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Conference details available

Read a message from 2015 OPPI Conference chair Audrey Bennett with the latest updates on the conference program. Remember, early bird registration ends July 31st.

Student members are encouraged to submit presentation proposals.

Showcase your research to planning professionals from across the province.

The 2015 OPPI Conference features:

- The Planning Knowledge Exchange, which is the central hub of activity
• OPPI Conference app that will help participants navigate the sessions and activities
• OPPI design charrette.



Audrey Bennett

Further information is available on the OPPI website at www.ontarioplanners.ca

Welcome OPPI's new student delegate

Join OPPI in welcoming new 2015-2016 student delegate Kelly Graham. Kelly is the latest in a stellar lineup of student delegates who provide outstanding leadership.

Thanks to Anthony Dionigi for his hard work, foresight and contributions as the 2014-2015 student delegate. Anthony, along with his peers on the Student Liaison Committee, worked hard to link students, council and OPPI members.



Kelly Graham





Beekkeeping evaluation team, Vietnam, 2012
(Image courtesy John Devlin)

University of Guelph



Rural Planners Engage Internationally

By John F. Devlin

The Rural Planning and Development program in the University of Guelph’s School of Environmental Design and Rural Development (SEDRD) has a strong focus on agriculture, food, water, resources, stewardship and community in Ontario. However, faculty and students also study and research rural problems, plans and policies across Canada and internationally. The Canadian stream engages other provinces and regions while the International stream concentrates on non-Canadian rural planning issues. The problems created by low-population densities, long distances, less specialized labour markets, smaller product markets, lower services, fewer amenities and urban-rural relations are widely shared. Food, fiber, minerals, energy, and timber as well as environmental services such as clean water, carbon sequestration, and air purification are all rural contributions to urban lives. Urban areas are deeply dependent on their rural regions. These dynamics are complex and they are global.

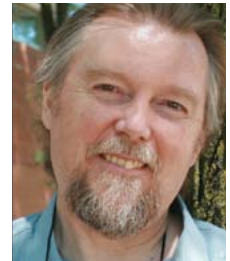
Teaching

Many courses in the program cover international topics. But most courses offer students the opportunity to focus on either international or Canadian themes for their research, term papers and presentations. The program also participates in the International Development Studies Collaborative Master’s Program which engages students with international development planning.

International teaching reaches beyond the classroom. There is a field trip each year to explore American rural-urban interactions and rural and small town planning strategies. In 2015 this included a field trip to Vermont, in 2014 to New York State and in 2013 to Florida. These annual field trips offer insight into the key strategies pursued in the U.S. compared to Canada. The planning for downtowns, for example, almost without exception is largely focused on grant writing and investment in built infrastructure. The expansion of towns and cities tends to occur with limited involvement of the state

government and local American residents take their democracy very seriously! These comparisons help to prepare students for planning in the rural milieu from small towns, to farmland, to the rural-urban interface.

Each summer students also have the opportunity to attend the International Comparative Rural Policy Studies Summer Institute. At the institute students from a range of OECD countries work together on comparative rural policy issues while obtaining class credit and making invaluable research and networking contacts. A broad cross-section of faculty members attend the summer institute. Since 2004 over 300 graduate students from North America and Europe have benefited from the innovative blend of classroom instruction, rural visits and research meetings. These institutes are held in North America and Europe in alternating years. SEDRD was instrumental in creating this program and the first summer institute was held at the University of Guelph in 2004. Since then it has been convened in Leuven, Belgium; Brandon, Manitoba; Barcelona, Spain; Missouri, U.S.A.; Inverness, Scotland; Oregon, U.S.A.; Songdal, Norway; Rimouski, Quebec; Bertinoro, Italy; and Toluca, Mexico. The twelfth summer institute took place in Ireland this year. Students began in Dublin and conducted field trips to Galway hosted by University College Dublin, Teagasc (the Irish Agriculture and Food Development Authority) and the National University of Ireland, Galway.



John Devlin

Research

International research is a major focus of RPD faculty and students. Nonita Yap has been leading a SSHRC funded project examining the diffusion of environmental innovation among small and medium enterprises in India. The students and faculty researchers presented their preliminary results at the 2015 Canadian Association for the Study of International

Development conference in Ottawa in June. She has also been co-Investigator for a study on collaborative governance of urbanizing watersheds in the Philippines and has researched innovation among small-scale farmers in Vietnam and the developmental impacts of CSR practice of mining companies in developing countries. John FitzGibbon is involved in researching environmental regulatory policies associated with the *Clean Water Act*, the *Nutrient Management Act* and the *Great Lakes Protection Act*. Through this research John is developing a framework for implementation of risk management planning for agricultural operations to protect water sources in the Great Lakes watersheds.

John FitzSimons has been exploring agricultural development in Liberia, gender impact of an agricultural project and small farmer vulnerability and adaptation to climate change in northern Nigeria and participatory development of dryland agropastoral systems in northwestern Egypt, rural household livelihood strategies across four agroecological zones in Syria, the contribution of community-based organizations to agricultural development in Central America, and an multiple-criteria decision analysis of selected greenbelts in Canada, the U.S. and Australia.

I have been leading research on regional economic development collaboration and the “new” regionalism including research sites in the Okanagan Valley in B.C., Upstate California and research triangles in Ohio, Pennsylvania, West Virginia and North Carolina. The project involves faculty and students from SEDRD and the University of Waterloo. Another project is assessing the potential for crowdsourcing economic, social and environmental data to allow for long-term community-based monitoring of Canadian and international resource development projects through the use of social media and online data archiving.

RPD students in the past five years have conducted international research leading to theses or major research papers on a rich diversity of topics all over the world. These include rural social movements in Venezuela and Brazil; rural governance and development in Kandahar, Afghanistan; China’s environmental impact assessment policy and dam development; the land restitution program in Colombia; community-based natural resource management in Botswana; poverty reduction strategies in Ghana; the public procurement program for rice and wheat in India; impacts of climate change on household livelihood strategies in Honduras; regional collaboration for rural economic development in Upstate California; aftercare services for sex trafficking victims in India; tobacco multinationals and the impact of their corporate social responsibility schemes in developing countries; corporate social responsibility and mining in the Philippines; village fishery co-management in Malawi; post-development theory and small scale beekeeping in Vietnam; food aid and cultural decline among the Turkana in northern Kenya; highland village adaptive capacity for water resources in Nepal; community needs and assets assessment in El Salvador; foreign land acquisitions in developing countries; community-based planning in Uganda; vulnerability of run-of-river irrigation to extreme hydrological conditions in Malawi; participatory democracy, indigenous political parties and sustainable development in Ecuador.

In Canada research has been conducted on regional collaboration in the Okanagan Valley; the water transfer system in Alberta; community greenhouses in Nunavut; accessory dwelling units in Alberta; and mining project impact assessments in B.C. and Nova Scotia.

Outreach

Outreach engages faculty and students in providing services outside the academic community. Evaluation studies are an important

outreach activity. Harry Cummings has recently conducted evaluation studies in the far north including projects with Yukon College, the Government of NWT and the Kativik Regional Government. Harry and adjunct professor Gabriel Ferrazzi carried out an evaluation of the effectiveness of UNICEF Indonesia’s decentralized delivery of services with field work in Jakarta and five regional capitals. On these projects RPD alumni have played an important role: Shawn Kitchen (Whitehorse), David Lane (Kuujuaq), Dennis Goonting and Thomas Wall (Jakarta) and Bill Duggan (Makassar). Working under Harry’s direction Christine Zwart conducted an evaluation of a violence prevention program for middle schools in Sri Lanka including an in-depth literature review followed by design of a local stakeholder survey. In 2012 Nonita Yap and I along with graduate students Kerry Ground and Frances Dietrich-O’Conner and staff from the Vietnam Beekeeping Research Institute conducted a participatory evaluation of beekeeping training in northern Vietnam engaging with over 200 beekeepers.

Outreach also includes policy advising and preparation of planning and policy reports. Nonita Yap is a member of the Department of Foreign Affairs and International Trade Advisory Committee on Strategic Environmental Assessment of Trade Agreements and a member of the advisory committee to develop Canada’s Framework for the 10-Year Program of Action on Sustainable Consumption and Production, a commitment under the UN RIO+10 Marrakech Process. In 2014 Wayne Caldwell and graduate student Kelsey Lang prepared “Perspectives on Planning for Agriculture and Food Security in the Commonwealth” for the Commonwealth Association of Planners. The report featured successful strategies from Canada, the United States, Australia and Trinidad and Tobago. Wayne Caldwell also provided UN Habitat with a case study on the *Greenbelt Plan* in the Greater Toronto Area reflecting on the related contribution to long-term food security. Harry Cummings, working with the Canadian and Indian Red Cross, completed a report on the impact of training for community health promoters on maternal and child health in Tamil Nadu, India. I recently prepared a report to the Canadian Environmental Assessment Agency on community engagement for adaptive management in environmental assessment.

Additionally, outreach involves engagement with Canadian and international professional associations and non-governmental organizations. Harry Cummings has given presentations to the European Evaluation Society. Nonita Yap and I have presented to the International Association for Impact Assessment in Italy, Chile, Portugal, Mexico, Ghana and Switzerland. In Canada faculty have presented to the Canadian Evaluation Society, Canadian Rural Revitalization Foundation, Canadian Association for Studies in International Development, and the Canadian Institute of Planners. Harry Cummings participated in a panel on alternative measures to GDP including the concept of Gross National Happiness as promoted by Bhutan, an event which engaged World Vision, Save the Children, World Wildlife Fund, Plan Canada, and Presbyterian World Service.

The associated SEDRD programs in Landscape Architecture, Capacity Development and Extension, and Rural Studies provide resources and enhance teaching and learning opportunities for students interested in rural planning inside and outside Ontario.

John F. Devlin is associate professor and graduate coordinator of the Rural Planning and Development Program, School of Environmental Design and Rural Development, University of Guelph. His research is focused on rural policy, environmental policy and impact assessment as a planning tool in Canada and internationally.

Farmland Preservation in the Rural Urban Fringe

By Anissa McAlpine

Why save the farmland if the farmer can't make a viable business on the land? This is a question that seems to permeate all talk of farmland preservation. My masters research will focus on both farmland and farmers operating on the fringe of urban communities. These are especially challenging environments to operate a farm due to conflict with the neighboring non-farm residents. Comparing the stories of Okanagan fruit growers in B.C.'s Agriculture Land Reserve and those of Niagara fruit growers in Ontario's greenbelt, I hope to decipher the role of community support in allowing farms to operate so near to the urban boundary.



Anissa McAlpine

British Columbia's Agriculture Land Reserve has its roots in a 1970 comprehensive agricultural support policy. Initially the policy provided farm insurance, farm credit and product marketing¹. Today, the land use planning component is the only remaining piece of that policy. The reserve preserves about 4.7-million hectares² of land across the province by designating it agriculture and restricting non-farm uses. Given the mountainous terrain of the province and limited flat land, urban development and agricultural uses often compete for the same land.

One of the experiences that inspired me to study farmland preservation was the public outcry that occurred in the Okanagan community of Summerland, B.C. when it was proposed that protection status be removed from several hundred acres of local orchard land. The community, comprising both farmers and non-farmers, expressed fears over losing the designation. I saw this community mobilize to halt the change. I suspect the camaraderie, built between

community members, farmers and non-farmers alike, during this public outcry, has created lasting social capital in Summerland.

Author Barry Smith has commented that "attacks on the ALR tend only to solidify support."³ Every attack on the ALR becomes an opportunity to have a conversation about the social values of farmland preservation and about the economic values of the agricultural industry.

No one would suggest that the ALR is a perfect model of farmland preservation. However, it has become a symbol which the whole community, both rural and urban, can rally around.

Perhaps Ontario's greenbelt also will one day have a community of allies from all walks of farming and non-farming life. Perhaps it could become a tool to help build positive relations and increased agricultural prosperity on the rural-urban fringe.

Anissa McAlpine is the 2015 recipient of the Gerald Carrothers Graduate Scholarship. She is a student member of OPPI and a first year Rural Planning and Development student at the University of Guelph. Anissa is studying land use planning and farmland preservation in Ontario and British Columbia.

Endnotes

- ¹ www.alc.gov.bc.ca/alc/ (retrieved May 15 2015).
- ² Hanna, K., & Nobel, D. (2010). Planning for agriculture in Rapid growth Settings: British Columbia's Agricultural Land Reserve. In K. Beesley (Ed.), *The Rural-urban Fringe in Canada: Conflict and Controversy*. Brandon Manitoba: Rural Development Institute.
- ³ Smith, B. (2007). A Work in Progress - The British Columbia Farmland Preservation Program. In W. Caldwell, S. Hiltz, & B. Wilton (Eds.), *Farmland Preservation; Land for Future Generations* (p. 158). Guelph: University of Guelph.

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University of Guelph

Reflections on a Vermont Trip

By David Scott

As a component of course work within the Rural Planning program at the University of Guelph, a planning systems field trip to the U.S.A. is offered. The field trip is intended as an experiential learning exercise comparing Ontario to a jurisdiction south of the border. With this in mind, a group of 15 students and two instructors embarked on a trip to Vermont. The trip provided an opportunity to meet with planners in Vermont at three levels of government—state, regional and community. Conversations with local planners helped to identify the issues and initiatives being undertaken by planning authorities in Vermont. Themes of local democracy, community engagement, rural development and agricultural economy were explored.

One of the lessons was a comparison between Home Rule states (where municipalities have a great deal of control over local decisions) and what are called Dillon's Rule states (where the state dictates municipal powers). As Vermont is a Dillon's Rule state, this is quite similar to Ontario, where municipalities have been created by the province. Despite this similarity, Vermont communities plan with little involvement from the state government in Montpelier. This differs from the planning system in Ontario, in which local planning is overseen by the Ministry of Municipal Affairs and Housing and municipalities must adhere to various provincial policies and plans.

Another lesson focused on the creation of neighbourhood plans and a form-based code for the downtown area. The use of this type of code is increasing throughout the United States, but there are few Canadian examples (Alberta has instituted them for



David Scott



Class group on Church Street Market Place, Burlington, VT, March 4, 2015

new subdivisions, as an example). The form-based zoning code lays out the important building and parcel design elements and illustrates them in diagrams.

An important trip focus was a visit to the state capitol, Montpelier. With a history dating back to the first planning law in 1921, Vermont land use planning had a major overhaul around the same time as Ontario, with the introduction of the first *Planning and Development Act* in 1967. One particular difference between the planning structure in Vermont and Ontario lies in the area of agriculture. In Vermont, agriculture is the responsibility of the state with limited municipal input; whereas in Ontario, planning in agricultural areas is the responsibility of the municipality, while conforming to provincial policy.

Regional planning was another interesting lesson that we focussed on in a visit to the office of the Central Vermont Regional Planning Commission. It was created in 1967, along with 10 other regional commissions in the state, as a result of the *Planning and Development Act*. Among other things, it provides regional-wide goals in matters which cross municipal boundaries (e.g., flood resilience planning).

The trip to Vermont provided insight to methods of planning practice that could be used in Canadian jurisdictions (e.g., form-based codes, floodplain planning). There was also a renewed appreciation for a number of the current Ontario practices and approaches. Such comparisons can help us become better planners by combining ideas from different places into new concepts.

David Scott works for the Planning and Development Department for Haldimand County, Ontario. He is currently completing the Masters of Rural Planning at the University of Guelph. His interest is in land use planning as a tool for renewal in rural communities.



Touring Waitsfield, VT, March 6, 2015

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Walking the Walk

By Kevin McKrow

“Jane says: get out and walk!” was the button worn by many on Saturday May 2nd as Toronto celebrated the annual Jane’s Walk festival with just over 180 cultural and educational walks throughout city neighbourhoods.

As a long time Toronto resident and planning student, it was difficult to choose my weekend’s worth of walks. I decided to attend former chief planner Paul Bedford’s walk entitled “King and Spadina: one of two kings.”

Our 70-person group packed into the courtyard of the 401 Richmond market, a former labeling factory turned artist and designer space in the heart Toronto’s entertainment district.

As we weaved our way through Peter, John and King streets, Bedford spoke about the intensification of the entertainment district since the mid-’90s rezoning. The entertainment district, a former industrial node, has become a high rise neighbourhood. At-grade heritage façades from the former factories remain and mixed-use point towers ranging from 17 to 50 storeys are both under review and construction. At 134 Peter Street, for example, a 17-storey office building is nearing completion; it straddles two restored industrial buildings forming an indoor atrium between Richmond and Queen streets.¹

Despite rapid growth in the entertainment district,



Kevin McKrow

Wellington Street west of Spadina is an entirely different pedestrian experience. The noise of the traffic roaring through the glass-brick corridors of Richmond and King streets is gone. Instead, the sounds of balcony conversations can be heard from the many reused industrial buildings transformed into lofts and their modern, brick-clad, mid-rise counterparts.

The buildings on Wellington Street are set back slightly to allow for active frontages including plazas, patios and bike racks. This creates a sense of openness and lightness while walking on Wellington’s widened sidewalk, which includes a landscaped median with trees between the sidewalk and road. Indeed, Wellington Street west of Spadina is a planning gem. A prime example is the Monarch Building. This former conveyor belt factory now hosts 34 loft-style brick and beam units with a French café at-grade.²

Events like Jane’s Walk encourage planning professionals and students alike to get out and explore the city in an informal setting. Wander, ponder and explore your city this summer, and much like I found on Wellington Street West, you might just find your own planning gem.

Kevin McKrow is a student member of OPPI and second year planning (co-op) student at the University of Waterloo.

Endnotes

- 1 Bedford P. (2015) *Jane’s Walk: King and Spadina*.
- 2 The Monarch Building. (2007) *About Monarch*. Retrieved from: <http://436wellington.ca/about/>

Towards the Optimal Modal Split

By Sanathan Kassiedass

The problem of traffic congestion in the GTHA calls for transit expansion and dedicated funding has dominated news headlines over the last few years. But, will this cash infusion and the subsequent build-out of transit infrastructure solve the congestion problem?

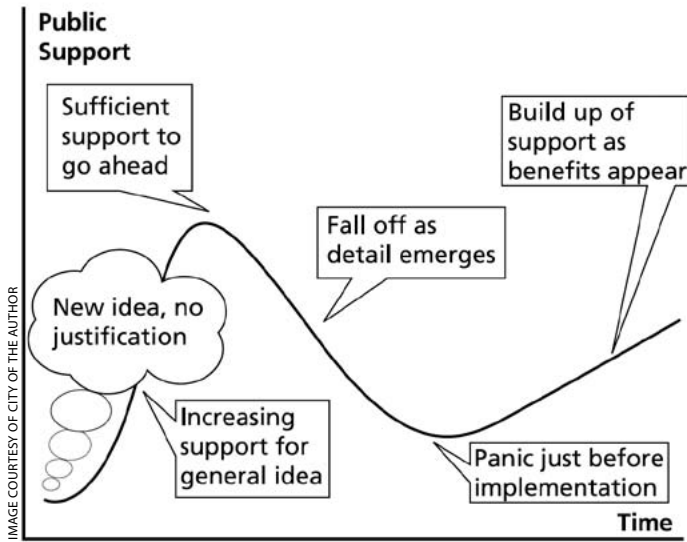
The theoretical background and evidence from around the world would suggest that a complete congestion mitigation strategy must include both supply-side (i.e., transit expansion) and demand-side tactics (e.g., parking measures and road tolls) to be effective. When we expand transportation network capacity, induced demand is spurred by people who previously chose an alternate



Sanathan Kassiedass

time, route, or mode and now opt to drive during the rush hour because it once again becomes feasible (Downs, 2004). These new road users contribute to returning the congestion level on the roadway to the same level previously experienced. In the GTHA case, the population is also expected to increase 50 per cent by 2031, and some proportion of our new neighbours will opt to drive.

My master’s research explores opportunities to reduce roadway demand through auto-use dis-incentives and encourage a shift in modal split towards greater car pooling, transit ridership, cycling and walking. One tool is congestion charging, with successful case studies in London and Stockholm. This is essentially a toll drivers pay for entering the central area. There are a number of barriers to gaining public acceptance and implementing any new tax. Goodwin’s (2006) cycle of public acceptability (see chart) helps us understand how public support occurs over time, and how timing of



Goodwin's cycle of public acceptability. The timing of information flow can assist in overcoming barriers (source: Goodwin, 2006)

information flow can assist in overcoming barriers. He shows that support rises with awareness of a problem and potential solution, falls as detailed information is revealed, and rises again with experience of benefits. Success of the London and Stockholm schemes has been credited with timing of an election prior to details being released, and a referendum being held after the public had the opportunity to experience benefits through a trial (Pridmore & Miola, 2011).

My research explores congestion charging and additional tools (e.g., parking fees and HOT lanes) through one-on-one interviews with various stakeholders and decision makers. Over the summer, I am speaking with municipal and transportation planners, politicians, the media, and transportation advocates to understand the opportunities and barriers to adoption. In the fall, insights gathered will inform a policy design charrette, where stakeholders will gather with members of the general public to brainstorm and collaboratively create solutions to overcome identified barriers. If you are interested in participating or would like to receive a summary of the findings, I would like to hear from you.

[Sanathan Kassiedass](#) is an MES candidate in the school of planning at the University of Waterloo. He is working with professors Mark Seasons, FCIP, RPP, and Jeff Casello on this research project. He can be reached at skassied@uwaterloo.ca and on Twitter @BlueMonkeySan

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University of Waterloo

Creating Functional Communities



By Stephanie Mirtitsch

As planners, we must use the tools available to us and look for new ways to help achieve desirable communities and promote sustainability.

My interest in planning started with several topics that I studied in high school, including geography, law and sociology. The University of Waterloo planning program uses an approach that introduces students to all facets of the profession early in their studies. In later years, students can be more selective with their courses based upon their interests and can specialize if they so choose. The wide variety of courses combined with a co-operative degree allows students to try various aspects of planning and discover their true passion.



Stephanie Mirtitsch

My first two co-operative work terms were with the City of Hamilton as a community planning assistant and with the Ministry of Transportation as an assistant planner. These positions have allowed me to discover my interest in creating functional and enjoyable communities.

I have learned about many tools used in planning, such as

secondary and neighbourhood plans. An official plan or a master plan cannot capture the unique, intimate details of a century-old neighbourhood, nor the vast differences between a low-density suburban neighbourhood and a high-density downtown core. These tools, along with other smaller scale studies, allow for diversity in planning and can help to achieve distinctive goals.

My co-operative work terms have helped me learn about the importance and benefits of public participation. I have participated in public consultations as well as a First Nation consultation. I find public engagement to be an essential part of planners work and a very rewarding experience. Ensuring a transparent planning process will also help to engage the public and create trust between citizens and their local governments.

The younger generation is more interested in having WiFi than owning cars. By creating communities where people can travel by foot, or by investing in reliable, efficient public transit, planners can create spaces that are functional, enjoyable and sustainable.

Stephanie Mirtitsch is the recipient of OPPI's Ian J. Lord 2015 scholarship. She is a third year urban planning student at the University of Waterloo and an OPPI student member.

Shrinking Cities

By Daniel Grandilli & Maxwell Hartt

The School of Planning at the University of Waterloo attracts students that are eager to put their studies into action. The program culture boasts a balanced combination of conceptual knowledge and real world application. Students are encouraged to follow their personal interests within and outside of the course curriculum. One group of first year undergraduates did just that in exploring the urban phenomenon of shrinking cities and the various strategies cities have employed in attempt to cope with this situation.

The Shrinking Cities International Research Network defines a shrinking city as “a densely populated urban area with a minimum population of 10,000 residents that has faced population losses in large parts for more than two years and is undergoing economic transformations with some symptoms of structural crisis.”¹

While the attributes of shrinking cities vary, they are often characterized by a single industry, low-income dominated population, poor economy or lack of leadership and a number of strategies have been used aid these cities. Strategies consist of revitalization (physically, economically or socially), land banking, demolition, consolidation (or right-sizing) and greening. Although each is different in its application, most share a common goal: stabilize economic decline and increase quality of life for the remaining residents.

The students explored five well-known shrinking cities/regions: Elliot Lake, Ontario, Atlantic Canada, Leipzig, Germany, Youngstown, Ohio and Detroit, Michigan. These represent a range of sizes and locations, and differ in the severity of their shrinkage and phase in the shrinkage process. A few key facts are highlighted in below.



Daniel Grandilli



Maxwell Hartt

Key facts of five shrinking cities

In a participatory survey, the students asked planning department colleagues and faculty which of the five cities seemed to be reviving and which seemed to be merely surviving. Only Atlantic Canada and Leipzig, Germany were deemed to be reviving. Elliot Lake, Youngstown and Detroit were seen to be continuing to struggle. Most of those who participated indicated that shrinking cities was a topic that warranted more attention and research.

This is one example of how the University of Waterloo offers a culture that encourages students to be proactive about their education. First year undergraduates Daniel Grandilli, Connor DiPietro, Colette Gorni, Spencer Owen and Serene Shahzadeh enjoyed their role as research assistants.

Daniel Grandilli is a first-year planning student in the School of Planning at the University of Waterloo. Daniel is interested in demographic change, structural analysis and the evolution of urban development and growth. Maxwell Hartt is a doctoral candidate in the School of Planning at the University of Waterloo, a member of the Shrinking Cities International Research Network and the Population Change and Lifecourse Strategic Knowledge Cluster.

Endnotes

- 1 Wiechmann, T. (2008). Errors Expected — Aligning Urban Strategy with Demographic Uncertainty in Shrinking Cities. *International Planning Studies*, 13(4), 431–446.
- 2 Although Atlantic Canada’s population has grown more or less consistently since 1951, its share of the total national population has continuously shrunk.

Key facts of five shrinking cities

Case Study	Elliot Lake, ON	Atlantic Canada	Leipzig, Germany	Youngstown, OH	Detroit, MI
Peak Pop.	26,000	2,397,000	700,000+	200,000	2,000,000
Current Pop.	11,350	2,327,000 ²	540,000	65,000	688,000
Cause	Collapse of mining industry	Resistance to change	Political upheaval	Collapse of iron and steel industry	Collapse of automotive industry
Response	Recreate itself as retirement community	New immigration policies and growth of urban centres	Accept and adapt – righting size the city for the current population	Municipal restructuring, community participation	Greening, inexpensive housing, introducing new industries

Reducing Wildlife-Road Conflicts

By Kristin Elton & Michael Drescher

Why did the turtle cross the road? While most would say “To get to the other side,” the more realistic answer is “It had no other choice.”

Over the past century, southern Ontario’s road infrastructure has grown to such an enormous extent that at no point in the province is one more than 1.5 km away from a road. What once consisted of large tracts of habitat suitable for the majority of Ontario’s species, including most of the province’s species at risk, has become an increasingly fragmented landscape with strongly reduced habitat value.

Our ever-expanding road infrastructure is having a profoundly negative impact on Ontario’s biodiversity, especially on wildlife. In addition to the negative effects associated with habitat fragmentation, roads also cause species displacement, habitat destruction and animal deaths from wildlife-vehicle collisions. Moreover, people are paying a price as well: about 5 per cent of all vehicle collisions in Ontario are wildlife-related. For instance, in the period from 1999 to 2003, there were close to 3,000 wildlife-vehicle collisions which resulted in a personal injury. Of these collisions, about 1 per cent were fatal for the vehicle occupants (L-D Tardif & Associates, 2006).

In response to these conflicts, wildlife management strategies are being developed. These include wildlife detection systems, exclusion fencing and wildlife crossing structures such as overpasses and culverts. Many of these strategies are widespread in certain regions such as the Rocky Mountains and around Banff National Park. In Ontario, their use has been relatively non-existent. Only recently are road infrastructure projects in Ontario taking the impacts on wildlife into consideration and beginning to incorporate wildlife management strategies. Most notably is the newly constructed wildlife overpass on Hwy. 69 south of Sudbury: the first of its kind in Ontario.

The objective of my research was to explore the decision-making processes underlying wildlife management strategies, to identify the determinants for successful incorporation of these strategies into road infrastructure projects.

To do this, in-depth interviews were conducted with road infrastructure project managers, environmental planners and other stakeholders involved with wildlife management strategy projects across southern Ontario. Emphasis was put on the socio-economic and political factors

that facilitated or hindered the incorporation of wildlife management strategies into road infrastructure projects. Using a grounded theory methodology, a number of key findings and recommendations emerged.

The first key finding is that the type of road infrastructure project is critical in determining the chances of successfully incorporating a wildlife management strategy. It is much easier to incorporate into a new road project than to retrofit an existing road. Consequently, it is recommended that any attempts to incorporate wildlife management strategies into an existing road should, if possible, wait until the road is scheduled for major improvements.

The second key finding is importance of the characteristics of the advocates and what their vested interest is in the project. For example, if a conservation authority advocates for a wildlife management strategy, chances of implementation are higher if the conservation authority is also the owner of the land adjacent to where the project is proposed, thus reducing potential land use conflicts.

The third key finding is that practitioners tend to have a limited knowledge base making the inclusion of a wildlife management strategy time and resource intensive. The development of a cohesive, accessible knowledge base for compiling and sharing research, learned experiences, and available data related to wildlife, roads, and wildlife management strategies is central to improving the efficiency of decision-making processes. This will enable knowledge sharing across the province and create a network of practitioners who are better equipped to effectively and efficiently deal with the effects of wildlife-road conflicts in Ontario.

Kristin Elton is a Masters student in the School of Planning at the University of Waterloo. Her research interests, more broadly, include human-wildlife conflict, wildlife conservation, and socio-ecological systems. Kristin is working with Michael Drescher, who is a professor in the School of Planning at the

University of Waterloo. His research is grounded in sustainability science, bridges theory and practice, crosses scales, and links several disciplines ranging from ecology to sociology and planning.

Reference

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Kristin Elton



Michael Drescher



Ontario's new wildlife overpass on Hwy 69 south of Sudbury

IMAGE COURTESY OF CITY OF THE AUTHORS

Forget the Box

By Sonya De Vellis

Each year, the graduate executive committee at the University of Waterloo's School of Planning holds a T-shirt design contest in which students are encouraged to create a slogan or image that represents graduate planning. In 2012, the winning design featured an opened cardboard box bursting with images of trees, skyscrapers, trains and bicycles. Directly underneath the picture were the words "Forget the Box."

Recently, I had the opportunity to contribute to two projects that highlighted the need to look beyond simple solutions to address increasingly complex planning issues.

One was a collaborative study between the Toronto Centre for Active Transportation and MMM Group that explored the rationale and strategies for implementing complete streets within Grey and Bruce counties. The goal was to create a policy implementation guide for the Grey Bruce Health Unit.

The other was a project led by Public Space Workshop, a small consulting firm dedicated to public outreach and strategic planning toward active transportation. The City of Markham and its Cycling and Pedestrian Advisory Committee selected Public Space Workshop to conduct walkability audits in various neighbourhoods throughout the city to determine physical supports for walking and to generate ideas to improve physical infrastructure and encourage active transportation.

The final reports for both studies were well received by municipal staff and committee members. They included recommendations to revise policies to incorporate complete streets language, install signage to indicate connections between streets and off-road trails and ensuring crosswalks and intersections were clearly marked. The only caution concerned the difficulty in convincing the public to accept changes that affect their lifestyles.

While factors such as limited budgets for infrastructure redesign may restrict the extent to which planners are able to implement changes in the public realm, there are ways to introduce new ideas using practical, feasible solutions that are cost-effective, inclusive and reflect the character of the area. Some suggestions follow:

Select design elements that will complement local context and culture.

Complete Streets do not have a cookie cutter template or approach. Each street is unique, but all should be designed to balance safety and convenience for all users. An urban street may be large enough to accommodate cycling infrastructure but may be too busy to install on-street public spaces, while the opposite is true for smaller rural streets.

Incorporate plans for cycling infrastructure, sidewalk redevelopment or road redesign into existing construction projects. It is simpler and more cost-effective to include plans for wider sidewalks, bicycle lanes or transit stops if reconstruction is already occurring, and additional costs for these elements can be integrated into existing budgets.

Capitalize on work that has already been done. Many municipal governments work with public advisory committees, which can offer local expertise. Residents often express their desires for

more accessible pedestrian and cycle routes by demarcating "desire lines," visible paths created by heavy foot or bicycle traffic that often reflect the easiest and shortest route to a destination. These lines can be used as a blueprint for paving pathways that enhance access to points of interest.

Promote pilot projects or trial installations on main streets using temporary traffic barriers (such as cones or street furniture) and paint to indicate pedestrian- or cyclist-only spaces. This approach is cost effective as barriers can easily be removed and configurations can be improved prior to installing permanent features.

Throughout the past year, I have been fortunate to work with professionals who demonstrate a forward-thinking approach to undertaking planning projects, yet who present these ideas in ways that are feasible and considerate of local culture and perspectives. As students graduate from planning school and enter the workforce, I am optimistic that they too will find opportunities to "forget the box."



Sonya De Vellis

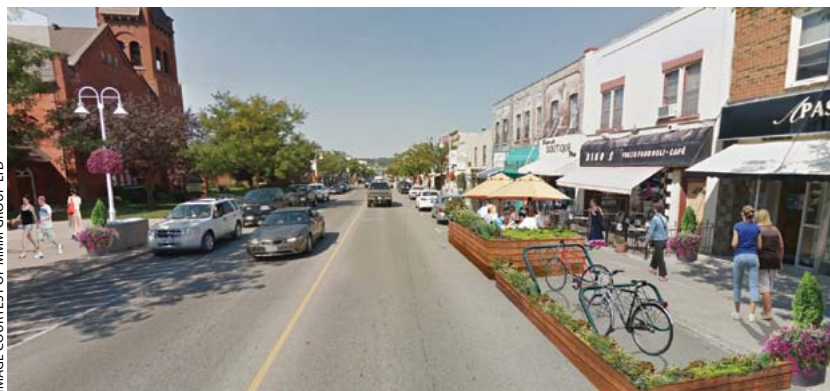


IMAGE COURTESY OF MMM GROUP LTD

Example of a street in a small town or rural area that incorporates Complete Streets elements

Sonya De Vellis holds an MA in Planning from the University of Waterloo. She has worked with the Toronto Centre for Active Transportation (www.tcat.ca) and Public Space Workshop (www.publicspaceworkshop.ca) to research and promote active transportation options in urban, suburban, and rural areas.

Modelling Transportation and Land Market Dynamics

By Robert Babin

In the Waterloo school of planning, I have the pleasure of being part of a growing research team working to develop an agent-based urban microsimulation model. Under the guidance of faculty Dawn Parker and Jeff Casello and generously funded through multiple SSHRC research grants, we are developing a model that will be used to answer important questions about residential land market and transportation interactions in the cities of Kitchener and Waterloo.

Forecasts from the *Growth Plan for the Greater Golden Horseshoe* estimate a population of 835,000 persons and regional employment of 404,000 jobs in the Region of Waterloo in 2041, increases of 58 per cent and 50 per cent from 2011 respectively (Ontario Ministry of Municipal Affairs and Housing, 2013). A great deal of downtown revitalization work throughout the past few years, including development charge reductions, economic development programmes and infrastructure improvements, have begun to shift urban growth to meet specific targets set out in the Growth Plan of a combined population and employment density of 200 jobs and/or persons per hectare in Uptown Waterloo and Downtown Kitchener. Recent investment in light rail transit is a key component of the regional recentralization strategy being pursued, and likewise questions regarding its implications on land markets and residents' decision-making are foundational to the model being developed.

Spatial decision support systems like this can help planners and other decision-makers anticipate potential impacts that their policies and plans might have on communities. With our partners, including the local and regional municipalities and members of the real estate community, we will be able to combine novel modelling methods with real-world spatial data and stakeholder input and expertise. This model will provide empirical support to municipal decisions and help to quantify the impacts of the system-wide interactions that result from these decisions.

Our team is combining stated (what individuals say they would do) and revealed (what the data says individuals would do) preference approaches to truly understand the dynamics of individual behaviour within the systems we are modeling. Team members are completing surveys and interviews with stakeholders, analyzing and interpreting data, and digesting contemporary systems modeling theory to put together a structure that correctly mimics how the system functions in the real world. The heterogeneous individuals/agents will be represented in a computational model on a digitized landscape of Kitchener-Waterloo. Within this model agents will make decisions while interacting with each other, the transportation network and the land market based on the different agent, network and market characteristics. After the model is completed, run, debugged and analyzed, the results will show what might happen if certain policy variables are tweaked.



Robert Babin

The model is being developed in modules, with sub-models that will be connected by the processes that interact between them. Modularity provides the ability to easily add, update and otherwise modify elements in the future. When fully developed the model will comprise linked land market and transportation sub-models.

The land market sub-model will simulate the decisions of developer agents as well as residents. Developer agents will acquire land through a market negotiation process and will develop residential units based on expert validated pro forma calculations. Individual residents or households will be represented as agents in the land market model, who will buy, sell or rent properties based on home preferences. These reflect the characteristic of both the house and the neighbourhood, including its accessibility by various

modes, which will be estimated using spatial econometric hedonic models.

The transportation sub-model will apply an innovative approach to estimating and allocating travel demand at the household level. Household agents will plan and make trips along the transportation network based on their household characteristics, travel demands and resources. Feedback between the transportation and land market sub-models will occur as residents relocate to better meet their travel demands.

This model can be used to study the potential impacts of transportation infrastructure investments, various development charges and incentives, new housing policies, zoning and land use controls, and a wide range of other municipal decisions. A unique and beneficial aspect of agent-based models is that the impacts of municipal-level decisions are produced through the simulation of individual-level decisions. The landscape patterns and overall impacts emerge as the individuals collectively respond to municipal decisions, similar to the way the system evolves in reality. Knowing how land markets and transportation demand might respond to municipal decisions and change over time, and what patterns could emerge from the collective decisions of individuals, can provide valuable glimpses of potential futures for our cities.

Robert Babin is working towards an MA in Planning. In addition to OPPI and CIP, he is a student member of the Waterloo Institute for Complexity and Innovation and an associate member of the Urban Land Institute. Robert thanks the research team for their continuous support and dedication to the project.

Reference

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Enhancing Urban Agriculture

By Dilys Huang

A number of benefits are associated with urban agriculture and food production spaces, including improved food access and an increased sense of community. Even though urban agriculture is becoming more prevalent, one of the key barriers, especially for apartment or condominium residents, is access to adequate open space.

While some cities are encouraging urban food production in new multi-unit residential developments through policy, limited number of developers is integrating food-related amenities, such as raised gardening planters, in their projects. There is also limited research on the factors that influence the provision of these amenities from the developers' perspective. Therefore, for my master's research study, I explored the factors that enable and hinder developers from enhancing urban agriculture opportunities in residential buildings.

During my interviews with municipal planners and developers



Dilys Huang

in Toronto and Vancouver, I found there was a demand for food production spaces in private developments. Some of the factors that impact whether or not developers decide to undertake urban agriculture initiatives include the municipal policies and guidelines, the market, capital and maintenance costs, building form and site layout, and the support provided by local gardening organizations.

There are also various ways to enhance urban agriculture opportunities for residents. These include encouraging capacity building by partnering local gardening organizations with condo/strata associations and focusing on the programming component. Also, municipalities should enhance and monitor food-related policies and guidelines and encourage developers to consider urban agriculture amenities.

As cities continue to increase in density and more people move into multi-unit forms of housing, finding ways to improve access to urban agriculture amenities become crucial.

Dilys Huang is a student member of OPPI and has recently completed the Master of Urban and Regional Planning program at Queen's University. She can be reached at dilys.huang@queensu.ca.



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Repurposing Schools

By Sarah Chu

The future of surplus schools in Toronto is a controversial issue involving school boards, communities and the provincial and municipal governments. As school boards across Ontario grapple with declining enrolment, escalating budget deficits and aging facilities, the reality of school closures looms, especially in Toronto. However, schools are vital community assets and fundamental platforms for learning, connectivity and community engagement. Therefore, there is considerable merit in reinventing surplus school spaces to deliver community-specific services.



Sarah Chu

January 2015, the Ontario Ministry of Education released the Wilson Report, an operational review of the Toronto District School Board (TDSB). The report criticized the TDSB's governance practices and failure to manage capital assets, and recommended that the TDSB significantly reduce unused space. Shortly thereafter, the TDSB submitted its 10-year capital plan and agreed to review 70 schools with low enrolment for possible closure.

The TDSB is facing significant pressure from the Ministry of Education to close and sell off underused schools to generate revenue for a \$3-billion capital repair backlog. In fact, the ministry, which provides funding to Ontario school boards, is withholding major capital grants until TDSB can reconcile its system-wide under-enrolment rate. Currently, 130 of 600 TDSB schools are operating less than 65 per cent capacity (City of Toronto, 2015).

Communities, planners and policymakers support maintaining surplus schools for community use. Recently, the provincial government appointed an advisory committee to develop a framework for adapting public assets, such as schools, into community hubs. The City of Toronto has convened multiple working groups and a City-School Boards Advisory Committee to pursue opportunities to retain schools as community assets.

Despite overwhelming interest in maintaining surplus schools as community assets, there are multiple policy and fiscal challenges. Ontario's school disposition policy requires school boards to circulate surplus properties to public sector organizations, who then have 90 days to submit a bid, before offering the properties on the open market. However, the regulation is inflexible and overly prescriptive and dissuades public agencies such as the city from exploring creative partnerships to acquire surplus schools. Since the regulation requires school boards to maximize revenue from the sale of school properties in order to support capital projects and repairs, the city and other community partners often find it challenging to outbid potential developers at fair market value.

The Ministry of Education must re-evaluate the school funding formula and disposition policy to better enable surplus schools to

be repurposed as community assets. Successful examples demonstrate the potential and desirability of reinventing surplus school buildings. These include Artscape Youngplace, the former Shaw School located in West Queen West repurposed as a community cultural hub, and the Rexdale Community Hub, a former Catholic school located at Finch and Kipling repurposed as a community hub offering social services. Since 38 per cent of the schools being reviewed for closure by the TDSB are located in Toronto's Neighbourhood Improvement Areas, there are certainly opportunities to provide much needed programs and services in these neighbourhoods through repurposed schools (City of Toronto, 2015).

Sarah Chu, OPPI student member, is a recent graduate from the University of Toronto's Master of Science in Planning Program. Her research focused on the adaptive reuse of surplus schools in Toronto.

Reference

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Ryerson University

A Time to Reflect, Reinforce and Renew

By Christopher De Sousa

There is a Chinese proverb popular among urban planners that states, “if you are planning for a year, sow rice; if you are planning for a decade, plant trees; if you are planning for a lifetime, educate people.”

Interestingly, this past year, Ryerson’s School of Urban and Regional Planning has been engaged in several activities that have given us an opportunity to reflect on how we educate students in planning (i.e., University Planning Degree Program Accreditation overseen by the Professional Standards Board, as well as Academic Planning and Periodic Program Review both overseen by the university). The timing is particularly opportune given that the school has added five new faculty members over the last four years, which allows early, mid, and long-standing faculty the opportunity to reflect on what is working, what needs reinforcement and innovative directions for the future. Armed with tables of professional competencies, learning outcomes, enabling skills and results from student surveys, our faculty and staff have participated in numerous meetings to prepare the requisite reports. But, as is the case with undertaking any big review, the most meaningful aspect is when a group gets together to reflect on its core values, goals and expectations.

The planning program at Ryerson was founded in 1969, and graduated its first degree recipients in 1973. We currently offer five accredited degrees: the four-year Bachelor of Urban and Regional Planning (B.U.R.Pl.); the two-year Post-Baccalaureate degree program (PLAB); the two-year Post-Diploma degree completion program (PLAD); the two-year Master of Planning in Urban Development (MPI); and the one-year accelerated Master of Planning in Urban Development (MPI) stream for experienced professionals. All degree programs respond to our core mission, “to provide excellence in planning education that prepares graduates to contribute as leaders in the community and the profession. The school is committed to advancing applied knowledge and research about cities and regions and to enhancing planning practice.” All degree programs also provide significant depth on a wide range of planning subjects and competencies.

As in most planning schools, our foundational courses lay a theoretical and historical base, while our methods courses develop skills necessary for practice and research. At the core of all SURP programs however, is studio, which involves group projects based on the practical application of the planning process. Every year, almost 30 student consulting



Christopher De Sousa

teams are busy working under the supervision of a faculty member on “client-based studio” to address the needs of outside agencies and firms in public, private and nonprofit sectors. Student teams in each class tackle a variety of topics. Those in third-year undergraduate, for example, recently conducted planning studies on equity and transit, rental housing, access to the public realm, traffic mitigation, parkland dedication policy, culture and entertainment planning in Toronto, and strategies for both roadway and trailway enhancement.

A strong linkage among client need, student work and faculty expertise provides a superb environment for applied learning in studio that also helps affect change on the ground. For instance, The Cultural Landscape Foundation (TCLF), a not-for-profit dedicated to increasing public awareness of cultural landscapes through education and outreach, worked with two of our student teams and Professor Nina-Marie Lister this past year to produce a local version of *What’s Out There*. This is a guidebook to landscapes and neighbourhoods throughout the city. A recent article in the *Globe & Mail* reported on the successful project, and the positive connection among the nonprofit’s goals, student work and Lister’s research. Graduate students under Professor Raktim Mitra’s supervision developed a strategic vision for Open Streets Toronto Inc. and conducted a national survey on the state of walking advocacy on behalf of Canada Walks, Green Communities Canada. While most of our studios focus on issues in the GTHA, some of our faculty and student teams work with clients in other locations, including Northern Ontario. Two studio groups supervised by Professor Shelagh McCartney explored the physical, technical and logistical realities of northern First Nation communities and envisioned culturally appropriate neighbourhood design alternatives. Some of this work was included in her successful exhibit *Mapped Ground: Representing the Urban Imaginary*, which featured presentations by McCartney and five of the creators of the exhibited maps speaking on the topics of visualizing the urban imaginary and reconsidering how people view and experience cities through urban design.

Another important component of our undergraduate program is field research. Last fall, field research classes went to Baltimore, Washington, Boston, Montreal and Philadelphia and this coming fall, groups will be going to Calgary/Edmonton, Chicago, New York, Cincinnati and Pittsburgh, with two international trips to Columbia and Germany (Hamburg, Hannover and Berlin). Professor Zhixi Zhuang is also in the process of re-introducing International Field Camp, which offers students from planning and other related disciplines a unique opportunity to study planning in an international setting

for a three to five week period. SURP students also have access to long-standing exchange programs in the U.K. and Australia. Professor Mitchell Kosny manages the exchange program and is in the process of adding a new International Agreement of Cooperation with the School of Planning and Geography at Cardiff University in Cardiff, Wales.

One of the benefits of being a large program from a curriculum perspective is that we are able to offer a wide-range of urban planning electives. Our students can select classes on the basis of general interest or specialize in areas such as site planning and design, environment, transportation and real estate development. The electives also provide another avenue for faculty to link teaching, research and service. Dr. Jaclene Begley, who teaches both our Housing and our Feasibility Analysis of Development electives, has a paper coming out in *Housing Policy Debate* on the “Home Maintenance and Improvement Decisions of Older Adults in Boston” and she was recently accepted into the Junior Scholar program promoting finance run by the Lincoln Institute for Land Policy. Professor Raktim Mitra, who teaches our transportation electives, has several research projects focusing on active transportation planning. His research on children’s mobility and health has received significant media attention of late. In collaboration with Toronto Centre for Active Transportation, Mitra also completed a project entitled “Understanding Complete Streets in the Greater Golden Horseshoe” that was supported by the Government of Ontario’s Places to Grow Implementation Fund and generated a catalogue of Complete Streets projects plus an Evaluation Tool (see http://www.tcat.ca/knowledge_types/reports/). In her new Civic Technology and Civic Engagement elective, graduate students in Professor Pamela Robinson’s class collaborated with the City of Toronto Clerks Department to evaluate new alternatives to traditional newspaper-based municipal notification. This course aligns with Robinson’s two SSHRC-funded grants: geothink.ca, which explores how the geoweb 2.0 is shaping government and citizen interactions, and Establishing the Value of Open Data. Zhuang who teaches our graduate Multicultural Cities and Planning elective is also in the midst of a two-year (2014-2016) SSHRC grant entitled Place-making Practices in Suburban Ethnic Retail Neighbourhoods, exploring how Chinese and South Asian retail in suburban municipalities across the GTA has transformed over time and provides a sense of community.

There are many other central components of our programs, such as our planning policy stream and field placements with employers, which were also examined, reinforced and enhanced as part of the many ongoing reviews. In addition to these class-based initiatives, students and faculty are engaged in a host of other activities that add to the intellectual life and impact of the school. One highlight was this year’s RU Planning Expo, which opened May 5 with a Gala and Networking Night featuring Barrie mayor Jeff Lehman. On the second evening the Ryerson Association of Planning Students and the Young Professionals in Transportation group co-hosted a panel on career insights from transportation planning professionals. On the final day, students enjoyed presentations from planners and practitioners on topics such as open streets, housing and

transit. The school also launched the Hemson Simpson Lecture series in fall 2014 and hosted the inaugural Raymond J. Simpson lecture in February featuring Arthur C. Nelson, Professor of Planning & Real Estate Development from the University of Arizona who examined how changing demographic and economic trends and changing preferences will reshape America’s metropolitan areas to mid-century. Also of note, Professor David Amborski and I continue to develop Ryerson’s Center for Urban Research and Land Development and the new City Building Institute focused on bringing together political leadership, policy ideas and people from diverse backgrounds to address critical urban challenges. In all, these actions were carried out to support the core mission of the school, the profession, and to enhance outcomes and opportunities for our engaged and active student body. And at the end of the day, educating people about urban planning, as Kosny often notes, “is not work, it’s fun.”

Christopher De Sousa, MCIP, RPP, is an associate professor and director of the School of Urban and Regional Planning at Ryerson University. De Sousa’s research activities focus on various aspects of brownfield redevelopment and urban environmental management in Canada and the United States. He is currently working on a three-year research project examining brownfields redevelopment in Ontario funded by SSHRC and another on private sector barriers to redevelopment funded by Ryerson’s Centre for Urban Research and Land Development.



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Urban Waterfront Motorways

By Alex Gaio

Urban waterfront motorways are not worth our time or investment anymore. Studies have shown that they are an unnecessary, inefficient piece of infrastructure. The successful removal of San Francisco's Embarcadero, New York's West Side Elevated Highway and Seoul's Cheonggye Elevated Highway show that with adequate planning, it is no big deal¹.

From 1950, for about 35 years, cities were building motorways that disconnected downtowns from their waterfronts. Today, there are few arguments to keep waterfront motorways in their current form because of the high cost of car ownership. There are even fewer arguments when walking, biking and transit is factored in.

One of the first things I notice in places I visit is the waterfront. In Brisbane the feature that lines its waterfront is a motorway. I am careful not to call them freeways or expressways because, in most cases, neither term accurately describes the glacial pace that motorists move during rush hour. So, what do we do with waterfront motorways given that we know there are significantly more efficient and healthier ways of moving people and that the space they occupy could be used in better ways?

The city that first got me to pay attention to the issue of waterfront motorways was Brisbane, Australia. In 2014, Brisbane council published an updated master plan where it made "embracing the river" one of its priorities².

Toronto can learn from Brisbane. It is a city that is desperately trying to reconnect with its waterfront and a big thing that is standing in the way is the Gardiner Expressway.



Alex Gaio

We have a choice to make that will help determine the future livability of Toronto and I think it's why the Gardiner can join the long list of freeways without futures.

(#freewayswithoutfutures)

As more people gravitate to urban environments, they will increasingly demand more efficient uses of space, like finding alternatives to waterfront motorways, which includes urgent improvements to walking, biking and transit infrastructure.

Alex Gaio is the recipient of the 2015 Ronald M. Keeble Undergraduate Scholarship. He is going into second year of the Urban and Regional Planning program at Ryerson University and a student member of OPPI. Twitter alex at @alex_gaio.

Endnotes

- 1 SDOT: Urban Mobility Plan – Briefing Book. (2008). Retrieved May 11, 2015, www.seattle.gov/transportation/briefingbook.htm
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Riverside Expressway in Brisbane. Here, it's stacked on top of the Riverwalk



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Weird Civic Engagement

By Kahlin Holmes

Thank you for participating in this weird class!” These parting words from professor Pamela Robinson, carried both sincere gratitude and a faint sense of relief as we summed up the past semester of a course that was perhaps not so much weird as it was challenging, provocative, and experimental. Civic Engagement with Civic Tech was the elective course choice of about 20 students in Ryerson’s School of Urban and Regional Planning Master of Planning Program. Throughout the term we attempted to unpack the opportunities and constraints presented by new and emerging digital, online tools in the context of urban planning.



Kahlin Holmes

Seeking to bring greater clarity to the question of how planners can use tech tools to improve interaction with citizens students considered social media, various online platforms, smart phone applications, open data, digital mapping, and gamification—the

use of game mechanics in non-game contexts to assist in learning and problem-solving. We sought tools and tech solutions that would not only address the need to update city’s communication methods but could yield greater and more meaningful public engagement on planning and development matters.

Our final assignment was to explore the types of civic engagement interventions that are possible in both the physical and digital realms. Inspired by the videos of planner Robert Voigt, I chose to create an animated whiteboard video with the aim of explaining the role of the citizen in planning decisions. The final product, Know Your Role Toronto, was posted on Youtube. As of writing, the video has had 87 views and the wheels are in motion for a sequel to be produced spring/summer 2015.

Kahlin Holmes is a student member of OPPI. She is pursuing a Master’s of Planning degree at Ryerson University with strong interests in community engagement and development, neighbourhood planning and urban greenways. With a background in the arts she seeks to push the boundaries of engagement through creative, unconventional and sometimes very weird practice.

Ryerson University

The Urban Sidewalk

By Emeline Lex

As a finite public resource, the urban sidewalk offers an unlimited zone for collisions of functions. Planners are faced with the challenge of planning for the intrinsically messy nature of sidewalk space. A four-month research study under the supervision of Professor Zhixi Cecilia Zhuang at the School of Urban and Regional Planning at Ryerson University was undertaken to examine how sidewalk regulation and design facilitates or hinders the dynamic nature of sidewalk space.

Methodology

Using a mixed-method approach, two 200-metre sidewalk blocks in the City of Toronto—one in Kensington Market and the other in the Yorkville neighbourhood—were analyzed and contrasted to determine the effects of distinct sidewalk environments on street users’ behaviour and perception of space. Behavioural-mapping applied in Geographic Information Systems software was used to examine pedestrian activity patterns occurring across set time intervals. Unobtrusive observation and intercept surveys with street users were also used to study re-occurring activities, physical attributes and street users’ perception of space.

Key Findings

The research reveals that the loose, organically-shaped urban

environment of Kensington promotes ambiguity and freedom, thus encouraging diverse street activities, from street performances to vending. The physical features of Kensington’s sidewalk space, including the presence of awnings, storefront benches, specialized niche commercial activity and on-street vending effectively create a space for public interaction rather than a strictly functional space for pedestrian flow.



Emeline Lex

On the other hand, Yorkville’s highly programmed and regulated public realm and street beautification strategies leverage the neighbourhood’s high-end image and limits greater possibilities for diverse and informal public and commercial activity. City planning’s strategic tactics have led Yorkville from its diverse bohemian roots to a homogenous district catering to an elite demographic.

The often disorderly, unpredictable and spontaneous nature of sidewalk space serves as a challenge for a profession that habitually seeks to create order and priority in predictable environments. Not only do sidewalks serve as routes from destination to destination, but they are also fundamentally the roots of a neighbourhood.

Emeline Lex is a fourth year urban and regional planning student at Ryerson University and an OPPI student member.

Planning with a Cultural Diversity Lens

By *Jahnvi Ramakrishnan & Sunjay Mathuria*

This past semester, the first year graduate class of Ryerson University's School of Urban and Regional Planning participated in a unique and timely course: Multicultural Cities and Planning Policies taught by Dr. Zhixi Zhuang. The course focused on immigrant settlement patterns in cosmopolitan cities and the evolving land use and community needs of increasingly diverse populations.

One of the hallmarks of the course was a full-day bus tour of Toronto's suburban ethnic communities where we observed how diversity is manifest across the GTA. We visited the Mississauga Chinese Centre and the Great Punjab Business Centre, Etobicoke's BAPS Hindu mandir and Thistletown retail strip, Brampton's Jaipur Gore Plaza, Vaughan's Ahmadiyya Peace Village and Markham's Cathedraltown and Pacific Mall.

In a largely industrial area, the Mississauga Chinese Centre shopping plaza greets you with an elaborate 43-foot entrance gateway that resembles a paifang. Inside the plaza, Chinese architectural features, such as a pavilion and stone sculptures, give the centre a sense of place for its users. On the other hand, Jaipur Gore Plaza does not have any distinct architectural characteristics, but is still a hub for South Asian communities. A closer look at the plaza reveals that both shopping and religious needs are met here. Within the plaza, there is

a Hindu mandir and a Sikh gurdwara. These spaces are more than just utilitarian shopping centres or places of worship; they act as third places. As opposed to the typical social environments of the home (first place) and the workplace (second place), third places are where communities can informally gather and interact.

The course challenged us to explore sensitive, inclusive and sustainable solutions to real-world planning issues related to ethno-cultural diversity. We considered the ways in which improved design standards, planning policy and public consultation can result in more equitable, livable and sustainable communities.

It helped us approach the issue of cultural diversity with a critical lens and to understand the forces behind the changing fabric of many Canadian cities. It also emphasized that planning is a user-oriented discipline that must adapt to the changing face of the globalized city. If we want to be proactive in our practice, planners must develop policies to address the diverse needs of multiple publics.

Sunjay Mathuria and Jahnvi Ramakrishnan are Master of Planning students at Ryerson University. Sunjay has a Bachelor of Journalism from the University of King's College in Halifax. Jahnvi holds a B.A. in Anthropology from McGill University and a Graduate Diploma in Community Economic Development from Concordia University.

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Open Streets Toronto

By Polina Bam, Nicholas Hiley, Julien Kuenhold, Rajaram Lamichhane, Patrick Miller, Julia Smith & Raymond Ziemba

Open Streets programs encourage physical activity and outdoor recreation by temporarily closing streets to automobile traffic and opening them to walking, cycling and other forms of active transportation. Streets become public open spaces, presenting physical and recreational opportunities to all participants regardless of age, gender, ability, ethnicity or social status. In recognition of these benefits, in August 2014 Open Streets Toronto Inc. (OSTO) hosted an Open Streets pilot program along Toronto's iconic Yonge and Bloor streets. The route ran between Parliament and Spadina on Bloor and between Bloor and Queen on Yonge. In total, the pilot program attracted about 45,000 participants.

The potential benefits of Open Streets programs were explored using evidence from primary and secondary research. This revealed that Open Streets programs have the potential to improve health, community capacity and inter-community connectivity.

Open Streets programs may have important implications for physical activity participation: 42 per cent of OSTO participants stated that if they had not attended the pilot program they would have stayed indoors and not engaged in physical activity (Ryerson Diversity Institute, 2014). More broadly, registration at Toronto community centres decreased between 2010-2011 because of the elimination of free recreational programs and the introduction of user fees (Pennachetti, 2011). In this context, OSTO provides an inexpensive and effective opportunity to increase physical activity in the City of Toronto.

From an economic standpoint, Open Streets programs have positive impacts on adjacent businesses. For example, in San Francisco and Los Angeles, average net revenue for businesses along an Open Streets route increased by \$466 and \$407, respectively, during program dates (Zieff and Chaudhuri, 2013; DeShazo et al. 2013). In addition, businesses that actively

engaged with the program experienced even more positive economic impacts. In San Francisco, 67 per cent of actively engaged businesses reported a positive economic outcome versus 44 per cent for those not actively engaged (Zieff and Chaudhuri, 2013). Thus, Open Streets programs can have a positive impact on program day revenues, as well as provide opportunities for businesses to engage and interact with potential customers.

Similar trends were also identified in Toronto's 2014 Open Streets program, where 58 per cent of participants reported spending money and 43 per cent stated that they became aware of a new store or restaurant while participating in Open Streets (OSTO, 2014). Significantly, 83 per cent of businesses agreed that OSTO should be a recurring event, and many businesses acknowledged that the program bolstered their visibility (DYBIA, 2014).

For the program to grow in future years, collaboration and engagement is critical. Specifically, identifying adjacent businesses and nearby communities, which stand to benefit from an OSTO program, may help to increase program capacity. Further, feeder routes, including parts of Toronto's parks, cycling network and ravine system, may be used to connect more neighbourhoods to the OSTO route and increase recreational opportunities.

As Toronto continues to grow and evolve, providing free and accessible physical activity opportunities will become more important to ensure the health, well-being and inclusion of residents. By virtue of being free and accessible, OSTO meets the city's latent demand for outdoor recreation, as it supplements and broadens the city's limited existing recreational programming.

The authors are recent graduates of the Master of Planning program at Ryerson University. This project was completed as part of a graduate studio project. It was commissioned by Open Streets Toronto Inc. and was supervised by Dr. Raktim Mitra.

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Participants at Ryerson OSTO pilot program, August 2014

IMAGE COURTESY OF NICHOLAS HILEY

Connecting Greater Riverdale to the Lake

By Kaylan Bubeloff, Jean Chung, Alexander Davies, Shahinaz Eshesh, Zachary Henderson, Alexander Jarzabek, Evan Kataoka, Curtis Laurin, Sze Francis Lee & Karen Lei

Toronto's Riverdale neighbourhood is located in close proximity to Lake Ontario, making it an attraction to local residents and one of the area's most significant assets. The purpose of the study, Connecting Greater Riverdale to the Lake, was to help Riverdale residents improve physical and psychological connections to the waterfront through safe and accessible active transportation and cycling infrastructures.

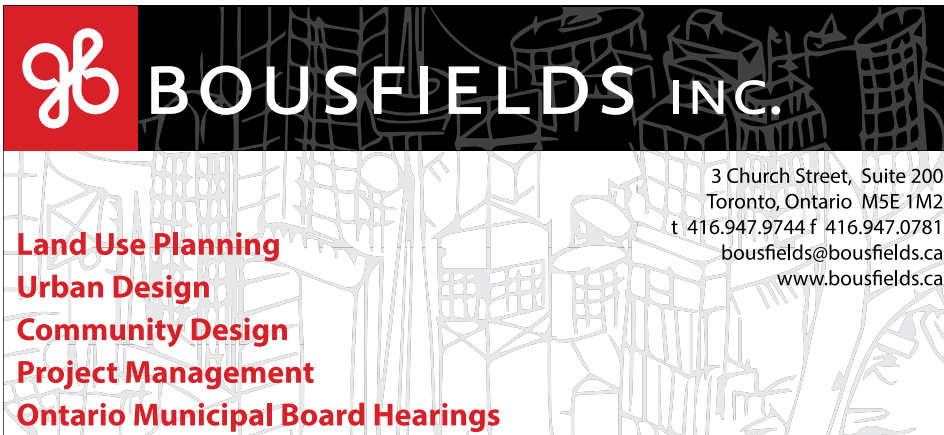
Despite its proximity, Riverdale is disconnected from Lake Ontario. Barriers such as Lake Shore Boulevard and the Port Lands create a hostile pedestrian and cyclist environment. While Riverdale has one of the highest cycling rates in Toronto, the growth of cycling infrastructure is slow.

The study identifies several route options that would provide a safe, effective and direct connection to the waterfront. Using an evaluation matrix, one of the routes—the Quick Start

Route—was identified as the preferred option. It may be. Comprising new and repainted bicycle lanes and a wayfinding strategy to help cyclists travel through the neighbourhood, this route can be implemented immediately and at minimal cost.

The study proposes long-term and short-term implementation strategies, which align with the city's five-year and 10-year plans, to connect Riverdale to the lake for the benefit of all residents.

A team of 10 fourth year Ryerson University students from the urban and regional planning program undertook this study between September and December 2014 on behalf of its clients, Ward 30 Bikes and the South Riverdale Community Health Centre. The full report is available online at http://issuu.com/brandonquigley/docs/connecting_greater_riverdale_to_the.



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Lots Going on at York

By Laura E. Taylor

Faculty—new and improved

New: We are thrilled to have four new faculty members joining FES.

Abidin Kusno, political ecology and economy, urbanization and planning. Specialty: Jakarta, Indonesia.

Traci Warkentin, environmental education. Specialty: experiential, place-based teaching and learning.

Sheila Colla, environmental and resource management. Specialty: bumble bees in North America.

Deborah McGregor, Canada Research Chair Tier 2, indigenous environmental justice (joint appointment with Osgoode Law School).

Improved: Barbara Rahder, FCIP, RPP, is retiring from FES this year. Her research focuses on issues of equity and access within urban communities with her most recent work on issues of social sustainability and diversity in Canadian cities. A huge thank you to Barbara for her dedication to the faculty, not the least for her years as dean, to the planning profession and to all of the support given to a great many of us over the years!

The forest and the trees

Studying planning in FES means paying attention to both the forest and the trees and asking about our society's relationship with both. Every day, planners deal with people's wildly different ideas about nature in the city and the country and are called on to shape public and private space and mediate between all kinds of environmental issues. We encourage our planning students to understand their own environmental ideals and to chart their own path as stewards and champions of our planet.

Summer course: One of our favourite forests is the [Las Nubes Rainforest](#) in Costa Rica, where students are currently participating in our annual field workshop at the York University Research Centre in Costa Rica.

New book: co-edited by faculty member Anders Sandberg and recent PhD Adrina Bardekjian (plus Sadia Butt), 2015, *Urban Forests, Trees and Greenspace: A Political Ecology Perspective*. Routledge. 332 pp.

"Many people do not realize that trees in the city are part of an urban forest. Trees seem so out of place in some heavily built environments that they appear to be verdant interlopers among the concrete and rectilinear shapes surrounding them. But there is a growing awareness

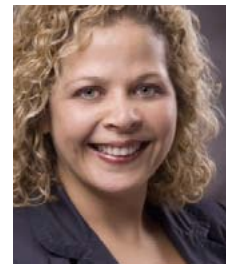
among researchers, planners, and even the general public that urban forests exist and serve ecological functions or 'services' to people living in even the most densely built urban corridors." (Harold Perkins, Chapter 2, p. 19)

New study: Dr. Adrina Bardekjian's dissertation, entitled *Learning from Limbwalkers: Arborists' Stories in Southern Ontario's Urban Forests*, is a fascinating study of urban arborists and their unique perspective on how we live in a world of trees. Check out her independent film [Limbwalkers](#), a documentary on field arborists and their close relationship with trees.

Next book: *Post-Industrial Urban Greenspace: An Environmental Justice Perspective*, 2015 (July), co-edited by FES faculty members Jennifer Foster, MCIP, RPP, and Anders Sandberg.

"Post-industrial urban spaces typically include abandoned factories, disused rail lines, old pits and quarries, and de-commissioned landfills. In these places, different visions compete for dominance with respect to current and future land uses. Neighbours often view such urban greenspace as polluted, unkempt and weedy, harbouring undesirable biophysical features and people. These are spaces that often become the focus of some form of revitalization, reinvestment and restoration. From the perspective of civic authorities and urban planners, transforming post-industrial landscapes into disciplined and tended greenspace creates the urban conditions and signals of popular contemporary taste that attract investors, gentrifiers, and tourists. But post-industrial spaces are also places where unique and unpredictable human and ecological associations can emerge spontaneously. Such places may contain considerable ecological integrity and biodiversity and host human populations who find a home and respite in such ecologies. They also tell stories of an industrial and urban past that should be acknowledged, understood and (if suitable) celebrated. This volume explores the environmental justice and injustice dimensions of emerging urban post-industrial landscapes, including the ecological politics, cultural representations and aesthetics of these spaces." ([routledge.com](#))

New grad: Derek May, MES '14, studied Carolinian Forest Conservation and Restoration and his paper *The Descendants of Giants: In Search of Exemplary Specimens of At Risk Trees in Southern Ontario's Oak Ridges Moraine*, is one of the [MES Outstanding Student Paper Series](#).



Laura Taylor

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The art of land use

Land | Slide: Possible Futures 2015, co-edited by FES faculty member Jennifer Foster (MCIP, RPP), Janine Marchessault (York Professor in Arts, Media, Performance & Design and Canada Research Chair, Art, Digital Media and Globalization, and Chloe Brushwood Rose, Associated Professor, York Faculty of Education

“This richly illustrated collection of critical theory and artists’ projects documents a monumental public exhibition that explores the changing nature of cities and suburbs. Focusing on Markham, Ontario, one of the oldest, most culturally diverse and fastest growing suburbs in North America, 30 artists from Canada and around the world explore themes of multiculturalism, sustainability, and community with site-specific projects created on the grounds of the historic 25-acre open-air Markham Museum. The museum’s 80,000 historical artifacts, including 30 pioneer buildings, make it a fascinating backdrop for artists to explore some of today’s most pressing issues: how to balance ecology and economy, farming and development, and history and diversity. Working with everything from digitized diaries, 3D projections and augmented reality, the artists propose new histories and new futures for the use of land. Featuring dozens of colour plates, the book brings together artists, urban planners, ecologists, educators, and civic leaders in a unique community engagement initiative that examines the past and imagines the future.” (<http://www.publicjournal.ca/landslide-possible-futures/>)

Laura Taylor, MCIP, RPP, is an associate professor and MES/ planning program coordinator in the Faculty of Environmental Studies, York University. She is a member of Greater Golden Horseshoe Greenbelt Council and studies exurbia and the politics of nature in Ontario. Contact Laura at taylorL9@yorku.ca, [@laura9taylor](https://twitter.com/laura9taylor) and check out the MES planning website.

York University

Suburbs and the New Urban Century

By Roger Keil

The Major Collaborative Research Initiative Global Suburbanisms: Governance, Land and Infrastructure in the 21st Century has just entered its sixth of seven years. Since our international midterm conference in the fall of 2013, we have published two books, [Suburban Constellations](#) (Berlin: Jovis 2013), which I edited and [Suburban Governance: A Global View](#) (Toronto: UTP 2015). The latter volume is the first in a new series called [Global Suburbanisms](#).

Several follow-up publications are under way including books on suburban land, European and North American suburbanization and an [Atlas of Suburbanisms](#). These publications reflect the rich tapestry of conceptual thinking and empirical research in the collaborative.

MES planning students, led by Ute Lehrer, participated in a field workshop and presented at a successful forum on Chinese suburbanization in Shanghai in May 2015. Next, the collaborative will hold its last foundational workshop on the topic of infrastructure under the leadership of Pierre Filion at the University of Waterloo in June 2015. I teach the last of five undergraduate introductory courses on the topic in Waterloo. This infrastructure class in the York BES program was offered in recent years with field courses in Toronto, Winnipeg, Montreal and Vancouver.

The [Greater Toronto Suburban Working Group](#) co-ordinated by Sean Hertel and me published its Roundtable Report in 2013 and has since continued to hold information sessions with a variety of planning



Roger Keil

constituencies in Toronto and beyond. Among them was a stakeholder session on transit equity in the suburbanizing region in cooperation with Metrolinx in March 2015.

As reported in the Toronto Star April 25, 2015, “the people most dependent on transit, who pay a higher portion of their income to ride it, also get the worst service.” ([Switching Tracks: Towards transit equity in the Greater Toronto and Hamilton Area](#), by Sean Hertel (MES '12, MCIP, RPP), Roger Keil, Michael Collens (MES Student)).

In October 2015, the suburban governance team will meet for a research workshop on suburban governance in Montreal, organized by Pierre Hamel at the University of Montreal and in December 2015, the collaborative will hold an international conference on the development and redevelopment of large-scale suburban housing in suburban Istanbul. For 2016, research meetings are being planned on suburban boundaries/greenbelts in Brazil and on African suburbanization in Pretoria before the collaborative ends in early 2017 with a final conference at York University in Toronto.

Roger Keil is a professor in the Faculty of Environmental Studies and was awarded a Tier 1 York Research Chair in Global Sub/Urban Studies in recognition of his research contributions to the field of urban and environmental research. Keil's research examines suburbanization, which is now a global phenomenon and a defining feature of the urban century we have just entered. His work will add to a greater understanding of our suburban futures, as new forms of work, housing, mobility and governance as well as human/non-human nature relationships take shape.

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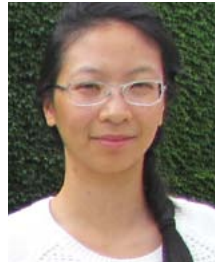
2015 Critical Urban Workshop in Shanghai

Laura Taylor interviewed Victoria Ho, second year MES planning student, about her class trip to Shanghai this May. She asked Victoria about her experience and how the trip influenced her studies.

LT: Why did you want to visit Shanghai?

VH: My research focuses on agriculture and public participation in planning food systems. Shanghai is particularly interesting because it faces the challenge of very high density, lots of demographic changes and shifting challenges in governing land use. I wanted to see how agriculture is viewed in the urban and rural contexts and whether urban agriculture has a place—materially and socially.

I think most students went because the cultural context is seemingly different from what we're learning about with respect to planning in southern Ontario, and the scale of developments is mind-blowing. For example, Shanghai has built a 500-km network of subway track over the past 15 years. And did you know that Shanghai has a population of about 24-million people, of which about half are undocumented?



Victoria Ho

LT: That's like most of the Canadian population in one city!

VH: Yes, and speaking of the Canadian context, York FES students presented a preliminary comparative analysis of planning in Shanghai and Toronto at the International Forum on Global Suburbanisms, a conference bringing together academics and professionals as part of the Major Collaborative Research Initiative Global Suburbanisms project. Though the regions are very different, we learned about a surprising number of similarities regarding urban development processes and urban form.

LT: What was the biggest take-away for your research on agriculture and planning?

VH: The expropriation of agricultural land for urbanization on the fringes of cities.

LT: I thought that the legacy of communism was that the rural villages are owned by the community and so when you say "expropriation" do you mean from the entire village or is it on an individual basis as one would imagine here in Canada?

VH: There's a dual land system: the state technically owns the urban lands and the rural lands are collectively owned by the village administration. But from my understanding the federal government has the final say—it can choose to expropriate the land and give compensation to the village.

LT: Where do the rural people go?

VH: Sometimes—usually—the state builds housing. The Chinese

planners translated the housing as "social" housing but instead I would have said the words mean "replacement" or "compensation" housing to be more accurate.

The [displaced] people are given an "urban hukou" or urban household registration, which might be regarded as good because it gives them access to social welfare services. But the role of the [individual] in making that decision or negotiating the compensation? Small. Actually, some residents refuse to leave. They're called the "nail houses," the stubborn nail in the ground that refuses to leave. So you may see a lone house with no electricity or plumbing, an island surrounded by construction of a new town, or maybe a completed highway. People with compensation housing have access to high-value real estate, so they might rent part of their home to an undocumented resident, a "floater," and then the farmer becomes a landlord.

If the rural village isn't expropriated but becomes surrounded by urban sprawl, it becomes a "chengzhongchun" or a "village in the city." The city grows around the village, which is no longer surrounded by farmland, so the indigenous population acts as landlords and undocumented people are renters. A new socio-economic hierarchy is produced within the "village in the city."

LT: What does it mean for the future of agricultural land in China?

VH: Land grabbing may be the term we're looking for here. China leases land in Africa, on 100-year leases. But this is a topic that never surfaced during the field course. I'd evaluate the ease of finding answers about the future of agriculture as intermediate. I think that agriculture within the traditional Chinese borders is not a priority in the face of urbanization. Before the workshop, I had read that until the economic reforms of the 1980s, the majority of Shanghai's food (i.e., vegetables, meat) came from an agricultural ring that surrounded the city. But on talking to planners and landscape architects in Shanghai, it seems that this previously agricultural land has been urbanized.

Something else that's interesting is the vocabulary of food and sustainability. When professionals discussed food security in Shanghai, it didn't quite match with our idea of it in Toronto. Actually, it's better translated as "food safety." Food security in terms of geographical access (issues of agri-business and grocery store distribution aside), seems like a non-issue. I saw fresh food, whether freshly cooked or freshly grown, sold from wagons or baskets from farmers at the intersections of even the largely empty new towns. Little grocery stores in even the most gentrified areas still persist, likely because there are no property taxes (yet). People were selling farm produce in a tiny storefront next door to a gourmet juice bar.

LT: So what does that mean for the future of rural China? Is a rural identity important?

VH: Something that was raised in the workshop was the stigma of coming from a rural area—for some people it is a good thing that people get an urban hukou but for others it's the erasure of a way of life, similar to how I understand the loss of rural life in Canada.

RYERSON

Introducing the 2015 Student Delegate

A second-year Ryerson University Master of Planning student, OPPI's newest student delegate, Kelly Graham, looks forward to working with the institute to promote engagement and knowledge exchange. A member of the OPPI Student Liaison Committee in 2014-2015, Kelly hopes to build on past successes with planning school events and networking opportunities, and to effectively represent planning students.

Kelly is an active community member, avid cyclist and yoga enthusiast.

Her previous work in economic development and public health, combined with her experience living and working in a number of North American cities, provides her with a unique lens for examining the functions of cities. She is interested in researching how planning tools can be used to promote inclusive local economic development and employment.

When she has the opportunity, Kelly enjoys helping out on her father's organic farm in the Greenbelt outside of Hamilton. Her personal connection to this regional ecological treasure has led her to get involved with organizations like Evergreen and the Friends of the Greenbelt foundation.

Kelly can be reached at k10graham@ryerson.ca or on twitter @kellym1graham.



Kelly Graham

CELEBRATION

Celebrating Loretta's 15 years of dedication to OPPI's future

By Paul Stagl

"OPPI is the recognized voice of the planning profession in Ontario!" is our perennial banner, but what does that actually mean? How do we do that? What do we say and to whom are we actually speaking?

Well, if you want to know the answers to any of those questions, look no further than our Director of Public Affairs, Loretta Ryan. When Loretta joined OPPI from the Board of Trade in June 2000, she brought her experience as a professional planner and a policy advisor to meld our corporate and volunteer efforts into the successful, focused voice the institute has today. From Loretta's very first day at OPPI, she has been juggling, balancing and centering that voice with calm confidence and her ever-present smile.

Working with over 300 volunteers in any given year, Loretta ensures that our messages, messengers, partnerships and policy initiatives don't simply focus on issues but advocate policies, the profession and the public interest. That is not an easy task, but Loretta certainly makes it look like it is.

Please join me in thanking [Loretta](#) for her media and messaging skills, her policy dedication and her commitment to our future as we celebrate her 15 years with OPPI.



Loretta Ryan

KEEP IN TOUCH

OPPI wants you to keep in touch

Major changes, such as parental leave and changing jobs, can be exciting and distracting. But OPPI wants to stay in contact with you so remember to ensure your [Member Profile](#) remains up-to-date and accurate. Otherwise you may miss reminders about policy submissions, conferences, district events, other CPL activities, or, more importantly, renewing your membership.

When in doubt, call us and find out how these changes might affect your CPL requirement, membership status and next year's renewal or how to change your contact information. One option is to switch to your home email address until you return to work or are settled in at your new workplace.

Congratulations on your next exciting milestone. Keep in touch.

LAKELAND DISTRICT

Aggregates 101

By Alisha Buitenhuis

In April, a group of over 100 planners, politicians, municipal staff, aggregate industry members, and members of the public gathered in Durham for Aggregates 101. The topic was very relevant to the aggregate-rich Grey-Bruce area.

Six speakers presented throughout the day: Ministry of Natural Resources and Forestry aggregate technical

specialist Jason McLay; County of Grey senior planner Scott Taylor; County of Grey transportation services director Mike Kelly; Harold Sutherland

Construction aggregate sales and compliance Dave Munro; Gravel Watch Ontario vice president Tony Dowling; Barriston Law associate lawyer Aynsley Anderson.



Alisha Buitenhuis

Feedback received was generally positive and the public in particular appreciated the opportunity to participate in the event.

Alisha Buitenhuis, BES, is a planner with Grey County and is a Candidate Member of OPPI.

TORONTO DISTRICT

Planning for shared mobility

By George Liu

Autonomous vehicles will be coming to a city near you. Planners must start envisioning how cities will cope with robot trucks and taxis without drivers.

In May, the OPPI Toronto District held a breakfast event at the Arts and Letters Club exploring the future of automotive technology and

transportation planning. AutoShare founder Kevin McLaughlin and Toronto transportation services general

manager Stephen Buckley offered their perspectives on the challenges of developing effective transportation policies that promote public safety while encouraging innovation and creative city building.

Kevin posed the questions: "Is this disruption and innovation good for our cities and communities? What can we do to shape it?"

As demonstrated by ridesharing services such as Uber and Lyft and their effect on the taxi industry, there are economic consequences to technological change. Kevin argues that technological progress has a very real effect on people's travel choices. He says that the younger generation is making a clear choice to forgo driver licenses in favour of a smartphone with a fast internet connection.

It is unclear how autonomous cars will ultimately affect our cities. Buckley highlighted two conflicting forces that will drive people's travel decisions as computers replace humans as drivers.



George Liu

The first is sprawl. People will become more productive while commuting, and with computers doing the driving, cars of the future will become mobile workplaces and mobile entertainment centres. Commute time will become productive time and extreme commutes could become billable hours. Second is density. Shared vehicles that drive themselves to off-site parking lots will mean less demand for parking. This will allow planners to create more compact urban spaces, encouraging walking and cycling to neighbourhood destinations.

Stephen said that autonomous vehicles will be on our roads within the next 15 years and cities must begin to plan for these changes so that they are ready to handle future transportation technologies. With this in mind, municipalities should make their concerns known to federal and provincial legislators, who ultimately will have to address the broad safety, licensing and ownership regulations pertaining to autonomous vehicles.

Ultimately, both Kevin and Stephen agree that shared fleets of autonomous vehicles have great potential to integrate seamlessly into a multimodal transport system by complementing other travel modes such as bikeshare, mass transit and air travel.

George Liu is a project coordinator at Toronto Centre for Active Transportation, a Candidate Member of OPPI and a volunteer for OPPI's Toronto District. The OPPI Toronto District will be hosting summer walking tours throughout the city. Watch for these upcoming events on the OPPI website.

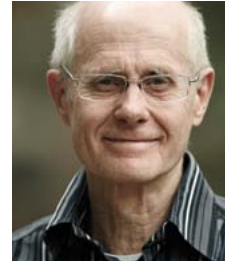
OBITUARY

Roger du Toit, 1939–2015

Roger du Toit, a founding partner of DTAH, passed away May 31 as a result of a bike accident.

Roger dedicated his career to the integration of three disciplines of design: architecture, urban design and landscape architecture.

He strove to create environments that meet the needs of economy and utility, while being socially responsive and a joy to inhabit.



Roger du Toit

Roger's professional life spanned three continents and more than 50 years. Among his many accomplishments, Roger played a pivotal role in the design of Toronto's CN Tower and Canberra's municipal offices at Belconnen. He played a key role in visioning Toronto's vibrant Distillery District, enabling removal of the Gardiner Expressway east of the Don River, and shaping Wascana Centre in Regina. His leadership in the realms of community and campus master planning, urban intensification and innovative transportation planning is second to none. His 30-year commitment to the urban form of Canada's National Capital stands as a testament to his dedication, tenacity and his love of the work.



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PRESIDENT'S MESSAGE

Changing and Engaging

By Paul J. Stagl

Mid-year is always a very exciting time for [OPPI Council](#), and this year it seems there is even more to be excited about.

It is always around June that Council gets formal reports back from our planning students, planning program directors of the six Ontario accredited planning programs and the [Student Liaison Committee](#), which give us insights into the pulse of the future of the profession. This year we also received input from the Ontario-wide high school and planning career guidance events. All indicators reflect great enthusiasm and promise for our future practitioners.

OPPI remains committed to supporting students as they transition into full members and professional practitioners.

But we need your involvement in mentorship activities to help these young professionals make that transition. OPPI is seeking [mentors](#), [sponsors](#) and [exam markers](#). Log your interest and availability in your OPPI [Member Profile](#) under Volunteer Opportunities to be connected with a young professional. At the next OPPI event search out a student or young professional and help kick start their networking. Engage a student at the 2015 [OPPI Conference](#) students' day (Oct 8th) in talk about his or her future. You'll be amazed and inspired by the ensuing exchange.

Equally as exciting for the future is progress around initiatives concerning professional regulation, CPL and the future shape of CIP:

[Professional Regulation](#) discussions continue in a positive direction. We now have a good sense of the framework involved in updating our 1994 Private Members Bill with enhanced title protection. Using the recent *Registered Human Resources Professionals Act* as a template, it is clear that OPPI is already over 90 per cent there with its current structure. The balance of the discussions will focus on descriptions of enhanced title protections. We will keep you posted.

As of early May, over 75 per cent of OPPI members have already recorded some [CPL](#) activity for 2015. And, the [Learning Path](#) has become a useful resource for many members with some firms having built elements into their annual staff performance reviews.

Soon OPPI will be launching a new CPL resource—Digital Learning—in the [Knowledge Centre](#). The content will assist members to achieve their annual [CPL](#) commitments and [professional development goals](#). If your firm is interested in exploring these resources, contact OPPI education manager [Ryan Des Roches](#).



Paul Stagl

CIP Council has deferred its by-law vote for four months to re-engage with all of the PTIAs with the goal of returning to a consensus model. OPPI Council is committed to that effort and we will [keep you informed](#) as discussions proceed over the summer months.

OPPI has participated in a number of the [province's recently announced policy and plan reviews](#). These include recent submissions on the Development Charges and Planning Act, Update of Minimum Distance Separation Formulae & Implementation Guidelines, Guidelines on Permitted Uses in Ontario's Prime Agricultural Areas, a Climate Change Discussion Paper, and the Environment Land Tribunals Ontario Co-Location. Also, I had an opportunity to present on your behalf to David Crombie's Advisory Panel on the Coordinated Review. With our numerous volunteers, Ontario's professional planners are at the table helping to shape the future of our communities.

More to come, I'm sure. Enjoy the summer!

MEMBER OUTREACH

Network, Network, Network!

By Christina Addorisio

Networking isn't called a skill for nothing. It takes skills to get out to events, strike up conversations and maneuver through a crowd. Just remember, every single person you speak with has been in your shoes at one point in his or her life. Every single person out there, no matter what his or her job, has had to find that very first job. Remind yourself of this to make your first steps towards successful networking a little less daunting.



Christina Addorisio

It's not what you know, but who you know

It has been said time and time again that the majority of jobs are acquired through networking and word of mouth rather than through formal job ads. While searching for opportunities

through job posting sites, firm websites and professional job boards can be effective, meeting people face to face and networking is vital to tapping into the hidden job market.

Make connections—network at OPPI planning events

One of the best ways to meet new people and network with prospective employers in the planning profession is at [planning-related events](#). Whether it is a panel discussion, social gathering or walking tour, these events provide an opportunity to speak with new people who work in the field of planning.

One of the keys to successful networking is to introduce yourself and your area of interest. Casually make it known that you are searching for employment. Often times, even if the person with whom you are speaking isn't looking to hire at that moment, s/he may think of you later when s/he is recruiting, or s/he may know someone who is currently looking to hire.

Volunteering

Volunteering is another great way to meet new people, network and be visible. Whether through OPPI's [Student Liaison Committee](#) or [other volunteer groups](#) committing your time allows others to get to know you and the ways in which you interact. It also provides an opportunity to become familiar with the various types of planning you may be interested in pursuing. Many times your initial interests in planning, which are formed in school, change after being exposed to the growing field and the various types of jobs available.

Carry it forward

Once you have mastered the skill of networking and hopefully landed your dream job it doesn't stop there. It is just as important to continue networking. This can be done through volunteering and will lead to an ever increasing list of contacts that will continue to grow along with your career.

Now get out there and Network, Network, Network!

Christina L. Addorisio, MES(Pl.), MCIP, RPP, is a senior planner with MMM Group Limited involved in a variety of land use planning projects. She is the acting chair of the OPPI Outreach Committee.

Professional Regulation Q&As

Q. Why would professional regulation legislation benefit Ontarians?

A. Professional regulation would ensure the information and recommendations presented to decision-makers continue to meet a high standard of reliability, consistency and quality, while ensuring that planning advice reflects best practice, educational certification, peer assessment and independent professional opinion.

Professional regulation would assure the public that planners practice with integrity (i.e., in a professional and ethical manner regardless of the situation or circumstances).



JULY/AUGUST ALERT

Introducing OPPI Digital Learning

Digital Learning is a brand new online resource centre being developed for OPPI members. Digital Learning can assist you in achieving your annual [CPL](#) commitments and [professional development goals](#). Access to

Digital Learning content is free for OPPI Members and will be available in the [Knowledge Centre](#) in Mid-July. New content is continually being added.



The following members have resigned or have been removed from the register

The following members have resigned in good standing from OPPI for the 2015 membership year.

Dale Ashbee
Wayne Belter
Alan Binks
Ramona Boddington
Judi Brouse
T. Daniel Burns
Angus Cranston
Andre Darmanin
Betsy Donald
Andrea Gabor
David Gillis
Sean Harvey
Martin Herzog
Craig Hockaday

Beverly Jensen
Kevin Jones
Jason Juhasz
Karen Keating
John Kennedy
Richard Kilstrom
John Koopmans
Peter Langdon
Nancy LeBlanc
Roxanne Lypka
Alyson Mann
James Mars
Christopher Matson
Steve Miazga
Dorothy Moszynski

Sabine Nevermann
Sievert
Connie Nichols
Robert Paris
Barry Peyton
Arthur Potvin
Lorne Ross
Robert Ryan
Leila Shidfar
Warren Sorensen
Amedeo Spagnuolo
Janice Szwarz
Julius Tang
Fiona Walker
Sandra Wiles

The following members have been removed from the register for non-payment of fees for 2015.

Abbad Al Radi
Mark Bekkering
Tim Burkholder
Sarah Chown
Thomas Coyle
Geza Gaspardy
Stephen Janes
Judith Jeffery
Scott Kapuscinski
Frank Kenyeres
Paul Laruccia
John McMullen
Barbara Mugabe
Anna Pace
Ann Pagnin

Tae Ryuck
David Schram
Robert Steele
Greg Straatsma
Rei Tasaka
Kristen West
Glenn White

Notice accurate at the time of going to press. For questions, [email](#), or call Rupendra Pant at 416-483-1873 Ext. 222.

Reaching out to Future Planning Students

By Nancy Reid

On April 7, 2015, representatives of OPPI's Outreach Committee participated in the Change your World Conference, which is a high school environmental and educational event hosted by York University's Faculty of Environmental Studies. Its goal is to inspire and educate high schools students and their teachers to act sustainably and equitably in their everyday lives and make positive change in the world. The conference also promotes and celebrates the environmental and social action projects created by Ontario student groups.

This year, nearly 600 students from 27 different schools across the province participated in the conference, which was held at held at Cineplex Colossus in Vaughan. OPPI was one of many exhibitors and workshop leaders at the event, which included organizations such as Evergreen, Ontario EcoSchools, Right to Play, The Jane Goodall Institute of Canada and the Toronto and Region Conservation Authority.

In keeping with the theme, OPPI's workshop included a presentation focused on how professional planners work to foster healthy and sustainable communities. Some of the current issues and challenges addressed by planners today were also discussed, as well as the responsibilities and rewards of being a member of the profession. Students had the opportunity to be a planner for a day by participating in a group exercise to design a complete street.

Other events in which the Outreach Committee recently participated was the Ontario School Counsellors' Association conference held in November 10, 2014. OPPI shared information with hundreds of school counsellors from across the province about World Town Planning Day, accredited planning schools in Ontario, and the OPPI Journal.

Nancy Reid, MES, MCIP, RPP, is a senior planner with Meridian Planning Consultants and a member of OPPI's Outreach Committee. She participated in the Change Your World event with Phil Stewart, MCIP, RPP, principal at Pound & Stewart Associates Ltd. and member of the Oak Ridges District Leadership Team. One of the Outreach Committee's goals is to connect with and provide information to high school students considering the planning profession as a career choice.


LETTERS TO THE EDITOR Members are encouraged to send letters about content in the *Ontario Planning Journal* to the [editor](#). Please direct comments or questions about Institute activities to the OPPI president at the OPPI office or by email to the [executive director](#). Keep letters under 150 words. Letters may be edited for length and clarity.




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