vancouver, BC

While Vancouver continues to be voted one of the most livable cities in the world, it has also embarked on a serious sustainability program through its newly approved EcoDensity Charter. Vancouver has already achieved a moderate carbon footprint by North American standards ("moderate" meaning 4 planets' worth of land if everyone lived like people in Vancouver); it now has a program to try to bring this closer to a 1-planet footprint. It is interesting to note that Vancouver is the only major North American city to have avoided the construction of a major expressway within its boundaries, thereby reducing greenhouse gases while improving

livability. Emissions from civic operations and facilities have already dropped 5% below 1990 levels with a goal of 20% reduction by 2010.

Since this article must be brief, it cannot include all examples of interest. It is well worth looking up the two remarkable new city-building initiatives that are currently underway. Masdar City on 600 ha in Abu Dhabi, United Arab Emirates, and Dongtan on 8,600 ha near Shanghai, China; both aim to be greenhouse-gas-emission free. They plan to do this by banning gasoline-powered vehicles, making extensive use of energy-efficient design, waste reduction strategies and renewable energy. Canada's Larry Beasley is the special advisor to the



Masdar city

Crown Prince on the planning and design of Masdar City.

The Region

Ontario's Greenbelt, Ontario

Ontario's greenbelt is not only one of the largest in the world, but is also considered to be one of the most effective in North America and Europe. The greenbelt system is defined by actual ecological and geographical boundaries—the Niagara Escarpment, Oak Ridges Moraine and Lake Ontario—rather than political boundaries that change over time or that are poorly located and indefensible. The greenbelt has been included here because it sets out to protect long-term needs such as potable water supplies, an enormous supply of CO² absorbing woodlands, and a continuous supply of food grown within the greenbelt itself. It has also

been a wake-up call to remind us that low-density single-purpose residential land consumption cannot spread endlessly beyond the city core, but must become more compact and diverse, if only to satisfy basic rules of land economics and supply and demand.

Countries

Countries that appear to be leading the way in sustainable programs, emerging green technologies, private building initiatives and supportive policies include Abu Dhabi, Denmark, Germany, Norway, the United Kingdom, and, despite its past record, China.

Conclusions

Everyone must determine the level of sustainable efforts that can be adopted in their lives based on income, personal and family needs, places of employment, and need for mobility, among many other factors. There also needs to be an understanding of what can be achieved at the personal level and what gains are to be made through shared responsibilities and by elected representatives at all levels of government. It has been estimated that a close adherence to conservation of our current energy resources alone could result in a reduction of up to 50% of our future needs. Four years ago, consumer market testing of sustainable ecofriendly homes with high levels of water and energy savings found that people were prepared to trade off increased house costs only if they could realize a two-year payback on cost savings. With the ever-increasing cost of energy, not only does that payback period become shorter, but people also begin to realize that we are in this for the long term and will need long-term commitments. As entire new communities based on meaningful sustainable initiatives (which will include green buildings as just one of many planned elements) are completed, people's interest in ecofriendly approaches will be reinforced.

In the preparation of this series of articles and through practical experience in designing sustainable communities, several recurring themes have been revealed. Two themes that stand out are:

1. All too often, innovation only occurs when existing economic models fail or can no longer be sustained by the consumer. This then leaves us in a catch-up mode when it's too late (witness North American car makers' rush to find new fuel-efficient models in order to compete). The same applies to entire cities: resources that we take for granted as

Big Feet

IF WE WERE TO USE only one planet's worth of resources to sustain humankind then of the estimated 11.3 billion acres of renewable land on earth, 1.8 hectares would be needed per person. This means that all related resources based on the individual's need for food, energy, material's consumption and waste must use just 1.8 hectares. The WWF *Living Planet Report 2006* estimates that the United States, with an ecological footprint of 9.5 hectares per person, uses about 5 planets' worth of resources and Canada, with a footprint of 7.6 (up from 6.4 in 2004 report), about 4; Norway has a footprint per person of 5.8 ha, the UK 5.6 ha, and Zambia 0.6 ha.

“free” and abundant—clean air, water and land—are running out faster than we replace them.

2. Innovation by its very nature runs into conflict with existing financial, policy and public works standards and procedures. These must either adapt or change after fair assessment or solution-based innovation fails. The real long-term needs, including the ever-increasing need

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for sustainable initiatives, must define the goals of our future. Public-private partnerships such as Dockside Green and The West Donlands are essential, since real sustainable gains affect every aspect of community building and need everyone to contribute in order for them to be a real success.

It is also important to remember that this discussion is not just about abstract standards; it is about what we are trying to create through the building of these new sustainable places. Walking through a LEED Platinum building allows us to move from the abstract to the real. The building designed by Montgomery Sisam Architects and located at the Kortright Centre in Vaughan is the only Platinum-certified structure in Ontario at present. It provides some insight into how we might be living in the future. On the outside, the building looks different in shape and form due to the materials used, solar shading devices and naturalized landscape elements. On the inside, the first thing you notice is the use of natural and exposed materials and the high level of natural light. After a moment you notice how very quiet it is, with all AVAC systems operating at much lower levels and

located in less prominent places than normal. You also notice that for a new building there is very neutral odour due to the use of special paints, floorings and other materials. While most of these differences are subtle, they add up to a very positive experience that is hard to verbalize; this is a place that is peaceful and pleasant to be in for short or long periods of time. This leading-edge green building was constructed in a way that provided a positive experience of place as well as a greatly enhanced sustainable footprint. The challenge now is to apply this balance to entire communities and translate the new sustainability standards into practice.




Dockside synergy

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Dan is a founding member of the OPPI Urban Design Working Group and a member of the team responsible for development of LEED ND. Diane Riley has a PhD in psychophysiology and works in the areas of public and international health; she is with the School of Public Health at the University of Toronto and Director of the Women's Harm Reduction Association. They are both regular contributors to this magazine. Readers can find parts one and two of this series on the OPPI website. The third installment of this series should have appeared in the previous issue but was left out as a result of a production error on the part of the Editor.




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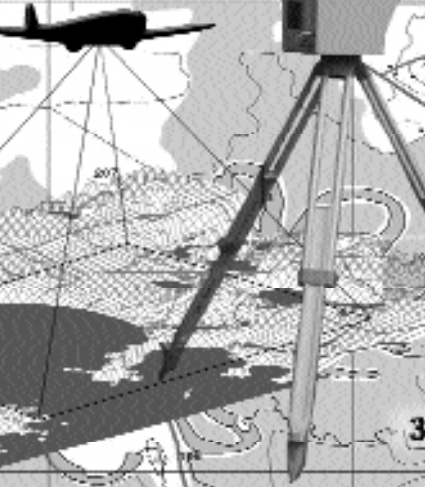
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Letter from Nanjing

A “developing” country leaves Ontario in the dust when it comes to investing in the public realm

Iain Myrans



Photo: Iain Myrans

Mopeds and bicycles share road space

I recently had the opportunity to attend UN Habitat’s fourth bi-annual World Urban Forum (WUF). Readers will likely remember that in 2004 the City of Vancouver hosted the third forum with great success and this year it moved to Nanjing where delegates and participants from almost 200 countries around the world were in attendance. With approximately 3,900 foreign participants (thousands more were registered but were unable to obtain entry visas) and another 3,900 Chinese participants, the Nanjing World Expo Centre felt like a small city unto itself.

Outside the conference centre, WUF4 banners, billboards, flags, gardens and other signage covered the entire city, asking residents to welcome conference participants. The public transit system, including the metro, as well as all major city attractions were free to conference staff, volunteers and participants. Perhaps the most remarkable thing about the organization of the conference this year was the degree of volunteer support. With almost 600 volunteers at the Expo site, city hotels, major attractions and on the streets around the city, there was always an answer to every question, someone to help translate, or an umbrella only moments away.

Nanjing, often referred to by its former

name Nanking, is one of China’s most historic and well-known cities. Today, it is the capital of a province facing rapid urbanization. Moreover, Nanjing is quickly becoming a central hub for road, rail, air and communications and continues to play a major role in river shipping. To manage its rapid growth, and to prepare for its role in the 2008 Olympics, the city recently undertook a major comprehensive planning process to improve the quality of the local environment. The city was divided into three planning districts and action plans were developed at a variety of scales. These included a

37-billion RMB (6.4 billion \$CDN) investment in river remediation, 25 km of new pipeline to divert sewage flows to waste water treatment facilities, the repair of the city’s historic wall (a major cultural asset), and the construction of one subway line in a new transit system that will include ten subway lines and four LRT lines by 2020. To avoid displacing neighbourhoods or damaging heritage features as the city’s highway system is overhauled, ten 25-metre diameter tunnels are being built, with some already active. Also included in the plan is the complete reconstruction of the South Nanjing Railway Station that, when complete, will make it the largest in the region. UN Habitat awarded Nanjing with a Special Citation to acknowledge these initiatives.

Major Themes and the State of the Conversation

The theme of the conference this year was “harmonious urbanization.” UN Habitat was hinting that policy makers and technicians who develop and apply the principles of sustainable urbanization have become preoccupied with the physical and spatial attributes of sustainability and as a result have neglected the human elements. The premise of harmonious development, therefore, is to harmonize built spaces and natural spaces, and historic districts and new development, while creating cities for all ages and incomes.

With dozens of sessions each day it was impossible for any one participant to truly grasp the entire scope of the forum, but here



Photo: Iain Myrans

The conference facilities in Nanjing

is my perspective based on a few notable sessions. The most useful sessions were those that facilitated the sharing of knowledge, ethics and ideas between professionals from different parts of the world. For example, in one session on heritage preservation, representatives from 25 countries (developed and developing) examined a poor neighbourhood in southeast Nanjing and proposed a set of strategies designed to restore heritage features, improve the housing stock, and improve infrastructure while preventing the dislocation of current residents as a result of increased housing prices or reconstruction. Applying this framework to the larger problems which UN Habitat faces may make the forum much more effective in the future. Other sessions provided governments with an opportunity to discuss their best practices or for academics to present their current research.

A great deal of learning took place in the International Hall, where many governments and NGOs had their booths. Networking sessions and receptions provided an opportunity to meet colleagues and make connections with like-minded professionals. In the Hall, Germany, Norway, Sweden and



Photo: Iain Myrans

Nanjing is proud of its green spaces

Bahrain were prominent. Canada was represented by the Canadian Urban Institute and Federation of Canadian Municipalities. For me, the most rewarding opportunity was sharing the work we have been doing at the Institute with participants from the developing world and China, where public engagement and capacity building are rare. The

level of interest in Canadian planning practices, particularly among youth, was inspiring and should reflect well on our profession, our association, and our educational institutions.

Ultimately, the state of the dialogue in Nanjing reflected the discussions that we as planners have at home: adaptation to climate change, cities for all ages, quality of housing, and aging infrastructure, to mention just some.

Parting thoughts

As I prepared to leave Nanjing I reflected not only my conference experiences, contacts, and new knowledge, but also the story of a city that dreams to be a great showcase for the world. Granted the rapid urbanization rate has forced these actions, however simple things such as separated bicycle lanes on major streets, and textured sidewalks for the blind have existed for a very long time and should be easy to implement in Ontario. Major education campaigns about official plans and planning in general are common in China and Nanjing has recently renovated its Urban Planning Centre to showcase its new plan, using a 3D model and light show, films, and other exhibits. In Ontario we are very good at engaging people, and at building a community's vision into our plans.

Iain Myrans is a senior planner with the Canadian Urban Institute. A graduate of Ryerson's School of Urban and Regional Planning and the University of Toronto, Iain works in the Education and Research Division in CUI's Toronto office. He is a frequent contributor to the Ontario Planning Journal through his photography. This is his first article for the magazine.

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The north is about more than resources

Northern

Draft Northern Growth Plan To Be Released in 2009

The provincial government is stepping up the pace in its desire to release a growth plan for Northern Ontario under the auspices of the *Places to Grow Act* in 2009. Last May, the government released a discussion paper called “Towards a Growth Plan for Northern Ontario.” It highlighted seven key points gleaned from discussions with community and business leaders, the Aboriginal community and other key stakeholders:

- strengthening and advancing resource-based industries;
- growing emerging sectors;
- fostering research, innovation and commercialization;
- increasing education and training opportunities;
- retaining and attracting people and jobs;
- supporting business development and entrepreneurship, and making strategic use of the North’s infrastructure.

Since then, discussions have been held in urban centres (such as Thunder Bay, North Bay, Timmins, Sudbury and Sault Ste. Marie) and smaller communities

(Kapuskasing, Wawa, Fort Frances, Dryden, Marathon and Temiskaming Shores), involving more than 500 people representing First Nations, Métis, municipalities, business and industry, research and innovation, environment, economic development, education and health sciences. The initiative is being led by the Ministry of Northern Development and Mines and the Ministry of Energy and Infrastructure (home of the Ontario Growth Secretariat). The government has also established a powerful committee of 16 cabinet ministers to direct government policy for the North, dealing comprehensively with issues ranging from human resources (education, youth retention and the engagement of Aboriginal peoples) to energy and communications. Look for a cover story featuring Northern Ontario next spring.

Southwest

Third Municipal Urban Designers’ Roundtable Hosted by City of London

Sean Galloway and Steven Bell

In late October, the City of London hosted the third Municipal Urban Designers’

Roundtable meeting (MUDR)—an initiative that was created and launched by urban design staff of the City of Mississauga in 2007.

Urban designers and planners from the public sector representing 12 municipalities in Ontario, and spanning territory from Ottawa to Windsor, came together for a one-day meeting at the historic Delta Armouries hotel in downtown London to share their experiences, achievements and challenges in administering municipal urban design programs in their respective jurisdictions.

The morning session began with welcoming remarks and an introductory presentation made by the City of London that highlighted some 42 urban design initiatives under way. This was followed by roundtable introductions and updates given by staff representing the municipalities of Brampton, Hamilton, Kitchener, Markham, Mississauga, Oakville, Ottawa, Richmond Hill, Waterloo, Whitby and Windsor.

The morning segment of the session proceeded with key presentations on specific topics that were wide-ranging: Richmond Hill presented their Downtown Land Use and Urban Design Strategy Study that looks to integrate density and transit-supportive design while maintaining the 19th-century heritage character of its downtown. The City of Brampton gave a presentation on their new Architectural Control Compliance Process—a development review framework that ensures a high standard of



London—site of form-based code workshop

architectural design and diversity in its greenfield development areas. Hamilton provided highlights on developing flexible streetscapes in conjunction with transportation and engineering issues, in particular, York Boulevard in downtown Hamilton. The City of Mississauga also gave an overview of workshops given by the Form Based Codes Institute (FBCI) held in Port Credit (Mississauga) and Fort Worth, Texas; and, the progress they have made to date in implementing FBCs in consideration of the municipality's special character areas and District Policy Review Studies that are under way for Clarkson Village, Port Credit, and Lakeview. Discussions in the afternoon segment covered the administration of urban design peer review panels, sustainable design, streetscape design and bringing transportation engineering issues into the fold of urban design objectives.

Momentum for new ideas

Given the strong momentum and attendance at these meetings, the Roundtable also discussed a proposed operating framework. The objective of the framework is to facilitate sessions which are as dynamic and interactive as possible while maximizing networking opportunities, and the sharing of information and ideas among Roundtable participants.



The Wychard Art Barns a Successful Brownfield Redevelopment.
 Pictured: Todd Latham, publisher of ReNew Canada, Dino Chiesa, chair of CMHC and Peter Brown, Chairman of the Board of Directors for Artscape Non-Profit Homes

A highly important service area in the municipal sector, urban design is gaining broader recognition and continuing to grow even stronger. Based on attendance alone, it was apparent from the London session that

municipalities are undertaking many important initiatives and developing creative policies and implementation processes to raise the bar on urban design in their communities.

An objective of future meetings will be geared to specific themes, including sustainable development, urban design education and awareness, design-based zoning codes (Form Based Codes), implementation strategies and Bill 51 amendments, etc.

Roundtable meetings will continue every six months, with municipalities hosting subsequent sessions on a rotating basis. The next meeting will take place in spring 2009, hosted by the Town of Markham. Further information on the Municipal Urban Designers Roundtable (MUDR) can be obtained by contacting Steven Bell, Roundtable Coordinator, at 905-615-3200 ext 5725, or email: steven.bell@mississauga.ca or Sean Galloway at 519-661-2500 ext. 5361, or email: sgallowa@london.ca.

Steven Bell, MCIP, RPP, is an Urban Designer with the City of Mississauga's Development and Design Division, Planning and Building Department, and is the Coordinator of the Municipal Urban Designers' Roundtable. Sean Galloway, MCIP, RPP, is an Urban Designer with the City of London's Planning and Development Department, Implementation Section, who chaired and organized the third MUDR meeting in London.

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Toronto's Wychwood Art Barns Snags a Brownie

The Artscape Wychwood Art Barns was the only Ontario-based project to win a CUI Brownie at the Canadian Brownfields conference in Toronto in late October. The project, which provides live-work space for artists and a number of amenities for the local community, picked up the Brownie for Excellence in Project Development at the Neighbourhood Scale. Supported by CMHC, the CUI Brownies acknowledge innovation and leadership in brownfield redevelopment across Canada. This year's awards went to projects and programs from six provinces. The overall winner was from Montreal, represented by the Quartier International project, which rehabilitated contaminated sites and built over an expressway to link Old Montreal with downtown. Next year's conference and awards will be in Vancouver, October 26-28.

Western Lake Ontario

Planners Meet Their Match: Students Engaged in Planning Process for World Town Planning Day

Kirsten McCauley

In recognition of World Town Planning Day, City of Hamilton planners Andrea McDonald, Shannon Hamilton and Kirsten McCauley attended Dalewood Middle School to engage 20 students from Grades 6, 7 and 8 in the planning process. Andrea, Shannon and Kirsten provided a brief overview of what Community Planning is; what planners do; and the different levels of policy that guide the planning process. Even though this information can be confusing to many adults, Shannon succinctly explained to the students that planning is much like school—you have rules and text books that guide you through your courses and help you to understand right from wrong.

Following the presentation, the students



Students enjoy World Town Planning Day

were divided into three groups with the task of planning a new community. The selected project area was a small part of the proposed Fruitland-Winona Secondary Plan in Stoney Creek which is currently being prepared by City staff. The students were asked to work together to decide where to locate the new dwellings, the different levels of commercial, new employment areas, parks, schools and transit. Each of the groups came up with intelligent and insightful ideas for their new communities.

Some ideas that the students presented included:

- compact communities with a variety of uses within walking distance;
- transit throughout the community to

reduce reliance on vehicles;

- more greenspace to counteract industrial emissions and reduce the carbon footprint;
- locating busy commercial areas away from residential neighbourhoods;
- protection of the floodplain areas;
- including on-street parking for Main Street areas;
- keeping similar or "like" uses together.

The activity was a success and the information from these students will be provided to the Fruitland-Winona Community Advisory Committee and presented to the public at the next Public Information Centre. The City staff was impressed with the students' enthusiasm and suspect there may be some future planners among them!



World Town Planning Day participants at work

Western Lake Ontario Musings on Attaining Full Membership

Are you a Provisional Member of OPPI and wondering what do I have to do to become a Full Member? Do you wonder what to expect from Exam A? Or how to pass Exam B? These are some of the questions that were asked at the Western Lake Ontario District Provisional Membership Info Session held on October 9, 2008. Provisional members from across the District attended this important session to glean ideas and helpful study tips for preparing for Exam A and Exam B to become Full Members of the OPPI.

Marilyn Lagzdins and Janice Emeneau, experienced OPPI examiners, discussed the process for preparing to take these important examinations and dispelled myths and misconceptions about what to expect when you are ready to sit for your exam. Note that if you have specific questions about membership, you are advised to consult the FAQ posted on the OPPI website.

Kirsten McCauley, MCIP, RPP, is a planner with the City of Hamilton who helped organize this session. She can be reached kirsten.mccauley@hamilton.ca.

People

Bruce Singbush Moves to New Super Ministry

Bruce Singbush was recently appointed as Director of Real Estate Policy for the recently created

Ministry of Energy and Infrastructure. Bruce spent the past five years with the Ministry of Municipal Affairs and Housing in a series of progressively responsible roles, from Senior Planner to acting Regional Director. Bruce is looking forward to the next chapter in his career as he and his team focus on improving the strategic alignment between the province's policy interests and real estate assets.



Bruce Singbush

Hon Lu, until recently one of the key staff-

Obituary

John Buonvivere

JOHN BUONVIVERE, MCIP, RPP, died on November 2, 2008 at the age of 78. Best known as founder of Trans-Plan, a consultancy based in Mississauga, Ontario, John became a Full Member of OPPI/CIP in 2003 through the Executive Practitioners course. He was an Examiner (Exam A) since 2007.

Mr. Buonvivere began his career as a Traffic Engineer for the Regional Municipality of Durham and subsequently served as a Senior Traffic Planning Engineer for Giffels & Associates Limited, a major consulting engineering firm located in the City of Toronto. His practice as a transportation consultant spanned more than 25 years, with clients in Southern Ontario and the Greater Toronto Area. In addition to undertaking traffic studies and a variety of transportation assignments, John was a frequent expert witness at the Ontario Municipal Board. The company's practice will continue under the leadership of Shády Hagag.



John Buonvivere

ers with TEDCO, as the city's manager of environmental services, has been named Brownfield Coordinator on an interim basis to replace **Marcia Wallace**, who has been asked to take on a new role at the Ministry of the Environment in support of the government's renewable energy strategy, led by the Ministry of Energy and Infrastructure. Look for more information on this appointment in future issues of the Ontario Planning Journal.

Nancy Farrer reports from Simcoe County that there have recently been many changes in local planning departments. **Ian Bender** retired after 14 years of service as Director of Planning for the County of Simcoe. At a reception held in his honour in early October, his many co-workers gathered to wish him well. Faithful readers of the *Ontario Planning Journal* will recall that Ian served as a coordinating district editor early in the magazine's development.

Ian's position at the County has been filled by **Bryan MacKell**, formerly the Director of Planning and Development for the Town of Midland. In addition to hiring a new Planning Director, the County of Simcoe has also filled two new planning positions: Manager of Development Planning and Manager of Policy Planning. The Manager of Development Planning is **Bruce Hoppe**, formerly the Director of Planning for Oro-Medonte. The Manager of Policy Planning is **Kathy Suggitt**, previously the Director of Planning for the City of Orillia.

All this activity left three of the 16 municipalities in Simcoe County without planning directors. The Town of Midland's new Planning Director is **Wes Crown**, who

was previously with the Township of Seguin and had spent a number of years with the Township of Tay. The new Planning Director for Oro-Medonte is **Andria Leigh**, who has gone back to her previous position after spending several years in the private sector with the Barrie office of MHBC Planning. The new Director for the City of Orillia is **Ian Sugden**, formerly the Coordinator of Development Services and Chief Planner for the Town of Gravenhurst.

At an Awards ceremony held in early November, **Loretta Ryan** was named as the recipient of the Honorary President Award by the University of Toronto Association of Geography Alumni (UTAGA). One of the highest honours from the Department of Geography and Program in Planning, this award is given to individuals who have made exceptional contributions to the development of the department or its programs, and its alumni. Loretta was a long-standing

member of the Planning Alumni Committee (PAC) of UTAGA, having joined the committee in 1999 and served in several capacities. She helped raise the profile and presence of the committee's work and has been

a tireless supporter of PAC's successful annual Spring Social. Utilizing her contacts in the planning industry, she helped bridge the gap between industry, the profession and the



Loretta Ryan

(Cont. on page 26)

President's Message

2008—A Healthy Year for Ontario Planners

OURS IS AN INCREASINGLY diverse profession of people, interests and accomplishments. Our profession increasingly reflects the demographic composition of this province. OPPI members bring an ever-widening perspective on what it means to be a planner and the resulting efforts of planners are increasingly recognized for their contributions to society. While the accomplishments of OPPI are a tribute to the hard work of hundreds of volunteers, they are equally a tribute to the individual efforts of each and every one of our members to grow the profession and to apply the highest of standards in pursuing the public interest.

As an organization, OPPI exists to represent and serve nearly 3,800 members. This responsibility to members has in large part been facilitated by the actions of the 1999 Council that initiated and developed the Millennium Strategic Plan. This initiative identified directions that continue to pay dividends and guide the current Council as we have developed a revised strategic plan for the future. The Millennium Strategic Plan identified three principles that guide our development:

1. OPPI is a visionary organization, being a leader in public policy, and promoting innovation in the practice of planning.
2. OPPI is an influential organization, being the recognized voice of planners in the province.
3. OPPI is an effective organization, promoting services valued by its members.

As we look back over the last year and look forward to the coming year, it is important to evaluate our accomplishments against these three directions.

OPPI as a Visionary Organization

The Policy Development and Recognition Committees have worked diligently to take the Institute in new and innovative directions. The Healthy Communities report released on World Town Planning Day, 2007 has received media and public attention from across the province.

By connecting individual health to community planning, the Healthy Communities paper and the parallel Call to Action (with an emphasis on urban design, active transportation and green infrastructure) has provided education and policy leadership that will help the profession to achieve more liveable and sustainable communities. Ongoing work in this area includes advoca-

cy, partnership development and engaging members. The Policy Committee has also fulfilled important work commenting on important provincial initiatives such as the discussion paper for the Growth Plan for Northern Ontario and through contributions to CIP's paper on Climate Change.

OPPI is an influential organization

To be an influential organization this recognition must be earned. For many years members have worked to further the goal of "good" planning. Much of this recognition comes through the enthusiastic leadership provided by the Recognition Committee (the Recognition Committee, like each of the five key Committees, includes a member from Council along with a number of volunteers from our membership). World Town Planning Day, press conferences and media outreach, Excellence in Planning Awards, the website, symposium, con-



Wayne Caldwell



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MANAGER, POLICY & COMMUNICATIONS

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REGISTRAR

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ferences and this magazine are examples of the initiatives which help to raise the importance of the role of planning and the planning profession.

OPPI is an effective organization

Effectiveness means that OPPI must provide relevant services to members. The Professional Practice and Development Committee, the Membership Outreach Committee and the Membership Committee have responsibilities to ensure that individual members are receiving timely and relevant services. Activities including student outreach, scholarships, membership recruitment, coordinating volunteers, working on our Code of Professional Practice as well as Continuous Professional Learning.

The Districts

District activities play a key role providing locally accessible events and timely input on important planning initiatives. This year Council and OPPI members wish to thank Northern District members who took a lead role in organizing a highly successful OPPI Planning Symposium in North Bay, "The Grey Tsunami: Aging Communities & Planning." Over the last year, all of the districts held social/educational activities that helped to further the collective interests of membership. For example, each

district worked to support the Healthy Communities initiative by hosting an event that engaged not only OPPI members but many professions in fields related to health, architecture, engineering, as well as municipal leaders. While the wide range of actions are too numerous to mention, it once again speaks to the numerous volunteers who make our organization relevant.

As we move into 2009, Council will be working under the direction of a new Strategic Plan. In this context it is worth mentioning three key directions that are included in the Mission Statement and provide a mandate for the Ontario Professional Planners Institute as the voice of the planning profession:

- leads and supports members to plan healthy communities;
- acts as a resource and centre of excellence for planning;
- develops and maintains professional standards in the interest of the public of Ontario.

These new directions help to establish a framework for new actions that will hopefully keep the Institute relevant and in a leadership position. Watch for more information in

the next issue of the Ontario Planning Journal regarding our new Strategic Plan.

The pages that follow provide highlights of eight years of accomplishments guided by the Millennium Strategic Plan. As mentioned at the outset, the success of the Institute is a function of the volunteer efforts of hundreds of members. To each of these my sincere thanks. It is also the result of a dedicated group of core volunteers who sit on council and give more than we should reasonably expect. Again many thanks. Finally, I must also extend, on your behalf, our thanks to a small group of staff who on behalf of OPPI bring enthusiasm, professional judgement and commitment to everything they do.

Wayne Caldwell, MCIP, RPP, PhD, is President of OPPI and Professor (Rural Planning) School of Environmental Design and Rural Development with the University of Guelph. He also is a senior planner with the County of Huron.

*He has several points of contact:
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Huron: 519-524-8394 (ext 3)
Fax: (Guelph): 519-767-1686
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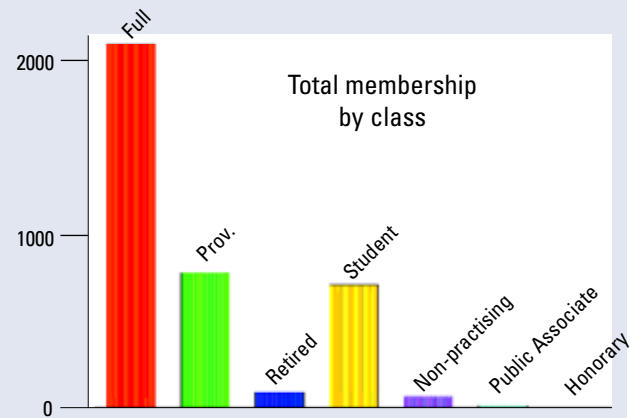
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Facts and Figures on OPPI

OPPI MEMBERSHIP BY DISTRICT, AS OF OCTOBER 31, 2008

TABLE 1

District	Full	Prov.	Retired	Student	Non-Practising	Public Assoc.	Hon.	TOTAL
Northern District	54	12	2	6	3	1	0	78
Southwest District	334	104	13	141	9	1	0	602
Eastern District	267	74	14	87	8	1	1	452
Lakeland	183	46	6	25	6	3	0	269
Toronto	546	260	35	242	23	7	1	1,114
Oak Ridges	440	201	13	162	13	3	0	832
Western L. Ont.	267	89	13	44	7	1	0	421
Out of Province	6	0	1	0	0	0	0	7
TOTAL	2,097	786	97	707	69	17	1	3,775
Total (2007)	1,986	819	82	557	76	27	1	3,548
Total (2006)	1,869	854	83	623	64	28	1	3,522

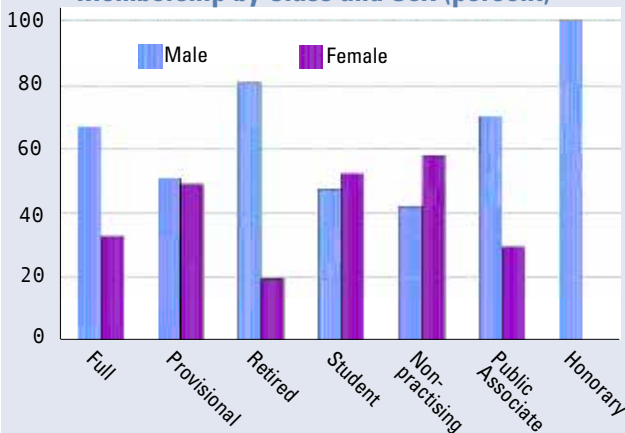


MEMBERSHIP BY CLASS AND SEX

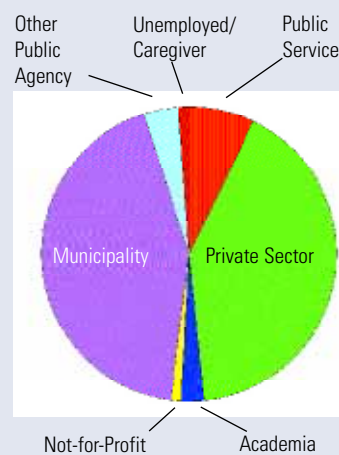
TABLE 2

	Male		Female		TOTAL
	No.	%	No.	%	
Full	1,405	67.0	692	33.0	2,097
Provisional	402	51.1	384	48.9	786
Retired	78	80.4	19	19.6	97
Student	335	47.4	372	52.6	707
Non-Practising	29	42.0	40	58.0	69
Public Assoc.	12	70.6	5	29.4	17
Honorary	2	100.0	0	0	2
TOTAL	2,263	59.9	1,512	40.1	3,775
Total (2007)	2,194	61.8	1,354	38.2	3,548
Total (2006)	2,170	61.6	1,351	38.4	3,522

Membership by Class and Sex (percent)

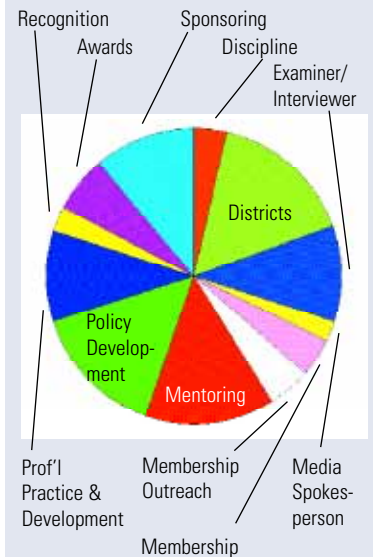


EMPLOYMENT CATEGORY



Members	Members
Ont./Can. Public Service	213
Private Sector	1,185
Academia	74
Not-for-Profit	34
Municipality	1,246
Other Public Agency	118
Unemployed/Caregiver	29
TOTAL	2,899

VOLUNTEER INTERESTS



Members	Members
Discipline	81
Districts	344
Examiner/Interviewer	228
Media Spokesperson	53
Membership	91
Membership Outreach	99
Mentoring	313
Professional Practice and Development	221
Recognition	62
Excellence in Planning Awards	129
Sponsoring a Provisional Member	245
TOTAL	2,183

OPPI *Millennium* STRATEGIC PLAN

Over the past 8 years it has taken vision, leadership, focus, the commitment of many dedicated and talented volunteers, and the continued support of members to create the OPPI you know today.

The Millennium Strategic Plan adopted by Council in 1999 established a long-term vision for the Institute. Nearly eight years later, we have a solid foundation to build upon.

Here is what we have

OPPI is a Visionary Organization

being a leader in public policy, promoting innovation in the practice of planning in Ontario.

Key Accomplishments

✓ **Volunteers** of the Policy Development Committee have established OPPI as a leader in developing planning policy in Ontario, advancing innovative policy solutions on issues that affect Registered Professional Planners, and advocating for positive change in public planning policy in Ontario. Working with CIP and other professional organizations OPPI has critiqued and guided policy work affecting planning in Ontario.

Planning Policy Initiatives include

- ✓ 2008 Climate Change Policy – Response to CIP, Regional Transportation Metroinx Green Plan
- 2007 Healthy Communities Sustainable Communities – OPPI Call to Action
- 2006 Act to amend to Planning Act and the Conservation of Land Act – Bill 51
- 2005 Places to Grow Act – Bill 136
- 2004 Green Belt Plan – Bill 135
- 2003 The Preservation of Rural Character – OPPI Recommendations, Act to Enhance Public Transit and Provide for a Smart Transportation System in Ontario – Bill 25
- 2002 Role and Function of the OMB – OPPI Comments
- 2001 Meeting Ontario's Municipal Housing Needs – OPPI Position Statement, Growth Management – OPPI Call to Action, Report on the Walkerton Inquiry
- 2000 Oak Ridges Moraine Conservation Act/Plan – OPPI Call to Action



accomplished...

OPPI is an influential organization

being the recognized voice of planners in the province.

Key Accomplishments

Volunteers of the Recognition Committee established the necessary infrastructure at OPPI to broaden public awareness of planning and the role of planners in Ontario. Working with the media and key stakeholders OPPI is helping the public understand planning issues and accomplishments. With this OPPI continues to enhance the public image of Registered Professional Planners.

ONTARIO PLANNERS:

VISION • LEADERSHIP • GREAT COMMUNITIES gives the Planners of OPPI their brand recognition.

World Town Planning Day proclamations, events, and posters culminate province-wide with over 40 unique events or activities, profiling the importance of community planning and role of planners.

Over 50 successful media interviews have taken place on a variety of planning issues, as a result of training 40 Members as Media Spokespersons through OPPI's Media Spokesperson Training Program.

www.ontarioplanners.on.ca

is launched and re-launched bringing the face of Ontario Planning around the world.

OPPI's Press Conference at Queens Park kicks off the release of OPPI's Healthy Communities Sustainable Communities Policy Paper.

Over 40 Excellence in Planning Awards, 2 Leonard Gertler Awards of Distinction, and 2 Honorary Memberships have been awarded in recognition of their contribution to planning.

OPPI is an effective organization

providing services valued by its members.

Key Accomplishments

Volunteers of the Membership Services Committees have worked tirelessly to build a large and active membership of planners from all parts of Ontario. Responding to the changing needs of members and the planning profession, RPP's are encouraged to strive for excellence in planning practice, and professional ethics.

Membership recruitment efforts realize membership growth of 600 members to over 3,500 members.

Nearly 600 Provisional members receive their RPP designation.

Recruitment of Student members grows by 175 members to reach an all time high of over 600 Student members.

Interest in volunteering for OPPI soars with over 1800 offers; with the largest interest in District activities.

40 Member Service Awards are given to members in recognition of their outstanding contribution to OPPI and the profession.

Districts are strong and active delivering a range of services and programs from networking bonspiels, Festivus Socials and skating parties at the Governor General's home to workshops on planning ethics and practice standards to supporting the delivery of the largest OPPI Conferences and Symposiums.

Project Management for Planners, Urban Design for Planners, Planning Professional Ethics and Standards Workshops are new additions to the expanding pool of Continuous Professional Learning opportunities to members province-wide.

The development of 5 Practice Standards, a new Code of Professional Practice and ethics workshop keeps members striving for excellence in planning practice.

Annual membership surveys show sustained member satisfaction with OPPI services and operations.

OPPI Council and staff manage the Institute in an effective and cost-efficient manner, continuously seeking improvements to its operations.

Governance and operational policies are being used by Council and staff to ensure that fiduciary responsibility and stewardship of the Institute are upheld.

OPPI is financially sound as a result of implementing and achieving key financial policies and targets that are recognized by not-for-profit association industry leaders as benchmarks of excellence.

OPPI makes good use of technology such as the web site, electronic newsletters and our state of the art data base, log-on-line, on-line Membership Course, and Exam A preparation workshop, to limit expenses while enhancing service levels and quality.

ONTARIO PROFESSIONAL PLANNERS INSTITUTE

Audited Financial Statements

FOR THE YEAR ENDED DECEMBER 31, 2007

Our auditors (Kriens-LaRose, LLP Chartered Accountants) have conducted our annual audit in accordance with Canadian generally accepted auditing standards. The following three pages include an audited consolidated financial statement and two graphic representations of revenues and expenses.

The 2007 business plan was prepared and approved by OPPI Council.

The year ending December 31, 2007 reflects a (deficiency) of revenues over expenses in the amount of (\$85,312).

Operations increased by - \$2,520	Capital Fund reduced by - (\$45,021)
Scholarship Fund increased by - \$27,189	Strategic Fund reduced by - (\$70,000)

The (deficiency) in revenues over expenses reflected is due to the budgeted activity, such as the development of the Project Management for Planners Course, from the Strategic Fund.

The Strategic Fund was established to provide funding for strategic purposes as determined at the discretion of OPPI Council. Such activities include the Conference/Symposium, development of new Continuous Professional Learning Programs, communication strategies and World Town Planning Day events.

The reduction in the Capital Fund is due to the budgeted activity of renovating the OPPI office.

OPPI Council approved the Audited Financial Statements ending December 31, 2007 at its April 2008 Council meeting.

ONTARIO PROFESSIONAL PLANNERS INSTITUTE

SUMMARIZED FINANCIAL INFORMATION

FOR THE YEAR ENDED DECEMBER 31, 2007

	2007 \$	2006 \$
CURRENT ASSETS	273,607	678,671
EQUIPMENT	336,378	202,579
	<u>609,985</u>	<u>881,250</u>
CURRENT LIABILITIES	196,836	382,789
SCHOLARSHIP FUNDS	65,504	38,315
UNRESTRICTED NET ASSETS	(163,712)	(32,433)
INVESTED IN EQUIPMENT	336,678	202,579
CAPITAL RESERVE FUND	54,979	100,000
STRATEGIC FUND	120,000	190,000
	<u>609,985</u>	<u>881,250</u>
REVENUES		
Membership fees	718,425	672,556
Annual Conference/Symposium	370,755	138,895
Journal and mailings	221,254	189,262
Professional development	131,779	92,954
Other	173,171	146,364
	<u>1,615,384</u>	<u>1,240,031</u>
EXPENSES		
Council and Committees	482,617	355,869
Office	311,235	259,939
Annual Conference/Symposium	368,093	129,237
General Administration	143,626	124,034
Professional development	110,755	67,599
Other	176,790	76,572
Communications	107,580	111,685
	<u>1,700,696</u>	<u>1,124,935</u>
EXCESS (DEFICIENCY) OF REVENUES OVER EXPENSES FOR THE YEAR	<u>(85,312)</u>	<u>115,096</u>

A copy of the Financial Statement can be obtained by contacting the OPPI office.

OPPI Treasurer's Report for 2007

Michael Sullivan

OPPI received a clean bill of health for our 2007 fiscal year from Kreins-LaRose LLP. Council's actions in 2007 were guided by its Business Plan for the year, which is based on OPPI's Strategic Plan. Revenue and expenses were inline with our expectations.

Surplus/Deficit

The year ending December 31, 2007, reflects a deficiency of revenues over expenses in the amount of \$85,312.00.

Budget Area	Change	Amount
Operations	Increase	2,520.00
Capital Fund	Decrease	45,012.00
Scholarship Fund	Increase	27,189.00
Strategic Fund	Decrease	70,000.00
Overall	Decrease	85,312.00

In past years OPPI Council has approved excess operational revenues to fund both the Capital and Strategic Funds. At the beginning of 2007 the opening balance of the Strategic Fund was \$190,000.00 and the Capital Fund was \$100,000.00. The 2007 business plan identified that OPPI would start drawing on those funds for the following purposes:

1. Development of the *Project Management for Planners Course*, from the Strategic Fund.
- a. The Strategic Fund was established to provide funding for strategic purposes, including: Conference/Symposium, Continuous Professional Learning Programs, communication strategies and World Town Planning Day events.
2. *Renovating the OPPI office* was budgeted from the Capital Fund.
- a. The Capital Fund was established to fund capital expenditures that allow OPPI to operate effectively.

OPPI is committed to replenishing the Strategic and Capital Funds with any excess revenue over expenses.

Excess Revenue over expenses from the Conference or Symposium golf tournaments and selected District fund-raising activities, contribute to the Scholarship Fund.

OPPI Council approved the Audited Financial Statements ending December 31, 2007, at its April 2008 Council meeting.

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

Revenue Details

OPPI had revenues of \$1,615,384.00 during 2007, which is presented in the first pie chart.

Approximately 44 percent of OPPI's revenues come from membership fees, a revenue source that is considered to be relatively reliable. The other 56 percent of revenues are generated from non-membership fee sources such as job ad mailings and Ontario Planning Journal advertising.

Industry standards set by non-profit associations suggest that 60 percent for association revenues should come from membership fees and 40 percent from non-membership fee sources. OPPI continually works towards achieving a 60/40 split in revenue.

Expense Details

OPPI had expenses of \$1,700,696.00 during 2007, which is presented in the second pie chart.

Journal and Professional Development initiatives. Indirect Services include policy development initiatives; efforts to build general recognition for the profession (such as the OPPI branding statement, media training for staff and members associated with the policy work of the Institute; work of the Discipline Committee in upholding the Institute's Code of Conduct; and support to the Districts for local and strategic programming.

The Institute's reserve (unexpended funds, accumulated) as at the end of 2007 is \$172,420.61.

2009 Membership Fees

OPPI fees (with the exception of student fees) for next year will increase by 4.9% to cover increases in operating costs. The funding of strategic activities comes from revenue generating items such as job ads and CPL/Conference events.

2009 Year at a Glance

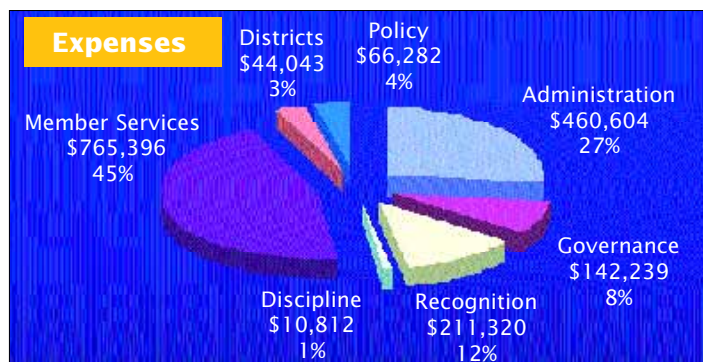
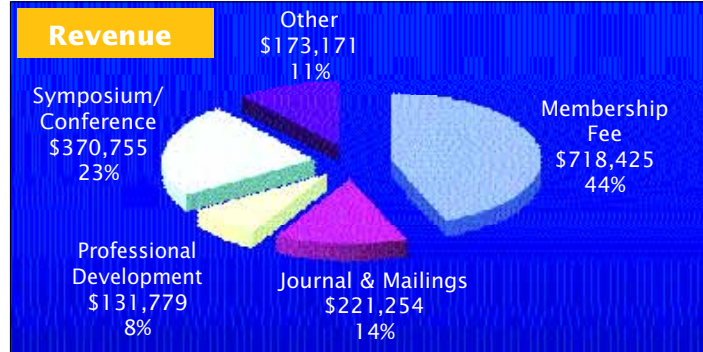
1. New Strategic Plan
2. New CPL Course (Urban Design for Planners)

Summary

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

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

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



Approximately 65 percent of the Institute's expenses were to fund direct or indirect Membership Services. The remaining 35 percent is spent on administration and governance.

Direct Services include the Ontario Planning

Michael Sullivan, MCIP, RPP, is OPPI's Treasurer and Lakeland District representative. Michael is a Senior Environmental Planner with RJ Burnside & Associates in Barrie. He can be reached at Mike.Sullivan@rjburnside.com



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Randy Pickering
Stephen Evans

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Andria Leigh
Ann Tremblay
Anne Milchberg
Barbara Dembek
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Karen Hammond
Lynn Moorow
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Maurien Ziml
Paul Hicks
Stephen Evans
Steven Jefferson
Wai Yan Leung
William Pol

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Pamela Sweet
Quentin Hanchard
Randolph Wang
Ray Duhamel
Ron Iaros
Rory Balksh
Sarah Hemstock
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Steve Evans
Terry Santaris
Timothy Chadder
Tony Seoka
Tony Usher
Tracey Ehl

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Mascia Wallace
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Rosa Buffolo
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Christine Newbold
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Joe Mito
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Natasha D'Souza
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Beyond 2010: Setting National Standards for Planners

OPPI is participating in a Canada-wide re-examination of what it means to be a planner. This exercise will focus on how planners are trained and how they become members; how planning education is structured; and what are appropriate standards of practice and ethics for planners in a diverse and globalized society. This is a preview of information that will be sent out to members with a request to respond to a survey. Members may respond to the electronic survey until December 22.

What do we mean by “Beyond 2010: Setting National Standards for Planners”?

In the *OPPI Act* of 1994, the Institute promised to pursue the following objective, among others: “to promote, maintain and regulate high standards of professional planning practice and ethical behaviour.”

The creation of the RPP designation in 1994 is often seen as a watershed for Ontario planners, but in a way it was simply one (albeit large) step in a process of recognition for planners and the increasing professionalization of planning. Further steps have been taken in this direction since 1994, but it is time once again for another large step, to take planning to a new level, by developing nationwide standards and certification processes that will ensure that planners meet the kind of rigorous standards that the public expects of professionals.

What kinds of changes are involved?

Some of the innovations that are being considered include:

- A review of the required skills and knowledge that planners need
- Changes to the membership process
- A national examination board to certify new planners
- Revisions to the planning curriculum in planning schools
- An updated accreditation process for planning schools
- Consistent codes of practice and ethical standards across the country
- Requirements for continuous professional learning

Why are we doing this?

As the world gets more complex, more is

demanding of planning professionals. Therefore, planners across Canada need to ensure that the training and certification process for becoming a planner remains relevant and adequately prepares planners to meet those new demands.

Planners are also more mobile. Those trained in Ontario may end up working elsewhere, while planners from other provinces or countries may come to work in Ontario communities. National standards are needed that allow planners to work in all provinces and to represent Canadian planning values abroad.

Finally, the recognition of planning as a profession by the public and by decision makers means that planners must be seen to uphold the highest standards and that those who carry a professional designation have a clearly specified set of skills, knowledge, and experience.

Who is involved?

This initiative, called the “Membership Continuous Improvement Process,” is being led by the Canadian Institute of Planners. Three committees have been formed to bring together representatives of all the provincial affiliates of CIP to analyze and make recommendations on (1) ethical standards, (2) required competencies (skills and knowledge), and (3) certification standards.

The project also involves consultation with planning schools and stakeholders who use the services of planners, as well as with practising planners.

Who is affected?

Those most affected by these changes will be planners who enter the profession after the new requirements are in place, since the new approach will affect their training and the process of becoming an RPP.

Postsecondary institutions will also be affected by any changes required as part of the accreditation of planning schools.

Planners who currently hold an RPP designation will be expected to comply with any changes to current codes of practice, ethical standards, and lifelong learning requirements.

When is this happening?

The discussions and consultations will occur over the next two to three years, and any

proposed changes will take effect only after members have voted. “Beyond 2010” means these are the standards that will take us into the second decade of the 21st century.

How much will this cost?

At present, the project is being carried out within existing budgets. When changes are proposed that require new forms of training and certification, however, there will be cost implications. We will keep you informed of any proposed changes to fees, and we will make every effort to keep increases to a minimum. Fee increases will probably be in the \$100 to \$150 range, similar to the fees paid by Provisional Members for processing membership applications. Since members will be voting on the recommendations, fee changes cannot occur without the consent of a majority of members.

How can I get involved?

We will be seeking your input on proposed changes, through surveys, workshops, information sessions, e-mail, OPPI publications, and online programs. We want to hear from you and keep you informed every step of the way. As stated, once recommendations have been developed, members will be asked to vote on them before they become entrenched in practice.

Where can I get more information?

At present, the main source of information is the CIP website: <http://www.cip-icu.ca/> However, OPPI is preparing a communications campaign to ensure that all members are fully informed on the progress of this project.

Now what?

We want to know three things:

- What do you already know about this initiative?
- How would you like to keep informed – online, printed materials, regular updates, etc.?
- What comments would you like to contribute to the national discussion, and how would you like to register them – online, through mailed surveys, submissions, etc.?

See the OPPI website for more information.

planning program and its students. She also played a significant role in advancing the planning profession and the role that the University of Toronto plays in preparing its students for the profession. In 2007, she was the recipient of an Arbor Award, presented by the University of Toronto to recognize volunteers for outstanding personal service to the University. Three years before that Loretta also received an Outstanding Service Award from UTAGA. In September, she was the co-organizer for the lecture and reception "Toronto in the Next Ten Years: Planning to Get it Done," which profiled women in planning.

The Cities Centre at the University of Toronto was officially opened in late October. Its first director is transportation modelling specialist, **Eric Miller**, well-known for his innovative work linking transportation to air quality. There will be an article on the new centre in a future issue of this magazine.

The Heritage Canada Foundation's National Awards Program, which recognizes achievement and excellence in the field of built heritage conservation, bestowed the Prince of Wales Prize for Municipal Heritage

2009 Membership Renewal Reminder

YOUR 2009 MEMBERSHIP RENEWAL is now available online at www.ontarioplanners.on.ca.

Your membership renewal is due on or before January 2, 2009. Only members have access to benefits, including the Members Only section of the OPPI and CIP websites.

Due to our commitment to being environmentally responsible, we will no longer be mailing members a traditional renewal form. For those who still wish to complete a paper membership renewal form or want to apply for Retired or Non-practising status, one will be pre-populated in the My Documents section of My Profile and Documents found in the members area of

the OPPI website. You will just have to print it out, sign it, attach the appropriate documents if applicable and send it in with your payment. You will just have to print it out, sign it, attach the appropriate documents if applicable and send it in with your payment.

We look forward to serving you during the upcoming membership year.

Robert J. Fraser is Manager, Finance & Administration, with OPPI.

He can be reached at finance@ontarioplanners.on.ca.

Leadership on the Town of Aurora, Ontario. Readers will recall that the *Ontario Planning Journal's* contributing editor for Heritage, **Michael Seaman**, worked for Aurora until his recent relocation to Oakville. More information on the awards is available from Carolyn Quinn, Director of Communications, at cquinn@heritagecanada.org.

In April 2008, after completing the Master's of Science in Planning program at the University of Toronto, **André Robichaud** joined the Planning Division of the City of Timmins as an Intermediate Planner. He has also worked for the City as part of the Timmins Economic Development Corporation, conducting research and analysis seeking to improve local health and judiciary services.

Adam Kozlowski started with Seguin Township as Intermediate Planner in May 2008. Prior to this position, he was Planner at the Township of Oro-Medonte.

Charley White has joined the Ministry of Municipal Affairs and Housing Sudbury Office as the Algoma District Planner. Charley began her planning career with the City of Thunder Bay; she then moved to Ainley Graham as a planning consultant and most recently served as planner for the County of Hastings.

Steve McArthur was recently promoted to Senior Planner, Current Operations, in the City of North Bay. He is also chair of the City's Development Application Review Team and Secretary-Treasurer of the Planning Advisory Committee. He was previously employed by the City of North Bay in the Planning and Economic Development Department after graduating from Nipissing University in 1995. He then worked in a variety of capacities in the private sector, before returning to the City. This is an exciting time for North Bay, as the City has experienced three straight years of record-breaking construction activity.

Contributions to People are compiled from many sources, including district editors. Make sure your news is covered.



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Editorial

Make No Small Plans (2008 version)

Glenn Miller

THE STUNNING SPEED AND EXTENT of the global economic crisis has sparked many different responses from government and business leaders. One of the consistent themes, from governments of all political stripes, is recognition that heavy spending—make that investment—by government in infrastructure projects will be needed to stimulate better economic conditions. We hesitate to use the word “recovery.” As one provincial premier pointed out when asked to predict a date for recovery, the economy has undergone a seismic shift. It will never be the same again, so our expectations for the future have to be tailored accordingly.

To keep up with the demand for new infrastructure projects, the definition of what constitutes infrastructure will no doubt undergo some revisions over the next few years. The reason planners need to think about this is that if infrastructure investment indeed becomes a key plank for implementing public policy, then the definition of infrastructure will determine the scope of what qualifies as infrastructure. These understandings will form the basis for the tripartite and public-private agreements to be developed in the years to come. According to Statistics Canada, “infrastructure provides an important foundation required to support private investment and economic growth, quality of life and security . . . (but) there is no universally accepted definition of what it actually is.” Most agree that infrastructure is more than just roads, transit and piped services. Regional governments in the GTHA are agonizing over this very issue, arguing that necessary infrastructure needed to build “complete communities” as envisaged by the Ontario government in the Growth Plan must include schools, hospitals and the myriad institutions that support modern living.

As recently as March 2008, StatsCan was arguing convincingly that although government is invariably involved in funding most infrastructure, it is counterproductive to restrict a definition of infrastructure to public assets. StatsCan cites the example of energy infrastructure constructed by private-sector companies—clearly this underpins economic growth. Ontarians have been looking for produc-

tive ways to involve pension funds and other sources of private capital in infrastructure investment for some time, so thinking inclusively when defining infrastructure will be important. As President-elect Obama’s newly appointed chief of staff has said, “Never waste a serious crisis.”

About five years ago, signalling a shift in government thinking about infrastructure, formal steps were taken by the federal government to explicitly include broadband infrastructure in the definition of infrastructure—a move that is important to economic developers

everywhere, but of particular relevance in Northern Ontario, where overcoming the friction of distance has long been a priority.

Commentators have also linked infrastructure investment to climate change, both to justify projects designed to mitigate problems—such as

retirements to deal with rising sea levels—and as investments aimed at stimulating sectors that help reduce emissions and make the economy more productive at the same time—public transit, wind farms and the like.

The bottom line for the planning community is that we will need to raise our game by helping decision-makers deal effectively with the economic crisis. We can do this in many ways and from wherever we find ourselves in the spectrum of economic activity by demonstrating our ability to “connect the dots” across the many silos of activity in which we function. The series of articles by Dan Leeming and Diane Riley that concludes in this issue gives us clues as to how we might expand our intellectual horizons.

Our next issue marks the 24th year of operation for the *Ontario Planning Journal*. Make sure your voice is heard in these pages in the year ahead.

Glenn 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.

“Never waste a serious crisis.”

—Rahm Emanuel

Letters

Hammarby Sjostad Inspiring

Further to my letter published in the July

August issue of the *Ontario Planning Journal*, here are some further observations about Hammarby Sjostad, in Stockholm, Sweden:

- The central focus of the place, making use of the “GlashusEtt” which serves as a gathering area and social integration

area. It is the centre for environmental education and functions as a mini-embassy for international relations.

- The use of canals serve several functions such as storm-water management outlets and vegetation habitat and nesting areas for local bird species such as wood ducks, etc.
- The integration of modern architectural themes, land use, transportation, building materials, energy, waste, water, and sewage for the site.
- The popularity of the walking, cycling system, given that the paths/public green spaces are designed for easy use. I was

LETTERS TO THE EDITOR

Send letters to
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Formatting do’s and don’ts:
Do name your files (“OPPI article”
doesn’t help) and *do* include bio-
graphical information.

Don’t send us PDFs.

Don’t embed graphics with text,
or text in text boxes.

amazed that on a mid-Thursday afternoon, the number of residents using the area ranged from young mothers playing with their children in the park square to residents going to shop on the main street, to people strolling along enjoying the mid-afternoon sun.

- The focus of all-round mobility needs in the transportation plan for light rail transit to dedicated bus lanes, to free connections to minimize the ratio of parking spaces per apartment. The light rail transit system with the local stations were well designed and integrated in order to blend into the urban fabric.

Thanks to Glenn Miller for the article (cover story, July/August issue) and making Canadian planners think beyond their normal planning parameters.

—Paul F Puopolo, MA, MCIP, RPP, OALA,
is General Manager IBI Group
(formerly operating as PEIL).

Popular Delusions

Thanks for Philippa Campsie's thoughtful and humorous article in the Ontario Planning Journal (September/October). I've often noticed how people latch onto an idea about their housing choices that bears little resemblance to the way they in fact live their lives—it demonstrates that the guiding principles of community design and development should not be driven primarily by residents'/consumers' stated preferences.

—Michelle Armstrong, MCIP, RPP,
is a Senior Planner with
FoTenn Consultants Inc. in Ottawa.

Hats Off to Seaman

Another truly outstanding article on heritage in the most recent issue. It clearly lays out the value of promoting local awareness of heritage.

—Bertrand Duclos, Heritage Outreach
Consultant, Ministry of Culture.

Opinion

Motherhood Statements About Planning: Reflections on our Profession

Heather Thomson

Almost two years ago, the lives of my husband and I were transformed. We had a baby girl—Miriam. Before Miriam, we were a happy, “green” urban couple. We were long-time vegetarians who had traded in our car for a couple of good bicycles five years before. We lived in a tiny house in downtown, didn't own a TV, cycled to work, attended “green living” workshops and generally thought of ourselves as environmentally conscious people. “That will all change!” people told us when they heard we were expecting. They told us we would need to buy a car, move to the suburbs, our house would be full of plastic toys and we would have to face the reality other parents faced—clomping heavily on the earth.

And things did change. But not in the ways we expected. Now, buying biodegradable shampoo and hip clothes made from “reclaimed” fabrics seemed pretty insignificant compared to the responsibility for feeding, clothing and teaching a new, beautiful, innocent little person!

What really surprised me, though, was how much planning issues suddenly stood out in sharp relief. When we stand waiting for the bus with Miriam, inhaling exhaust fumes, I think about transportation planning. When we read her stories like “The Big Red Barn” (have you ever noticed how many kids' books are about farm animals?), I think about the rapidly disappearing supply of prime agricultural lands, and the small

family farm as a threatened species. When we take her for a walk, I think about the natural and cultural heritage places that we value in our community and across our province. And when she waves “hi” to people on the street, I think about the challenge of planning for diverse populations, a mix of incomes and housing options that create dynamic, safe, friendly neighbourhoods.

In short, it is not only parents who take on a serious responsibility for ensuring a bright future for the next generation. As planners, we have a big role to play. I was left shaken when I read Wayne Caldwell's “Stepping into the President's Shoes” article in the February edition of the *Ontario Planning Journal* this year. He was blunt about the fact that our built environments are not effectively dealing with public health issues and about the real possibility that our children's life expectancy may now be less than our own.

This is a new trend that we can't accept as fate—as people, as parents or as planners. I believe that in both our professional and our personal lives we can change things. I have seen some amazing achievements by my colleagues in our profession that have convinced me that we are up to the challenge. Whether it is planners working on provincial-level policy to guide the big picture on environmental and social issues, municipal planners upholding good planning principles on individual applications, or consultants who are able to influence developers' proposals toward the public interest, all of this work makes me proud to be part of the profession.

Sometimes the work ahead of us may seem daunting. As one of my favourite superheroes learned in his career, “With great power comes great responsibility.” And while we may not often feel like superheroes (either as parents or as planners), we know that being “green” isn't just a trend for us. Take pride even in small victories, knowing that you are shaping the world of the future for the better.

Heather Thomson is a Heritage Planner with Parks Canada. She can be reached at heather.thomson@pc.gc.ca.



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Climate Change

Degree by Degree: The IQ of Climate Change

Beate Bowron



Traditional IQ sometimes contradicts the science

“THE ELDERS HAVE BEEN SAYING that the climate is changing for a long time—they were not believed. It’s only now, when the scientists have come on board, that the world believes them.” This is the way Simon Awa, former Deputy Minister of Environment for Nunavut, summed up the Inuit reaction to the findings of the Fourth Assessment of the International Panel on Climate Change in 2007.

The Inuit of northern Canada call their traditional knowledge of the land and the sea, and the animals that populate both, *Inuit Qaujimajatuqangit* (IQ). But IQ does not apply to their physical environment alone. It is a comprehensive perspective on the world, a way of being that includes values and ideals and even legends and the arts.

The Government of Nunavut, created on April 1, 1999, considers IQ a “guiding principle of public government” and has been working to apply IQ in public policy and administrative processes. The government strives to make its decisions and laws reflect “the key philosophies, attitudes and practices of Nunavut’s Inuit majority.” As anyone familiar with media coverage of the most recent territorial elections knows, Nunavut does not have any political parties, and parliamentary decisions are made by consensus. When I once asked the Mayor of Iqaluit how this approach was working, she replied “v-e-r-y s-l-o-w-l-y.” The Nunavut Department of Culture, Language, Elders

and Youth has published a report covering the period from 1999 to 2003, which documents the degree to which IQ has been incorporated into the activities of various government departments (for a copy of this report Google “Nunavut CLEY”).

During 2007 and early 2008 Gary Davidson and I had the opportunity of facilitating a series of community workshops as part of the background work for the Nunavut Climate Change Adaptation Plan.

The workshops were held in Nunavut’s three regions—Baffin in the east, Kivalliq in the middle and Kitikmeot in the west. In addition, a special Elders and Youth workshop was held in Iqaluit, Nunavut’s capital.

In all of the regions there is a high awareness of significant changes to the land and sea caused by shifting weather patterns. Although there are regional differences based on specific micro-climatic or geographic locations, many observations are common. Summers are longer and warmer, rainfall has increased, and snow and ice are late arriving. When the snow comes, it is uneven and either too thin or too hard to

build igloos. The multi-year sea ice gets thinner every year and annual freeze-up occurs later and breaks up earlier. Sea level rise causes heavy erosion along coastlines.

Elders report the arrival of “southern” birds, bugs, plant species and animals. Migration patterns of fish and wildlife are changing. Animals show the effects of warmer weather. Seal and caribou skins are thinner, and the bone marrow of the caribou tastes different, because they are drinking the open sea water. The melting permafrost damages homes and community infrastructure.

All of these changes have profound effects on the traditional culture in Nunavut’s small communities whose food supply is still heavily dependent on hunting and fishing. Elders feel that climate change is altering their relationship to the land and the sea. While they used to be able to accurately predict the weather, based on many years of experience, they now have to try to draw conclusions from current weather conditions. There is a general uneasiness about how this lack of certainty in all aspects of traditional knowledge is affecting their status in the community.

Many other reports document traditional knowledge (IQ) about the effects of climate

change on Inuit communities. One in particular is worth mentioning, both for its content and for its beautiful design and photographs.

Canadian Inuit Perspectives is published by the Inuit Tapiriit Kanatami (ITK), an umbrella organization representing the four



Elders play a key role in community life

Inuit regions in the Canadian Arctic (www.itk.ca).

There is a fair degree of congruence between the “science” and the IQ of climate change. Many of the effects reported by Inuit Elders are also substantiated through scientific research. Natural Resources Canada provides an excellent overview of the effects of climate change on Northern

Canada in its publication *From Impacts to Adaptation: Canada in a Changing Climate 2007*. The report's summary of key findings reiterates common themes found in other studies: northern people are particularly affected by climate change; permafrost, sea-ice, lake ice and snow changes affect infrastructure; and vegetation and animal habitats are shifting.

However, this congruence does not extend to all aspects of IQ. Nunavut's controversial decision to continue to allow the hunting of polar bears at 2004 quotas this year is a case in point. While scientists and environmental organizations are convinced that hunting levels this high will irrevocably damage the polar bear population in the eastern Arctic, Inuit hunters are equally convinced that the scientists are wrong and that they, as stewards of the land and wildlife, know better.

Beate Bowron, FCIP, RPP, is contributing editor for Climate Change. She is the principal of Beate Bowron Etcetera and is a senior associate with the Canadian Urban Institute. She co-chaired the July conference on climate change in Nunavut. She can be reached at beatebowron@sympatico.ca.

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What's New in Municipal Class EA? Integrating Infrastructure Planning with Land Use Decisions

Janet Amos



The first streetcar in Thunder Bay did not require an EA

If you are busy working away on your new secondary plan and thinking how far planning has come in the last few years . . . how many topics are addressed in comprehensive secondary plans today and how complete Ontario planning has become . . . think again.

In October 2000, drawing very little attention from planners and engineers, the Minister of Environment approved an updated Municipal Class Environmental Assessment. One of the major changes in this document was to elevate arterial and collector roads to Schedule C listing in the Class EA. Now arterial and collector roads require the full environmental planning process in the Class EA regardless of their status under the *Planning Act*. The days of addressing larger arterial and collector roads solely in a secondary plan have disappeared.

Fast forward to October 2008 and we see the results of what this change really means for municipalities and developers when comprehensive secondary plans are no longer sufficient planning tools to determine the location of arterial and collector roads. Oh yes, you can still insert the arterial and collector roads into your secondary plan, offi-

cial plan amendment or plan of subdivision and you can still plan communities around them. However, if one or more of your arterial and collector roads would cost more than \$2.2 million each to construct, you must also complete a Class EA study prior to undertaking any construction.

The rules of the Municipal Class Environmental Assessment (2007) are the same for large arterial and collector roads whether you are an upper- or lower-tier municipality or a private-sector developer proposing residential development.¹ Regardless of how good your planning and public consultation has been and even if a municipal council or Ontario Municipal Board has approved your planning application, large arterial and collector roads costing more than \$2.2 million each require compliance with the Class EA.

A case I recently worked on involved a detailed and well-conceived secondary plan approved by the Ontario Municipal Board in the last two years. This large plan was crisscrossed with numerous arterial and collector roads.² The Board had heard days of evidence on the carefully structured plan, which addressed the upper- and local-tier

concerns, environmental constraints, and had been reviewed and vetted by the public, agencies and landowners. By all accounts, it met the test of “good planning.”

Nonetheless, a Class EA study is required to satisfy the Class EA for each of the roads which exceed a construction cost of \$2.2 million each. The bottom line—disgruntled parties who were not satisfied with the development decisions made at the Board can later request that the Class EA studies for the roads be “bumped up.” A bump-up request to the Minister, while unlikely to be successful, could take months to resolve with no means of arbitration.

Surely, you say, the Ministry of Environment must have some exceptions where my roads have been through the Ontario Municipal Board or approved? According to a letter from the Director of the Environmental Assessment and Approvals Branch dated March 4, 2008, to the President of the Building Industry and Land Development Association (BILD), the Ministry of Environment is not making exceptions. The Director said that the Class EA recognizes that there is overlap between planning and Class EA activities, but she stated, “when proponents fail to integrate their applications, they must go back and address their Environmental Assessment Act requirements.”³

In October 2000, the Municipal Class EA introduced another new provision—the integrated approach. Now the Municipal Class EA allows municipalities and private-sector developers to use a new integrated approach to address their requirements. This approach is outlined in Section A.2.9 of the Class EA.

How does the integrated approach work?

The integrated approach to the Class EA offers a straightforward means to cover both *Planning Act* and Class EA requirements in one process. The integrated approach can save time and costs in the planning and approvals processes as well as significantly reduce the duplication of running two sequential processes. Early adoption of the

integrated approach and effective communication between planners and engineers is essential. Overall, the results are more inclusive, because residents and agencies can understand the relationship of land use changes to the infrastructure projects and provide input to both at the same time.

In the case where a municipality requires more than one infrastructure project to support new development, the integrated approach can be tailored to address multiple related projects. For example, in the case noted above, all the arterial and collector roads could be identified and considered together in one integrated approach study report. This would be similar to a Master Plan approach under the Municipal Class EA (see Section A.2.7).

Developments addressed under the inte-

grated approach are not limited to roads; I have used it to address wastewater treatment and water supply as well. This innovative approach has been slow to get started to say the least—there are no Ontario Municipal Board decisions on the integrated approach and no Ministry of Environment guidelines to date.

The integrated Class EA process couldn't be more straightforward. At the same time as you conduct your studies for a secondary plan, official plan amendment or subdivision, you will also address the planning for infrastructure. An integrated approach study must meet certain rules of the Class EA about public consultation and advertising which are a bit different from the

Planning Act, but you will be hosting joint meetings and sharing documents and time frames.

The main Class EA steps are:

1. Establish who will act as the proponent and identify the problem to be addressed (i.e., transportation for new residents in an area covered by a secondary plan).
2. Identify and consider alternative solutions (i.e., a new road, a road widening and

increased transit) in light of existing environmental and social conditions, technical issues and costs.

3. Consult with the public, agencies and potentially affected stakeholders about the alternatives and your preferred alternative, where appropriate.
4. Identify and consider alternative means to design the preferred alternative (i.e., routes, intersection configuration, sidewalks, landscaping, etc.).
5. Consult with the public, agencies and potentially affected stakeholders about the alternative designs and your preference (being sure that all notices indicate that you are using the integrated approach of the Class EA).

6. Document all this in a report and submit as a background report with the *Planning Act* application to the Council or approval authority.

Once the approval authority has made its decision on the *Planning Act* application, the Class EA imposes no additional process requirements. Instead, if there is an appeal on the development and/or the infrastructure project, it is heard by the Ontario Municipal Board. Where the integrated approach is conducted in accordance with the Class EA, there is no opportunity for an appellant to seek a Part II Order⁴ (formerly a "bump up") from the Minister of Environment.

How much flexibility is built into the integrated approach?

Many proponents find that "one size" of integrated approach does not fit every planning application.

The Municipal Class Environmental Assessment (2007) indicates that the integrated approach can be used with a Master Plan approach as well as a stand-alone project. A decision on how to comply with the Class EA is up to the proponent. This means that a two-staged approach could be used to more closely reflect the realities of planning developments, roads and other infrastructure projects today. Using this method ensures that decision-makers understand that infrastructure has been proven to be feasible and acceptable before official plan-level *Planning Act* approvals are given. Then, at the plan of subdivision or plan of condominium stage, the conceptual design issues may be

Good Intentions

"This Class EA recognizes the desirability of co-ordinating or integrating the planning processes and approvals under the *EA Act* and the *Planning Act* as long as the intent and requirements of both Acts are met."

—Municipal Class Environmental Assessment (2007), page A-40



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resolved. This two-staged approach closely parallels the Master Plan approach set out in the Municipal Class EA.

As part of the preparation of a secondary plan, for example, the developer may introduce the preferred roads, their cross-sections and general location. If this was done to satisfy the first three points as set out above and documented in a report, it would satisfy Phases 1 and 2 of the Class EA process. At a later time, following the approval of the secondary plan, plans of subdivision will be reviewed and approved. At the subdivision review stage, the developer could readily address the final three points as set out above and include them in a report to meet Phases 3 and 4 of the Class EA process.

Whether for one project or a number of related projects, whether in two stages or one, the Class EA integrated approach can help planners and public works staff to customize a scheme to reduce time, costs and public meetings, reports and to address the Class EA requirements at the same time as the *Planning Act* requirements are met.

References

- 1 See Municipal Class EA page 1-5, item #21 and refer to O.Reg. 345/93.
- 2 For a definition of arterial and collector roads see Municipal Class EA page G-9.
- 3 Well, what happens if I just don't do the Class EA study? The Municipal Class EA provides a section on the responsibility for compliance with the *Environmental Assessment Act*. Section A.1.2.3 on page A-5 states that "failure to follow the process outlined in this document, however, is a breach of the EA approval under which this Class EA was authorized and therefore places the proponent in contravention of the *Environmental Assessment Act*." Section 38 of the *Environmental Assessment Act* provides significant fines for contravention of the Act.
- 4 A request for a Part II Order to the Minister of Environment could result in a project being elevated to an individual environmental assessment.

Janet Amos, MCIP, RPP, is principal of Amos Environment + Planning which brings together planners, engineers and development projects of all types and shepherds them through the Class EA process. Contact Janet at amos@primus.ca. Steve Rowe, MCIP, RPP, is the principal of Steven Rowe, Environmental Planner. He is also contributing editor for the Ontario *Planning Journal on Environment*.

Environment

Brownfield Redevelopment and Sustainable Communities. Are You Making the Connections?

Marcia Wallace

The Ontario Ministry of the Environment recently released a set of proposed regulatory amendments to O.Reg. 153/04, known as the brownfields regulation. Brownfields are former industrial or commercial lands that may be contaminated and yet have redevelopment potential. The province's reforms are an attempt to comprehensively address some of the identified barriers to realize the opportunity brownfields represent for communities across Ontario, urban and rural.

I'll be the first to admit that the reforms out for consultation now are a technical challenge to read through, and that brownfield remediation and redevelopment is a challenging topic for planners to engage with. Yet if your work in planning depends on or is greatly influenced by pressures to achieve intensification, understanding brownfields and how these reforms will influence your work is important.

Is this reform package the panacea for brownfield redevelopment in Ontario? You'd hardly believe me if I said it is so, especially in these challenging economic times. What the reforms do signal, however, is a "stepping up" on behalf of the province to address identified challenges to brownfield redevelopment through the timely implementation of the reforms passed in the spring of 2007.

The reforms cover four basic areas.

1. Enhanced RSC Integrity

The Record of Site Condition (RSC) is the closure document for brownfield remediation in Ontario's regulatory system. What is proposed is greater clarity on the requirements for environmental site assessment used in RSCs. The reforms also propose process changes so that an administrative check is done on all RSCs prior to filing. A smaller number will also undergo a more detailed technical review prior to the RSC being filed to the Registry. The goal of these reforms is to make the process transparent, predictable and allow all parties to comfortably rely on the RSC as the closure document.

2. Strengthened Standards

Out for another round of consultation is a strengthened set of environmental standards. These represent the "generic" standards or baseline that must be met when filing an RSC, and in many instances are proposed to match up with current science. This will push more projects towards the development of property specific standards through a risk assessment. This shift will put pressure on those active in redevelopment to explain that property specific standards and generic standards are equally protective. It could also become a driver for innovation in remediation technologies to reduce toxins in soil and ground water.

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Record of site condition requirements to change?

3. Streamlined Risk Assessment

While not a direct trade-off for strengthened standards, a way to achieve timely approval for property specific standards is an important change that must occur alongside any change in the generic standards. Whether you use property specific or generic standards, you have an equally protective outcome for human health and environmental protection. This proposed change would create an on-line tool to provide faster acceptance from the Ministry of the Environment, similar to what has been found to work successfully in other jurisdictions like Atlantic Canada.

4. Off-site Liability Protection

Last but not least, the reforms are intended to clarify the conditions under which a property owner would become subject to environmental orders from the Ministry of the Environment. This is meant to provide comfort to those most risk adverse in this sector by removing what they saw as a “reopener” in the regulatory closure the current system offers. This is intended to have no affect on the way sites are remediated or the regulatory process that governs that work.

Brownfields sit at the nexus between environment and the economy—responsible redevelopment of these sites can offer both environmental and economic benefits. Addressing soil and groundwater contamination can substantially reduce risk and improve environmental health. Action on brownfields also serves to encourage greener jobs in an Ontario environmental industry that is in demand nationally. And locally the benefit of increased tax revenue and

community revitalization brought on by a catalytic brownfield redevelopment project has been a good news story for business, residents and local officials alike.

Finding ways to unlock these unproductive lands is key to the revitalization of our communities. Yet while environmental

remediation/risk management decisions and land use planning decisions should be made with consideration of one another, all too often they are made in parallel. As the professionals who influence the transformation of land, we must not fail to make these connections and engage as a profession in the regulatory framework that will influence intensification and redevelopment projects.

I urge you to get involved and provide feedback to the Ministry on their proposed regulatory amendments. The planning community has an important part to play in this dialogue.

EBR posting closes February 3, 2009. For more information visit: www.ontario.ca/brownfields

At the time of writing, Marcia Wallace, MCIP, RPP, was the province's Brownfield Coordinator, with the Ontario Ministry of the Municipal Affairs and Housing. She has since accepted a short-term assignment to help MOE integrate energy planning into the municipal process, working with Energy and Infrastructure. Hon Lu, MCIP, RPP, has taken on her role as Brownfields Coordinator (see People).

Transportation

ENTRA Consultants Wins CUTA 2008 National Corporate Recognition Award

Matt Williams

In November 2007, ENTRA Consultants drafted the North Oakville East Secondary Plan (NOESP) Transit Plan that identified the transportation and transit components of the NOESP area. One of Canada's largest transportation planning firms, ENTRA worked with the Town of Oakville to ensure that the plan established “Transit-First” planning policies and an overall framework for the area. The plan reflects innovative Transit-First principles that promote priority for transit over cars and facilitates the early introduction of transit service in North Oakville.

Transit-First initiatives require a collaborative effort from the community, transit agencies, municipal and regional planners, and developers. The current sequence of events in Oakville is for a developer to submit a completed plan for municipal approval

without much opportunity for Oakville Transit to provide input on project phasing and design characteristics. Consequently, the location of transit routes and facilities then need to conform to the already established road network that may not adequately accommodate bus turning or pedestrian access. The Town's Transit Plan would ensure the needs of transit are incorporated and planned for early in the development-review process, ensuring proposals conform to established transit planning, review, implementation and design guidelines.

Transit-First initiatives have the benefit of being environmentally friendly and supporting land use intensification and reduced roadway rights-of-way from the outset. This helps achieve the objective of environmental sustainability—a fundamental principle

of the North Oakville planning process.

Transit-First's emphasis on introducing transit services early in the phasing of new development is aimed at helping residents establish travel habits that rely on transit rather than the car. This is particularly beneficial with respect to commuters and students who have predictable travel patterns. Transit agencies know full well that introducing transit after the fact and luring people out of their cars represents an uphill battle.

To achieve the early introduction of transit, services need to be phased in so that initial services are convenient and timely to the user, but cost-effective to deliver. An interconnected grid of roads provides the flexibility to more easily operate transit services much earlier in the development process. These initial transit services will then be intensified as demand grows to establish regularly scheduled local routes consistent with the policies established in local transportation plans.

The early introduction of transit services and the need for transit to provide a viable travel alternative at all stages of development is a fundamental element of the transportation system and policies of North Oakville.

As a basic premise of the Transit-First approach, the transportation network and corridor design reflects an increased reliance and priority on transit, along with cycling and walking. Transit-Oriented Development (TOD) is an important complement to the Town's Transit-First planning approach in North Oakville. TOD policies provide direction for area development, in terms of density, mix of uses, built form, walkability and so forth. This encourages and supports mobility options that benefit local communities and the municipality as a whole.

The Oakville Transportation Master Plan (TMP) and North Oakville East Secondary Plan (NOESP) are foundation documents that form the basis of transportation planning in North Oakville, in part, by identifying a network and hierarchy of transit corridors. The NOESP accommodates automobiles, transit vehicles, pedestrians and cyclists by providing an efficient network of roads and design elements that enhance the street for all users. The result is a comprehensive plan that promotes direct travel, reduces the potential for traffic congestion, supports a variety of travel modes, and provides a package of design treatments that reflect the road network in North Oakville.



Photo: Iain Murray

GO commuting patterns different from local transit needs

Incentives and other programs are also needed

As part of promoting the early implementation of sustainable transit services in North Oakville, the Town will consider and require, as appropriate, any of a number of

initiatives aimed at supporting the implementation of appropriate transit services at the very onset of development. Appropriate incentives and programs would be identified by Town staff in consultation with the applicant as part of the development review pro-

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cess, when reviewing development applications and agreed upon as a condition of approval of any site plan or draft plan of subdivision in North Oakville.

Early implementation incentives and programs for consideration and possible implementation in North Oakville include: transit passes for homebuyers; a Sustainability Subsidy (i.e., developer funds the gap between the target and actual revenue-to-cost (R/C) ratio); developer-funded shuttle services (for example, commuter and school); Transportation Management Association or Ratepayer Association; and employer-provided transit passes.

As part of the NOESP implementation studies, ENTRA Consultants produced the Town's Transit-First Guidelines. The guidelines are presented in a Developers' Toolkit that provides direction on the planning and implementation process, transit-supportive land use requirements, the hierarchy of transit services and corridors, appropriate road and right-of-way elements, the hierarchy of transit stations and stops, transit implementation thresholds and early implementation incentives.

This toolkit, provided to developers early in the development process, would inform them of the Town's transit requirements at the time of submission of development applications and ensure that proposed land uses support and are supported by transit, and will facilitate the early introduction of transit services in neighbourhoods.

Matt Williams is an Information/Marketing Coordinator with ENTRA Consultants in Markham.

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Dennis Kar, MCIP, RPP, is the Ontario Planning Journal's contributing editor for Transportation. He is an Associate with Dillon Consulting and teaches at Ryerson University's School of Urban and Regional Planning.

CUTA Awards

The Canadian Urban Transit Association presented its Corporate Recognition Awards in Edmonton on May 27, 2008, and recognized ENTRA Consultants' work in developing Transit-First Guidelines for the NOESP with the Exceptional Performance/Outstanding Achievement Award. ENTRA Consultants is the first consultant company to win the prestigious award that is usually given out to transit systems and manufacturers exclusively.

ENTRA Consultants, however, could not have received this honour without

the exceptional work of the Town of Oakville Engineering, Planning and Transit departments. The award recognizes exceptional performance and outstanding achievements in any of the following areas, among others: technological advancement; new product or service development; productivity; cost-effectiveness; and human resource development programs that enhance leadership, creativity, productivity or motivation. ENTRA Consultants was selected for this award by a national committee of transit professionals.

Urban Design

Towards a Sustainable and Authentic Canadian Urbanism

Dan Leeming, Robert Freedman and Alex Taranu

Canada is a big country, a very big country. Its built environment is differentiated by vastly separated regions of unique geography, culture, climate, indigenous architectural styles, building materials and governance.

Our ability to learn from one another and to share best practices in community building has often been far easier through a north-south dialogue with our American neighbours, who are within a couple of hundred kilometres, than with our Canadian colleagues spread out across 7,000 kilometres and five time zones. As a result, we end up adapting planning and design solutions generated in the United States that may or may not fit our particular needs in the Canadian urban context.

While each region of Canada has its unique

characteristics, it is also true that communities across the country share common approaches to the design and building of places. There is a unique Canadian protocol for how the planning and design process is managed, where growth should go, an understanding of inclusion, and what relationships and partnerships should exist between short-term private needs and longer-term public needs. Despite geographical proximity, in many ways Canada has more in common with Australia than with the United States when it comes to managing growth and determining its final form and location.

The need to share information, to learn about exemplary urban design initiatives, and to understand the means and barriers determining what is built led a group of Canadian planners and designers to bring forward the



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idea of an emerging “Canadian Urbanism” and create a new organization called the Council of Canadian Urbanism (CCanU).

Canadian Urbanism

The concept of “Canadian Urbanism” came to be from a few key observations:

- Canada is increasingly an urban country.
- There is a distinct Canadian Urbanism, a shared approach and perspective to cities and city-building that has evolved over time within our Canadian constitutional, political, social and cultural history. Canadian cities and city-regions share challenges and opportunities unique to our country. At the same time, Canadian Urbanism shares characteristics and challenges in common with progressive urbanist movements in other countries and global regions.
- Canada’s cities and city-regions face significant challenges and urgently require a more progressive, creative form of urbanism, to become more sustainable, livable, healthy and resilient.

Council for Canadian Urbanism

The Council for Canadian Urbanism is a movement of Canadian city planners, urban designers, architects, landscape architects, engineers, developers and other urbanists operating across Canada, in urban design leadership positions within city governments, the private and community sectors. CCanU strives to connect urbanists across Canada and has actively promoted the inclusion of all regions with representation in both English and French, in the use of best practices and in sharing experience in the building of great communities.



CCanU has developed the following principles for a sustainable and authentic Canadian Urbanism:

- the four pillars of sustainability: ecological, social, cultural and economic sustainability;
- a new Canadian urban model based on mixed-use, higher-density, complete, walkable neighbourhoods, supporting sustainable movement choices, with corresponding approaches and standards replacing the separated, low-density, car-oriented model of the past;



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- regionalism, diversity and authentic sense of place;
- place making, with an emphasis on high quality physical city-shaping;
- flexibility, resilience and designing for change;
- professional integration and silo-breaking;
- city leadership and community collaboration.

CCanU has established some goals for its work:

- to advocate for Canadian Urbanism and its core principles;
- to educate city-building professionals, political representatives, the public at large about the importance of CCanU, of urban design, and sustainability;
- to communicate and partner with other professionals;
- to lead the movement towards a more sustainable future;
- to promote change within our professions and our cities.

Activities

Established in 2006 at the Vancouver World Urban Forum and World Planners Congress,

(Cont. on page 40)



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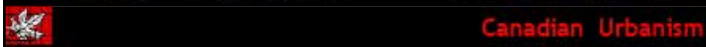
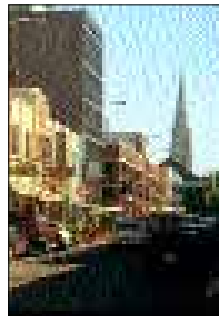
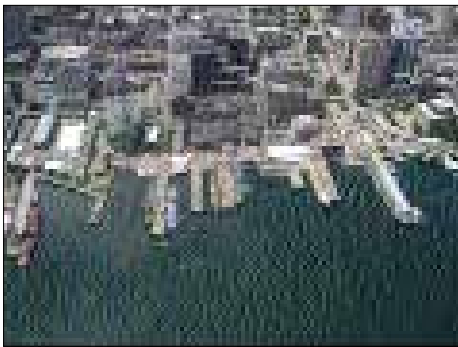
Expertise converge

AET Consultants forged a merger with EcoServices, Eco2 Systems and Integrated Green Building Concepts (IGBC) to form the AET Group. The merger completes the first step towards a collaborative effort to establish a solutions-based multi-disciplinary environmental consulting company and professional team recognized as a leading-expert in waste, ecology, building sciences, energy, and environmental management.

This partnership allows the AET Group of companies to provide a diverse range of sustainable environmental solutions that will greatly enhance the resources and technical expertise available to our clients while maintaining the high quality service that they have come to expect from each of the member companies.

More information about AET Consultants and the member companies (under the Affiliates web link) can be found at www.aet-group.com. This website will be updated in the near future to reflect the newly formed AET Group.

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Urban Design (cont. from page 38)

national and local professional organizations: Canadian Institute of Planners—CIP, Royal Architectural Institute of Canada—RAIC, Canadian Society of Landscape Architects—CSLA, and the Canadian Urban Institute—CUI.

CCanU has initiated a series of presentations under the banner “Canadian Urbanism from Coast to Coast.” Presented by a national panel of CCanU members at various conferences and seminars in Canada and the U.S, the “Coast to Coast” was a means of showcasing not only best practices but also educating ourselves through sharing our experiences. Evolving from best practice examples of urbanism and urban design across the country, these presentations have raised the awareness of what we call “Canadian Urbanism” and started the debate around the key concepts and ideas that define it.

At the CIP Conference in Quebec City in 2007, the group organized a series of presentations expanding the Coast to Coast idea in more depth on a series of key issues in Canadian Urbanism—Big Cities issues, Urbanizing Suburbia, Urban design and

Heritage, etc. (http://cip2007.cip-icu.ca/english/prog_schedule.html)

Recently, at the Winnipeg CIP Conference, the group organized an entire “Celebrating Canadian Urbanism” (CCU) stream touching on a whole spectrum of issues ranging from sustainable and healthy development, City-region, Prairie and Big Cities urbanism to Case Studies and Urban Design Methods and Tools (http://www.cip-icu.ca/2008winnipeg/english/tracks/concurrentsessiontracks_ccu.htm)

Conclusions

Although initiated in 2006, until recently this initiative was seen as “a movement in search of an organization.” With a vision, experience and commitment, the soul-searching of the group ended with a draft Charter (soon to be released) and registration as a not-for profit organization.

Immediate plans include a revamped website and discussion group, a public event (perhaps a Symposium and discussion on the Canadian Urbanism theme) and of course the continuation of the successful collaboration with the professional organizations involved in urbanism.

With a broad and at the same time elusive idea of “a sustainable and authentic Canadian Urbanism” CCanU believes that more “candid dialogue and debate is required, but must lead to meaningful action.” It is up to all those involved in planning and design of our cities, subscribing and believing in this idea, to respond to this appeal and rally around the group leading towards a better future for our regions, cities, towns and villages.

The success or failure of Canada depends on the future of our cities and city-regions, and to a significant extent, the success of our cities and city-regions depends on the implementation of a successful Canadian Urbanism.

Dan Leeming, MCIP, RPP, is a Partner with the Planning Partnership in Toronto. Robert Freedman is Director of Urban Design for the City of Toronto. Alex Taranu, MCIP, RPP, is Manager of Urban Design for the City of Brampton. Alex is the Chair of OPPI's Urban Design Working Group and Dan is a member of this group. All three are founding members of the Council for Canadian Urbanism. Look for the group's website launch and future announcements regarding the group activities.

IN PRINT WILL RETURN

David Aston, MCIP, RPP, is contributing editor for In Print. Readers interested in doing book reviews should contact David Aston at daston@mhbcpplan.com.



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