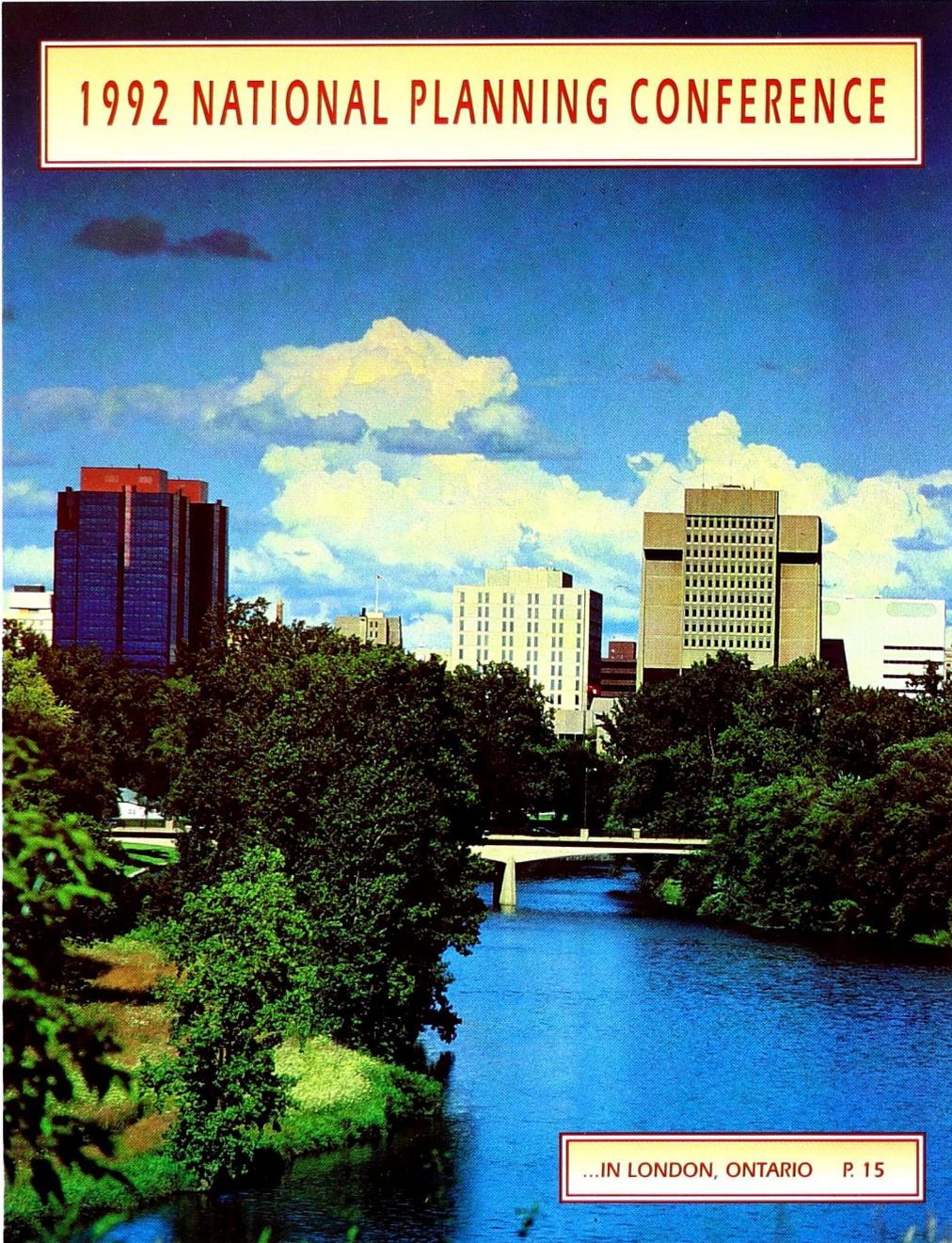


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F

rom a planning and socio-economic development perspective, teleport communications are

one of the most interesting and important new concepts for planners, economic development officers, and decision makers. In a two-part article, John Jung discusses the physical aspects of modern communication networks and how they affect planners. Part two, focusing on international examples of Teleports in community building, will be published in the next issue of the Ontario Planning Journal.

With an emphasis on "port," Teleports have been described as being similar to a seaport or an airport, offering specialized services and facilities for exchange between international and domestic traffic.⁽¹⁾ Just as goods are transported at seaports and people moved through airports, information now flows, without borders, among the world's Teleports. The analogy can be stretched further by regarding the facility as a common shared-use facility which would permit many carriers to have access to the common infrastructure.

The origins of the Teleport movement can be traced back to the New York-New Jersey Port Authority and its related World Trade

ECONOMIC DEVELOPMENT

THE TELEPORT AND ITS APPLICATION TO CITY AND REGIONAL PLANNING: A LEGAL PERSPECTIVE

by John G. Jung

Center activities in the late 1970s. The Teleport was developed when the Port Authority decided it could help businesses in the region gain access to satellite communications and fibre-optic networks. The Port Authority promoted the idea that such communications linkages were paramount in developing the region's economic future. As a result, it sought a location where the development of this facility could be nurtured without fear of widespread electromagnetic interference. Additionally, it was realized that associated real estate activities were possible, like a commercial office complex. A business park could be

marketed as more attractive to potential tenants with its advanced telecommunications facilities. Similarly, with more tenants potentially using the teleport facilities, it would, in turn, make the facilities more economically viable⁽²⁾.

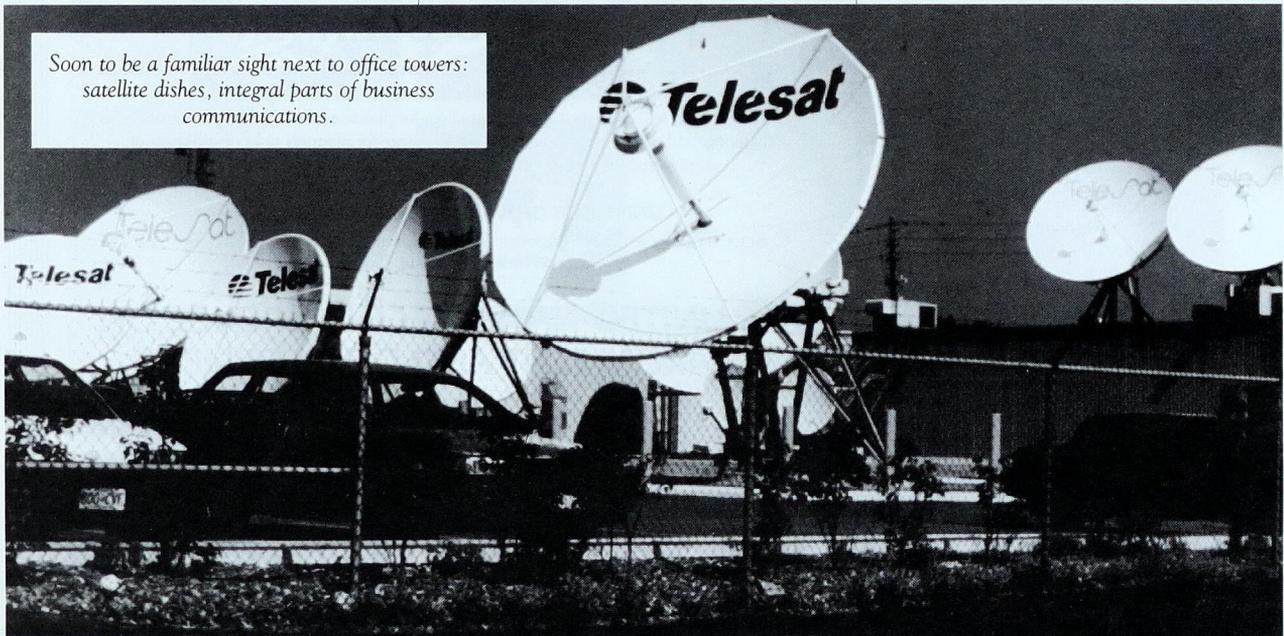
Today, the NY-NJ Teleport on Staten Island is the home to a major telecommunications earth station with 19 dishes (and five more in the planning stages) and several office complexes, housing nearly three quarters of a million sq. ft. of telecommunications

related businesses on 350 acres of land. Additionally, the Port

Authority has linked the New York and New Jersey region with 150 miles of fibre optic links providing voice, video and data transmission services regionally. The NY-NJ Teleport is only half developed but has already created employment for over 800 people and generates \$110M in business activity.

The World Teleport Association has 133 members from around the world who are developing or managing Teleports. In just over a decade, the Teleport concept has evolved from telecommunications earth station status to the idea of "community-building." This will have tremendous implications on urban and regional planning policies and ultimately on

Soon to be a familiar sight next to office towers: satellite dishes, integral parts of business communications.



the design of cities in the near and distant future.

WHAT IS A TELEPORT?

The World Teleport Association defines the Teleport as

"an access facility to a satellite or other long haul communications medium incorporating a comprehensive related real estate and economic development project, and a distribution network serving the greater regional community."

Teleports fall into three categories:

(A) EARTH STATION COMPLEX

The most basic Teleport facilities are essentially communication centres or telecommunications hubs providing businesses and broadcast industries a convenient and integrated satellite link. Besides the receiving and transmitting capabilities they possess by means of satellite dishes, space may be made available for the customer's special requirements. Hence, two subtypes of basic earth station complexes exist:

- (i) *dedicated earth station facilities where ownership, operation, and maintenance are under private control; and*
- (ii) *shared services where provision of earth station services are on a user-pay basis. Most Teleports discussed here will provide facilities where customers share the equipment needed to transmit to or from satellites.*

(B) TELEPORTS AS INTELLIGENT BUILDING COMPLEXES AND SMART BUSINESS PARKS

These are real estate based concepts seeking the critical mass of tenants to be mutually supportive. As individual buildings or a cluster of office complexes, they could be developed around a theme or synergistic focus, or be made available as open market serviced facilities.

(C) TELEPORTS IN COMMUNITY-BUILDING

As the use of telecommunications and related telematic infrastructure becomes commonplace, traditional planning will begin to consider and include the Teleport.

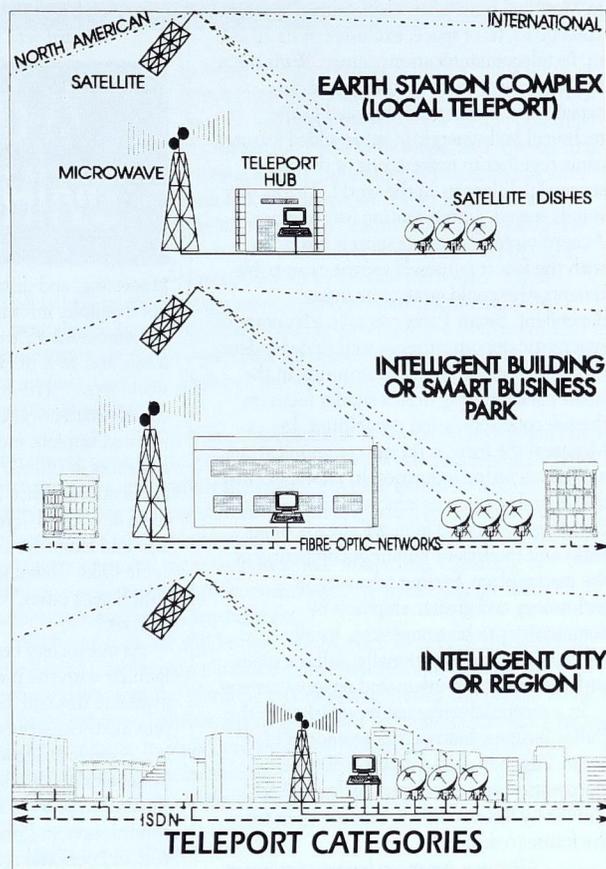
BASIC EARTH STATION COMPLEXES

Whether privately dedicated or publicly shared, earth station facilities are relatively common sights. Most major cities in the world have an existing or planned Teleport of some size and capability. These are not to be

confused with the ubiquitous satellite dish on nearly every sports bar that receives broadcast signals via satellite. Rather they are special integrated communication centres which gather or send communications of all type by means of satellites and other long haul communication capabilities from around the world and distribute information and video through microwave, telephone or fibre optic cable links, locally and regionally. The fibre optic cable is an amazing piece of technology. For example, fibre optics can transmit the entire 29,000 pages of the Encyclopedia Britannica in the same second that modems can only deliver one line of text over conventional phone lines!

In Toronto, the earth station facilities in the Portlands, near the Leslie Street Spit, have been a familiar sight for several years. These facilities were developed by Telesat Canada, a private, commercial company owned by Canada's common carriers and the Government of Canada. Telesat Canada was created by an Act of Parliament in 1969 with a mandate to provide Canada with domestic satellite communication services. Boasting 26 satellite dishes, one of the largest assembly of dishes in the world, Telesat provides the Toronto area with basic telecommunications links such as voice, video and data transmission services. Space in their 10,000 sq. ft. earth station complex is available for clients' use but separate office facilities usually are not part of the basic earth station facilities. These facilities are also referred to as "small stand-alone Teleports" or "antenna farms" where dishes are penned-in by landscaping berms or other electromagnetic shielding devices. Since they require an environment which is protected from radio frequency interference, operators seek spaces away from city centres. Waterfront areas are popular.

Now these types of Teleports derive most of



their income from receiving and disseminating video signals for television. The earth station facilities in Toronto made possible the broadcasting of the Blue Jay Divisional Series in 1989. Telesat points out that Teleports are also important because they allow the rapid transmission of electronic data faster, more efficiently, with greater security, and at a lower, long term cost than traditional telephone systems.

TELEPORTS AS INTELLIGENT BUILDING COMPLEXES AND SMART BUSINESS PARKS

With the globalization of activities and increasingly borderless economies, data transfer is on the rise. Associated with this growth is the interest by some firms to locate close to the earth station facilities for security, economics, image or synergistic opportunities. From this, basic Teleports develop into intelligent building complexes and smart parks.

Telesat Canada has developed earth station facilities in Toronto, Edmonton, Calgary, Vancouver and Halifax. Its Teleport

in Montreal is an advanced facility. It provides 160,000 sq. ft. of space, exclusive of its 10,000 sq. ft. telecommunications centre. With the unique draw of its telecommunications capabilities, businesses interested in the technical and synergistic value-added features came together to make it one of the more successful Teleports in the world. The facility is fully leased, with a waiting list for space. According to Telesat, its success has to do with the fact it purposely sought compatible tenants who could grow to be inter-dependent. Smart Parks can take advantage of synergistic opportunities as well. Independent businesses benefit from co-venturing in the smart park resulting from a similar focus on the telecommunication capabilities. In Montreal the focus is on the communications and broadcasting industries. In another centre, design and fashion, or education and research, could be the focus. There are already smart parks and intelligent buildings competing in the marketplace. Further advances in technology and greater emphasis by communities to be competitive locally, regionally and internationally, will see smart parks as part of our urban and regional centres.

In a recent advertisement published in the Dallas Business Journal, the promoters of Smart Park Services, a division of GTE Corporation and developers of Texas A&M University Research Park, leave it open for the future to decide:

"Because American business has just as much trouble deciding what the future is going to be like... we've built in a telecommunication system that is ready for anything the future holds. So when you need the virtually unlimited voice, data and video transmission that is capable with a digital fibre optic network, we can install it within days. Without incredible cost... But the biggest advantage isn't what you can do today. This system is designed to

work with technology that hasn't even been invented yet."⁽³⁾

TELEPORTS IN COMMUNITY-BUILDING

Major centres around the world prospered in the postwar era because of heavy industrial growth and mass production. With the world's knowledge doubling every few years, most of these same centres are now generating more than half of all jobs in the creation, processing, and distribution of information. For example, information occupations in 1981 accounted for 55% of Metro Toronto's labour force, and 58% of Greater London's workforce.⁽⁴⁾ This has surely increased during the 80s with advances in personal computers, autocad systems, modem applications, and the advances in cellular phone and fax applications. Since 1981, several communities have developed Teleports and several have also laid extensive networks of fibre optic cable links. Today, many centres are becoming "intelligent cities," or even "intelligent regions."

As our society becomes increasingly familiar with the products and services available through Teleports, the costs to provide these services will be lowered. Hence, it is possible to argue that in time, telematic infrastructure will be as common as the elevator in postwar skyscrapers; air conditioners and photocopy machines in the 70s; and personal computers and fax machines today.⁽⁵⁾ Teleport-related infrastructure can be extended as new developments are created, or inserted into the existing community by fibre optic cabling.

Accordingly, Teleports will play an increasingly important role in our lives. For example, advanced weather sensory devices and communications can help to control vast area's heating and cooling needs. Fire and policing efforts can be enhanced by means of a wide area integrated network. Local area communications networks can be linked over a wide area, even globally. These networks can

use established, low cost systems such as common, but upgraded cabling, feeding into everyone's offices, homes, plants, and institutions, offering both simple and complex technological and communications opportunities.

The next edition of the *OPPI Journal* will look at examples of Teleports in Tokyo, Cologne and Dallas; also the vision for Toronto's Teleport and the need for communities to develop a strategic plan for the integration of this new infrastructure into their communities to be competitive in the future.

John G. Jung, MCIP, is an urban designer and urban planner who has been involved with Teleports since 1984. He is Director of Planning & Development with The Toronto Harbour Commissioners and recently delivered a paper entitled "Planning for the new interface between advances in technology and the human experience" to the World Teleport Association's General Assembly in Yokohama, Japan.

To obtain a copy of the paper, please call (416) 863-2023.

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s Henry Ford realized when he reviewed the first quarterly results following release of the Edsel, timing is everything. Your product may appear to be perfectly fine,

with the soundest specifications, and may be put together in the most professional way, but if it is out of sync with the times, your product may be like the Edsel, destined to add a new word to the lexicon.

Governments are especially vulnerable to getting the timing wrong on large projects because the timespan from concept to execution is likely to be longer than in the private sector and less adaptable to changing circumstances. In March, the provincial government “pulled the plug” on Ataratiri, one of the most ambitious renewal projects ever attempted. Initially slated to provide “affordable” housing on 70 acres of redeveloped industrial land on the fringe of downtown Toronto, Ataratiri had been launched with great fanfare in 1988 by the previous government. In hindsight, the timing of the launch was unfortunate, to say the least. Expropriation of the industries on site began while land prices were at an all time high and when housing shortages were at their worst. The accumulated costs and continuing uncertainty about flood protection and environmental clean-up eventually presented the current government with unacceptable choices.

With luck, the considerable talent that has been poured into the project to date will not be wasted. In the meantime, critics of the original concept continue to have a field day.

In the same week, the federal government attracted widespread criticism for a decision to proceed with an RFP for the privatization of Terminals 1 and 2 at Pearson International. On the face of it, the timing could scarcely have been worse. The airline industry is in disarray, and few individual airlines with the potential to become the prime “tenant”

TIMING IS EVERYTHING

in either of these terminals have a “bankable” bottom line that would be attractive to investors. As well, key decisions about the airside potential of Pearson have still to be made, and interest in a regional airport authority has proceeded to more than talk. Although an airport authority and privatization are by no means incompatible, the timing of the decision to proceed with the RFP now appears to be at odds with other realities,

especially with the federal government’s previous venture into air terminal privatization still experiencing growing pains. If this process leads to a construction start, look for substantial government guarantees to make it possible – similar to the way that the Ataratiri project was originally organized.

On a more positive note, one can think of few projects or events that were more right for the time than Crombie’s Watershed report in 1990. Attempts by conservation authorities a decade earlier to tell a similar story about the value of watershed planning and the desirability of adopting an ecosystem approach had received solid support but had by no means captured the imagination like Watershed. Clearly, good timing, a well packaged product and effective marketing are an unbeatable package in any business.

With any luck, we will be able to look back at 1992 as the year that the Sewell Commission eliminated uncertainties and unnecessary complexities from the planning process while finding the perfect blend of pragmatism and philosophy to guide us. The Commission has a huge responsibility on its shoulders, however. Achieving and sustaining a reasonable legislative balance at a time when the post-free trade economy is struggling to find its way out of a major recession is no easy task.

Timing is everything.

Glenn R. Miller, Editor

LETTERS

HYPOCRITIC OATH?

Diana Santo (Vol. 6, #6, p. 24) was, I hope, recommending a Hippocratic oath for planners—not a hypocritic(al) one. The reference is to the ancient Greek Hippocrates who is accredited with the authorship of the medical oath. He was not, I hope, a hypocrite: a person who professes virtue or religious belief he does not possess.

Ms Santo goes on to say planners should not be advocates—or should they be so wishy-washy as to make it impossible to see what side of the fence they are on. Yet to be definitely on one side of a fence or another is to be seen to have a position—and thus to be perceived as an advocate of that position. Perhaps it would be more accurate to say that a planner’s sense of advocacy on an issue should not be so categorical as to preclude an opinion that might reasonably vary with the case. It is one thing to advocate social housing (for example) and therefore support all social housing proposals. It is quite another to be an

advocate of social housing in general while realizing that some such proposals are inappropriate for their site or clientele (or flawed in another way) and perhaps, as a result, be ill advised and best left unbuilt. In the latter case, I think that the planner as advocate is not only reasonable but desirable.

In the same issue, it was interesting to see a review of Joel Garreau’s *Edge City* just as I had finished reading it. Your reviewer aptly sums up the gist of the book, but fails to note the (to me) central feature of the work, namely Garreau’s self-contradictory attitude to the phenomenon he explores. The first part of the book contains a vehement celebration of all this brash new real estate – the author even defends it on flagwaving patriotic grounds. The later chapters, by contrast, adopt an ever more critical stance to the reduction in community these auto-oriented developments represent, as (in most cases) they further serve to weaken the already mortally-wounded U.S. city. The Canadian (or, more specifically, Torontonian)

experience with the edge city is briefly noted with some degree of implied approval: “in many ways, the control experiment for America” (p. 235). However, Garreau fails to develop his comparisons further; he seems to shrink back from seeking out further criticism of this new urban form beyond what he had already elicited from Christopher Alexander and others. I think the main difference between the edge city here and in the U.S. is that here it is seen as a desirable complement to a relatively healthy central city and a means of balancing growth throughout the region. Whereas in the U.S. it represents a quantum leap in the well-established flight of population, jobs and tax revenue from the troubled central city. The book begins with extravagant praise for the edge city, but in the end Garreau seems to acknowledge reluctantly that as a cure for urban ills the edge city is frequently more an evasion than a solution.

Michael Johnson, Toronto

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**LETTER FROM THE
 PRESIDENT (JOE SНИЕZEK)**

I have begun to lose patience with members of the Institute who carp and complain in public and in private about our efforts vis à vis the "Private Bill" concerning registration of name. The direction to prepare a private bill resulted from a resolution from the annual meeting of 1989 and was confirmed at the meeting in Huntsville this past year.

There is no magic to the term "Professional Planner"; however, the Institute wishes to protect the title. The protection of title legislation is modeled after similar legislation in Saskatchewan, Alberta, British Columbia and Quebec. This will in no way harm those who are practicing Planning. The members were informed of our general direction in this matter last year in a special

mailing that summarized the legislation, and asked for comments or concerns. Title protection is a modest form of regulation and does not restrict the practice of Planning.

The Institute has attempted to increase its standards for membership and standardize its membership procedures. The Membership Committee set out performance standards and has made every attempt to increase its efficiency in processing members. At the 1991 annual conference we held a session on the preparation for Exam "B." This session will be repeated at our conference in London in June.

I believe that anyone qualified for membership can easily meet the membership requirements with a little effort and determination. The membership requirements are not onerous and we are attempting to get the message out to Planners to ensure that they are aware of the benefits of the membership process and the improvements that have been made to the process in recent years.

We are going to continue with the private bill because the direction by our membership was clear. The bill, if approved, probably would not be finalized for some time and the parallel processing of the bill and review of the membership process makes good sense.

It is my feeling that the President should make every attempt to ensure that the interests of the members are well served and the affairs of the Institute well managed. I have made every effort to do that and I am shocked to hear members who think that this private bill initiative is some conspiracy by some fat-cat planners to protect their own self interest. Nothing could be further from the truth.

Joe Sniezek
 OPPI President


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GOODS MOVEMENT AND PLANNING

by David Kriger

Over the past few years, there have been several truckers' blockades on key Ontario highways and around Queen's Park. The blockades have attracted considerable attention to the economic plight of the intercity trucking industry in Ontario.

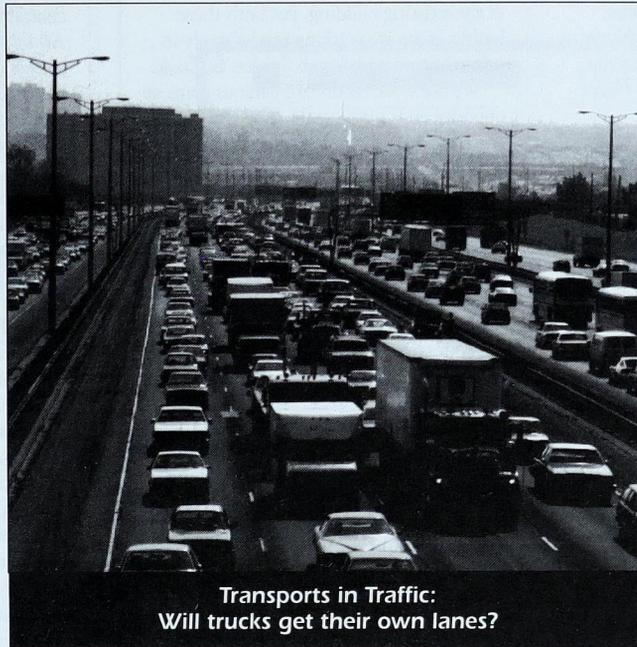
In contrast, very little attention is given to the urban trucking industry. Yet the demands and impacts of urban trucking have a profound effect on site planning, neighbourhood quality of life and community planning. Recent studies in Toronto and Ottawa have shed some light on these urban goods movement issues.

The efficient movement of goods is critical to an urban economy; not only because the industry is an important local employer but also due to the importance of the cost of moving goods in the selling price of a product or commodity. The cost of time lost due to traffic jams, therefore, is passed directly to the consumer. According to recent studies in Ontario, these costs are estimated in the millions each year and growing.

In addition to economic development, the efficient movement of goods in an urban area has several other implications. The public equates goods movement—which is the transportation of all types of commodities—with truck traffic. The growing number of bicycle couriers demonstrates that this isn't true. Taxis are also used to deliver packages.

The point is that goods move via several modes, each of which has different design and operational characteristics and requirements. However, municipal loading by-laws have not kept pace. For example, couriers will avoid designated off-street loading bays to save a few, critical minutes.

It is also not unknown for one municipality within a metropolitan area to cut back on loading requirements in order to attract new development. Perhaps the time has come to look at uniform loading requirements across the urban area rather than individually at a



**Transports in Traffic:
Will trucks get their own lanes?**

municipal level, with special consideration for the CBD.

The need for such a review is also driven by new operational needs. Changing economic and regulatory conditions have forced the trucking industry to use larger vehicles—once limited to intercity haulage in urban door-to-door deliveries. This means that while a new truck can still fit into a loading bay, drivers find it increasingly difficult to maneuver the vehicle off the street.

Off-street loading bays are often assigned to leftover space in a new development where the emphasis is on achieving the highest intensity of use possible and therefore increased gross leasable area (GLA). But the resultant savings and design construction costs, and increased revenues from greater GLA, must be weighed against the needs as well as the impact that impending traffic flow can have on local streets.

Few things raise the ire of neighbourhood groups more than trucks. Complaints about noise, exhaust and vibration show up regularly at the Clerk's desk. Everyone expects regular garbage pick-up—as long as it's not in the way. Removing a street from the designated truck route system may address neighbourhood

concerns about pollution and vibration, but the resultant detours to truck traffic incur increased costs and delays. Accordingly, truckers want a voice in decision-making.

The current City of Ottawa Official Plan advocates the removal of truck routes through the Central Area. Trucks would of course still be able to serve downtown businesses, but bypasses around the Central Area would be needed. The problem of truck traffic in downtown Ottawa may be particularly acute, in light of the fact that much of the interprovincial traffic (to and from Hull) must pass through the Central Area. A recent study estimated that for every truck trip destined to the Central Area, another trip was only passing through. The problem, where to find the bypass without disrupting existing inner area residential neighbourhoods?

In conclusion, urban goods movement affects all aspects of planning, from urban design to quality of life. Planners ignore these implications at their peril. Recent studies have identified trucker concerns, which is an important starting point in addressing goods movement issues. Equally important, hard data on goods movement characteristics have been collected (where little information previously existed). The concerns of all important economic sector have been brought forward. Most important, communications have been established among the key players in urban goods movement.

David Kriger, P.Eng. MCIP, is a Senior Transportation Planner with Delcan Corporation in Ottawa. He recently completed a study on urban goods movement in the Ottawa-Hull area for TRANS, a joint transportation systems planning committee comprised of Federal, Provincial and Regional governments.

The views expressed in this article are those of the author alone.

DU TOIT, ALLSOP HILLIER THRIVES ON INTERDISCIPLINARY BASE FOR ARCHITECTURE, URBAN DESIGN AND PLANNING PRACTICES

By Roger du Toit

In this issue, Roger du Toit of du Toit Allsopp Hillier reviews the firm's 1991 activities.

Du Toit Allsopp Hillier is a firm of architects and urban designers and planners in Toronto. Roger du Toit, Robert Allsop and John Hillier began offering a unique mix of interdisciplinary services in 1975 to institutions, federal and provincial government agencies, municipalities, developers, and corporations. Partners and staff share a profound concern for urban design that is reflected in all their work for early feasibility studies and master planning through to design development and construction.

Projects range in size from the very small to the very large and are located throughout Ontario as well as in British Columbia, Alberta, Saskatchewan, Manitoba, Newfoundland, and the United States.

Areas of specialty include facilities for educational, institutional, recreational and commercial/retail uses; barrier-free design; design for the elderly; housing; renovation/restoration; streetscapes; and waterfronts.

Last year 40% of our fee resulted from "real" buildings (i.e., under construction or to be built soon); 19% was for

landscape construction projects; and 41% for urban design and feasibility projects. Four projects, to a construction value of \$63,000,000 were in varying stages of construction. Two projects, to a construction value of \$30,000,000 were in the working drawing stages. In tune with the recession, we had no "real" buildings in the early design stage. All the early building design in the office was for feasibility or rezoning projects, some of them in readiness for the recession's end.

INSTITUTIONAL

The 100,000 sq. ft. Odette Faculty of Business Administration, Auditorium and Bookstore for the University of Windsor (which followed a master plan commission for the campus) was opened on October 19. The new 200-bed Sun Parlor Home for the Aged in Leamington will be occupied

very soon, followed by renovation of parts of the existing building. For both these buildings we are working productively in joint venture with Lamb, Jordan & Cook.

We are working on two campus plans at opposite ends of the scale. The University of British Columbia, the largest in Canada with 1,000 acres, is currently in the throes of a massive regeneration including about 30 new buildings and half a billion dollars of construction. Wilfrid Laurier University occupies about 50 acres and has a wonderfully intimate scale. We have now worked on over a dozen campuses across the country and we are compiling a booklet of comparative campus scales and building/landscape patterns.

FEDERAL

The design is complete for Confederation Square, around the War Memorial in Ottawa, with construction on hold while government cutbacks rule. The portion of Boulevard Canada which we

took as far as construction supervision is complete, and received an Honours Award from the CSLA. I acted as professional advisor and Jury Chair for a national design competition for the Peacekeeping Monument on the Boulevard, due to be unveiled in the fall of 1992. The National Capital Commission kindly asked me among others to present the scheme for Boulevard Canada to Prince Charles on his recent tour.

After selecting a site for a statue of Queen Elizabeth II on Parliament Hill, we are now working with the sculptor on the plinth and landscape setting. The City of Ottawa and the National Capital Commission have asked us to develop a case for—and technique to—protect the visual integrity of the national symbols through height limits of the adjacent commercial downtown area. We have also spent a very interesting period with the Royal Commission on the Future of the Toronto Waterfront, a combined



(L. to R.) Roger du Toit, Bob Allsop and John Hillier discussing a scale model of a new project.

Federal/Provincial initiative.

MUNICIPAL

For the Toronto Transit Commission, we are in the early stages of streetscape design for Spadina Avenue to accommodate streetcars on a separate right-of-way. For the Toronto Historical Board, we helped select a site for their proposed Visitors Centre at historic Fort York and established guidelines for the kind of development surrounding the Fort that would be beneficial to it. We completed a multi-agency plan for the future pedestrian circulation framework for Union Station. In Halifax, Nova Scotia, we won a limited competition with Robert Parker for the design of the new "Mainland Common," a 160-acre municipal park.

RESIDENTIAL

We are working on the community plan for about 1,500 dwellings in an exceptionally beautiful-acre landholding near Grindstone Creek in Burlington. The 300-unit highrise condominium building at the Kipling subway stop in Etobicoke, for which we were the exterior design architects, is now a prominent landmark. Our other private residential work stopped abruptly with the recession but the two non-profit housing projects, a 178-dwelling senior citizen apartment building in Etobicoke and a 141-dwelling mixed co-op next to the St. Lawrence Market carried on and are now in the last stages of working drawings.

MIXED USE

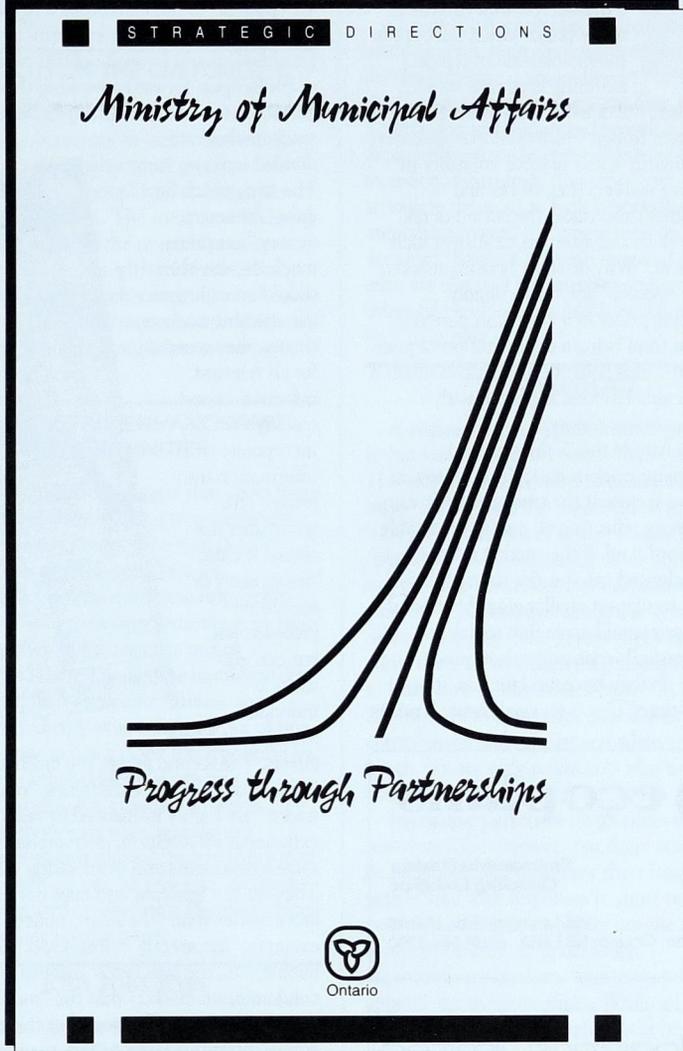
We have completed a major study on the revitalization and additional development of the marvelously Dickensonian 12-acre Gooderham and Worts industrial site on the expanding edge of Toronto's central area. It has an extraordinarily well-preserved Victorian "mainstreet" and surrounding plant. The buildings will be renovated and the site will accommodate new housing, offices, light industrial, retail and cultural uses. The 100,000 sq. ft. Dominion Brewery office/retail conversion is now complete after many years building.

TO CONCLUDE

1991 also brought some awards. Bob Allsop's park design completed during

his residency in Barcelona won a National Merit Award from the Canadian Society of Landscape Architects and so did our report on the Urban Design role of Commemorations

in Ottawa. The American Institute of Architects presented us with one of six citations for Excellence in Urban Design for the National Parliamentary Precinct Plan.



The Ministry of Municipal Affairs has recently completed a new strategic planning cycle and has set new directions for the next three years. If you have any questions about the process, its significance to your organization, or how we can put our experience to work for you, please contact
Bruce McLeod, Manager, Strategic Planning Unit,
Strategic Planning and Intergovernmental Relations Branch, at
(416) 585-6283.

MARKET VOLATILITY

ROBERT J. SHILLER, MIT PRESS, 464 PP.

Review by Jim Helik

If this series of book reviews has a theme, it is that there are many books which fall outside the mainstream of typical planning literature which, nonetheless, are of more than passing value to the planner. Robert Shiller's *Market Volatility*, while primarily a text of price volatility in speculative markets (i.e., stocks and commodities) also traces the action of real estate markets and attempts to answer such questions as, "Why do some housing markets suddenly become 'hot,' with rapidly accelerating prices in a very short period of time." Far from being a dry recitation of price movements, this collection of articles mixes a sociological/behavioral approach with economic market theory.

At the base of this is the classic questionnaire markets basically efficient, in that prices represent the true economic value of an asset by reflecting all publicly available information? And, if this market efficiency is to be challenged, what is the statistical evidence to support challenging the theory? While many would agree that social movements influence prices, how much influence do they have, and for how long a period of time? This is no small issue. If prices

move "for no good reason," then those who are "players" in the marketplace (from builders and home-owners to banks, politicians and planners) should be aware of this movement.

Shiller puts forward a working theory: that participants in markets (from real estate to the stock market) are divided into two camps.

The first, which he dubs "the smart money," act pretty much the way they should according to the efficient markets theory: they search for all relevant information and quickly incorporate this information into prices. This group does not always include "investment or real estate professionals" but can also include individual investors or home-buyers. The second group, the ordinary investor or the more unflattering "noise trader," are highly influenced by fads or other extraneous information; overemphasizing some investments and overlooking others. They are not ignorant and may, in fact, make more money than "the smart money" by, for example, "incorrectly" riding a speculative bubble (i.e., the late 1980s Toronto condominium market) that the "smart money" stayed a way from. The way that these two groups interact is far from easy to understand. "Smart money" for instance, will not only consider the economic fundamentals but also fads and factors that influence the ordinary investors.

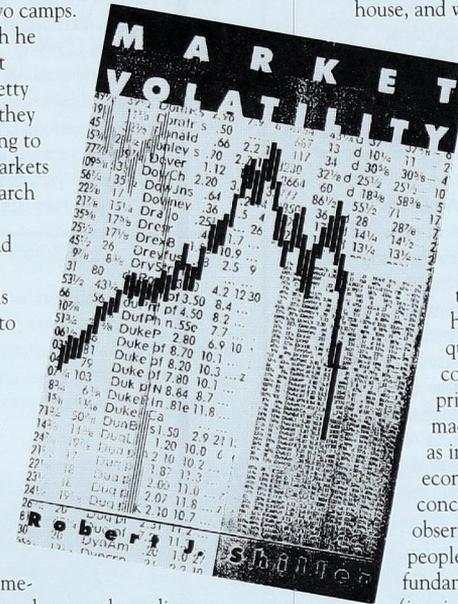
When applied to the real estate market this theory, while undoubtedly real, is more difficult to observe than in the stock or bond markets, which have standardized prices (unlike much real estate) and a real dividend flow, (unlike the imputed rent from owner-

occupied housing). Because the housing market is far from efficient is demonstrated in one article (with Karl E. Case) where a home-buyer questionnaire is used to help determine what creates prices in such a market. More specifically, what sources of information do home-buyers use to decide what to pay for a

house, and why, in post-boom markets, is there a state of excess supply, where people take substantial periods of time to sell their homes rather than cut their asking prices to the point where excess supply is eliminated. These are very important questions, made all the more so by the fact that little housing research has focused on these questions—preferring to concentrate on models of house price movements based on macroeconomic variables such as interest rates and national economic trends. Shiller's conclusions include the observation that, by and large, people do not know the fundamentals of a real estate market (i.e., income growth, demographics) and instead look to observed price movements to form their future expectations, and then look around for a logical explanation to explain their newly formed beliefs (i.e., "interest rates are coming down," "foreigners are buying"). Interestingly, only a very few participants in the housing market attribute market events to the psychology of other investors.

This collection of articles is extensive, with many having little direct relevance to most planners. However, this theory of price movements in real estate markets should be read and kept in mind the next time somebody assures you that it is the strong local economy, or because "they aren't making any more land" which is what is driving up real estate prices.

Jim Helik is a consultant with Hemson Consulting Ltd. in Toronto. He regularly reviews books for the Journal.



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TIPS FOR SURVIVING THE RECESSION

by John Farrow



This current recession is clearly going to last longer than the last one and Ontario is being particularly hard hit because of the restructuring of the manufacturing base. Government revenues are

declining and large deficits are constraining their ability to maintain expenditures as revenues decline. Combine this with taxpayers who are skeptically scrutinizing how their taxes are being spent and it adds up to a tough operating environment for most public servants, particularly those in municipalities.

Most planners do not, by definition, occupy positions which fall under the heading of essential services, so what should we do to flourish and prosper in tough times?

ADAPT TO THE CURRENT REALITY

Politicians and taxpayers are faced with rapidly expanding welfare roles, with declining revenues and an eroding employment base. However important they believe the new downtown design guidelines or recreation plans are, these needs pale into insignificance beside these other, more pressing issues. We should therefore recognize, that while things may be different in two years time, less rather than more long-term planning is required today and the immediate priority is activity that produces results within the next two years.

REVIEW OPERATING EFFICIENCIES

In most municipalities, development applications have dropped from those astronomical levels of the late '80s. At that time it was difficult to look at changing operating procedures because any disruption would delay the processing of applications. Today, volumes are down and if changes are to be made by simplifying the organization or simplifying the procedures now is the time to do it.

Remember, from a politician's perspective, improved efficiencies in these troubled times are expected from managers. Initiatives aimed at reducing costs and/or proving services are

likely to gain support. Such initiatives also will identify your department as one who is in touch with current reality and responding in the right way.

FOCUS ON THE CUSTOMER

This is the slogan of the '90s and applies in municipal government as well as anywhere else. Today's taxpayers expect good service. Financially hurt, unemployed and frightened ratepayers demand it. The inexplicable zoning bylaw condition and the over-elaborate procedure will be met with little tolerance. Staff must be ready with solutions, a helpful attitude, and a commitment to sort things out. In this environment complaints are to be avoided at all costs.

SEEK REVENUE ENHANCEMENT OPPORTUNITIES

Current projections suggest that often there will be less tax revenue flowing to governments over the next two years. One way to help alleviate this problem is to look for opportunities to obtain revenue from other sources. Most of these opportunities arise from the application of the user pay principal. Charges for all the services the municipalities offer should be reviewed for fairness and increased gradually where they are out of line. Another approach is to look for opportunities for revenue enhancement by offering a premium service. For example, in many families both spouses work making the obtaining of permit difficult municipality that is open from 8:30 a.m. to 5:00 p.m. Revenue can be generated by offering a premium-priced service outside regular hours.

JOBS JOBS JOBS

Job loss in Ontario has been significant in the last two years. With changing demographics this means that most communities are facing not only job loss but the erosion of the skilled labour force. Job retention, job creation, and labour force retention is, therefore, a priority around which initiatives will likely gain support. Make sure you are part of or leading these initiatives on economic development.

DON'T ABANDON THE LONG-TERM PERSPECTIVE

One of the big mistakes of the last recession was that short-term thinking dominated all decision-making. I am inclined to believe that the Harbourfront Development Plan in Toronto ran into problems because some key decisions were made in the depths of the 1981 recession. Learn from this experience and articulate the need to look beyond the immediate toward the longer term on some decisions. Balance between long and short term are required but mistakes about the urban fabric of our communities stay with us for a long time.

COMMUNICATE

A common observation about organizations is that bad news travels faster than good news. Therefore, it is important to communicate inside and outside the organization to allay fears and put myths to rest. It is also desirable, as part of this communication, to bring together the constituencies that you serve, whether it be ratepayer groups, developers, or others. Bringing these groups together will allow them to articulate their needs and you to learn how to serve them better. It will also allow them to appreciate your department's contribution and support you when times get tough. It's not only politicians who need constituent support.

In summary, in these tough times the survivors will recognize that there is a need to be pragmatic and to temper their longer term perspective with responses to short-term needs. In addition, managers can use the crisis as an opportunity to make tough organizational decisions that there is less appetite for in better times. While all this is happening the trend watchers will be seeking those underlying social and economic patterns that emerge in such periods of turmoil and shape our lives for the next decade.

Economic cycles are part of everyday life, downtowns don't last forever and survivors manage their way through them. Good luck and see you in the next business cycle.

John Farrow is a Partner with The Coopers and Lybrand Consulting Group in charge of the strategic planning practice.

Over the past five years, the City of London has been preparing for the challenges of the future—revamping its planning policies and regulations, pressing for an expansion of its boundaries, investing in significant public projects and acting to protect its environmental and cultural heritage. This article provides an overview of several key programs, which are giving a new look to urban planning in the City of London.

HOST CITY

LONDON: PLANNING FOR THE CHALLENGES AHEAD

by Rob Panzer

NEW OFFICIAL PLAN

In mid-1986, a program to prepare a new Official Plan was initiated. Preparation of the new Official Plan was accomplished by City staff working under the direction of a newly created "Special Planning Projects Committee," comprised of six members of Council.

Ministerial approval of the uncontested portions of the Plan was not received until April 1991. Despite this protracted period of review and negotiation at the provincial level, over 60 matters were ultimately referred by the Minister of Municipal Affairs to the Ontario Municipal Board.

The new Official Plan seeks to:

- expand the City's role as the regional centre for Southwestern Ontario;
- encourage the development of the Downtown as the administrative, institutional and cultural hub of the City and region;
- protect the stability and character of neighbourhoods;
- encourage infill development and housing intensification at appropriate locations; and
- maintain adequate supplies of serviced residential and industrial land that will allow the city to maintain its favourable housing choice and affordability attributes and to respond to opportunities for industrial growth. Inherent in the accomplishment of these land supply objectives, is the necessity of a boundary expansion.

A new initiative is the creation of an Office Business Park land use designation. This designation accommodates the development of research and technology centres that are closely linked to the City's strong educational and medical sectors. As well, urban design policies have been introduced to the Plan with a particular

emphasis on the enhancement of streetscapes and pedestrian amenities in the Downtown area. The policy framework for the protection of the City's open space features has been strengthened and five significant "Natural Areas" have been recognized. An advisory committee has been established to assist the City in the management of these areas.

It is hoped that the new Official Plan will be in full effect by the end of 1992—just in time for a major review that will be necessary to accommodate a possible major expansion of the City's boundaries.

NEW COMPREHENSIVE ZONING BY-LAW

Concurrent with the preparation of the new Official Plan, a program is underway to replace the City's often confusing zoning by-laws, many of which date back to the early 1960s. Thousands of site-specific zones attached to these by-laws make application and enforcement of zoning in London extremely difficult.

The City's new comprehensive Zoning By-law Z-1 was adopted by Council on May 21, 1991, with a scheduled effective date of January 1, 1992. The interim period was intended to allow time for the resolution of appeals and a period of grace during which applications for building permits would be processed for conformity to the old By-laws.

Unfortunately, there were more than 200 unresolved appeals at the time of the scheduled effective date and the By-law will not come into force until these appeals are decided by the Ontario Municipal Board. Appeals related to Official Plan referrals will be heard concurrent with the consolidated OMB Hearing. A schedule for the non-related appeals has not been set; however, it is anticipated that the Board hearing will be extended well into 1993 to deal with these

matters.

Meanwhile, the City is in the confusing position of having to apply both the old and new by-laws for development control purposes. To minimize this problem, the City has requested the introduction of an amendment to the Planning Act to give the OMB the authority to approve the uncontested portions of a comprehensive zoning by-law in advance of its hearing of appeals.

BOUNDARY ADJUSTMENT

Over the past decade, the City's relationships with its neighbouring municipalities and the County of Middlesex have been dominated by the debate over the City's proposals for expansion of its boundaries.

A common feature of the City's Economic Growth and Land Development Strategies developed in the early and mid-1980s was the need for additional land to maintain adequate inventories of industrial and residential land and to control the pressures for growth on unserviced lands at the City's periphery. The neighbouring Townships of Westminster and London resisted the annexation push by adopting new Official Plan policies for fringe-area development and servicing and, in the case of Westminster, pursuing a request for elevation to "Town" status.

In January 1988, the City filed an application under the Boundary Negotiations Act to initiate the boundary adjustment process. In November 1988, during the fact-finding phase of the process, the City issued its first proposal to annex 9,390 hectares of land from London Township and the Town of Westminster. The proposal included a joint servicing arrangement for a developing commercial/industrial area in the Town of Westminster. This proposal was rejected by the affected municipalities and by the Minister of Municipal Affairs, who advised the parties in April 1990 that a comprehensive solution—with consideration for local government restructuring and without any joint servicing schemes—was required.

Formal boundary negotiations began in June 1990, following release of the provincial Fact Finders report. At the Minister's direction, the Boundary Negotiating Committee was expanded to include the representatives of the other municipalities that border the City.

The Committee was challenged by the Minister to arrive at a quick solution—to avoid the continued loss of economic opportunities—and agree on a local government structure which would best meet the needs of local residents, provide efficient and effective delivery of municipal services, and maintain financial viability.

In September 1990, the City responded with new proposal calling for the amalgamation of the City and Town of Westminster and the annexation of fringe areas in the surrounding Townships. This proposal would triple the City's size to a total of 54,900 hectares. The Town of Westminster proposed a two-tier regional government solution with the upper tier assuming responsibility for long-range planning and the provision of sewer, water and solid waste disposal services. The County of Middlesex's proposal, which was endorsed by all the rural Townships on the Negotiating Committee, was for a limited annexation (2,630 hectares) and the development of a Commission to oversee servicing and planning issues. Subsequent discussions between the City and County to develop a consensus on the mandate and make-up of this Commission were unsuccessful.

In December 1990, the City released its "final proposal," which modified the amalgamation/annexation scheme by reducing the land area that would be taken by annexation from the rural Townships. However, by April 1991, negotiations had reached the deadline set by the Province without any indication that an agreement was within reach.

In late January 1992, the Minister of Municipal Affairs released the report of the Chief Negotiator and appointed an Arbitrator to undertake a review of the entire matter. The Arbitrator has been given the task of reporting to the Minister by the end of March 1992 with a recommendation for boundary

adjustment and any restructuring of local government. The Minister's intent is to introduce draft legislation in the spring with any changes to become effective on January 1, 1993.

DOWNTOWN DESIGN STUDY

As a follow-up to the adoption of the new Official Plan, and in response to the growing concern of Downtown shoppers, business owners and employees that developments in the Downtown was not making a positive contribution to its image and appearance, City Council initiated a Downtown Design Study in March 1989.

The study results focus on aesthetic improvements and the creation of activity generators at strategic locations in or at the edge of the Downtown, including the Forks of the Thames and the Reg Cooper Square/Victoria Park area. The pedestrian character of the core shopping area is to be protected by requiring step backs for new development so that a low-rise building profile is maintained at the street edge, and by discouraging blank walls and grade level parking areas that break-up the continuity of the retail space.

WIND STUDY

A separate initiative of the City that relates to Downtown design is the *Pedestrian Level Wind Study for Downtown London* prepared by staff of the Boundary Layer Wind Tunnel at the University of Western Ontario.

Based on wind tunnel tests of a large scale model of the existing Downtown and detailed microclimatic records, the consultants mapped and analyzed existing wind conditions and identified areas where the built form is causing wind speed-up ratios that produce unacceptable wind conditions for pedestrians under various combinations of wind direction and velocity.

As a result of this study, a holding provision applicable to the Downtown has been introduced into the new comprehensive Zoning By-law. The holding provision requires that proposed developments more than 30 metres in height in the Downtown core, and 15 metres in the areas surrounding the core, be subject to a wind impact assessment carried out by a qualified professional and submitted to the City. Based on this analysis, the City may request wind tunnel testing. Any recommendations of the consultant for building design or site modifications to achieve acceptable wind conditions are to be incorporated into the proposed development to the satisfaction of the City, before the removal of the "h" symbol.

The above summaries describe the more significant and higher profile planning issues and programs over recent years. Other current issues and studies include:

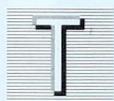
- The City's Rooming, Boarding and Lodging House By-laws, which have been appealed by the Ministries of Municipal Affairs and Housing and will likely be the subject of a major OMB hearing in 1992
- The City's Affordable Housing Monitoring Report and related Official Plan policies
- The completion of area studies and plans in preparation for major development proposals in the Jackson Planning District and Kilally Road area
- The preparation of Noise Attenuation and Tree Preservation Guideline Documents
- Studies of Official Plan policies relating to suburban office development and arterial corridors.

The Planning Division has also completed studies to assist in its office automation and computer-assisted mapping and design programs.

Rob Panzer is the Administrator of Subdivisions and Special Projects with the City of London Planning Division.

CONFERENCE

THE CHALLENGES AHEAD: FUTURE TRENDS AND PRACTICAL SOLUTIONS



The 1992 National Planning Conference Organizing Committee and the Host City of London are pleased to invite you to attend this year's

Conference in the beautiful Forest City. Centred at the downtown Radisson Hotel,

the Conference offers a stimulating program and an opportunity to explore this vibrant City, which has attracted visitors for 200 years. Experience London's heritage, stroll through the historic tree-lined avenues of the city core, visit the extensive park system along the Thames River, or take one of the

Conference tours. An appealing blend of old and new, London is sure to offer every delegate a pleasurable stay.

The **Preliminary Conference Program**, on the next page, fills in the details of what we expect will be a professionally enriching experience:

PRELIMINARY CONFERENCE PROGRAM

The combination of prominent speakers and topical sessions provides a 1992 Conference which contains a strong program component. "The Challenges Ahead: Future Trends and Practical Solutions" provides valuable insight into future trends foreseen by our experts, and some practical solutions to manage these challenges. Further, this Conference will provide you with value for your money. The registration fee will be as low as the past two years, and accommodations will be available at prices much lower than recent years.

PLENARY SESSIONS

Three Plenary Sessions are planned: **Pierre Berton**, on "The Shape of the Nation," sets the tone as the Conference opens. **Asea Boveri Brown** (a major corporate sponsor) presents a session on "The Future of the Quebec-Windsor Rail Corridor," an alternative perspective to Bombardier's presentations at last year's conference. **Roberta Jamieson**, the Ontario Ombudsman, will provide the concluding plenary session. (tentative)

CONCURRENT SESSIONS

The conference has six separate streams offering a number of related sessions with a variety of informative presentations by experts in the field. They include:

HOUSING TOMORROW'S POPULATION

Frank Clayton, President of Clayton Research Associates, on "The Housing Market in the 1990s," and Carl Knipfel, Director of Design, City of Scarborough, on "Effective Design for Infill Development: The Municipality's Role."

RETAILING TRENDS—SETTING THE STAGE FOR THE NEXT DECADE

Jim Dion, President, John C Williams Consultants, Chicago, examines marketing trends affecting commercial and downtown areas. Howard Green, President, Howard Green Associates, Troy, Michigan, looks at the interplay of zoning bylaws and Official Plans with retail development.

RURAL & SMALL TOWN—COPING WITH CHANGE

Wayne Caldwell, Huron County Planning Department and the University of Guelph, and Michael Troughton, University of Western Ontario, present "Rural Areas Alternative Futures." Sally Shortall, Economic and Social Research Institute, Dublin, Ireland, examines "Responses to Rural and Small Town Issues."

EFFECTIVE PLANNING & MANAGEMENT STRATEGIES

John Farrow, Coopers & Lybrand Group, presents a session on the importance of developing effective planning and management strategies. Carolyn Kearns, The Randolph Group, addresses the issue of how to think strategically.

CONFRONTING THE ENVIRONMENTAL ISSUES

Matthew Coon Come (tentative), Grand Chief, Council of the Crees of Northern Quebec, on the Great Whale Project and the evolution of bureaucratic warfare by lobby groups. A member of Greenpeace Canada conducts a provocative discussion on "The Environment: Are We Doing Enough?"

PLANNING FOR THE POOR AND POWERLESS

Rev. Susan Eagle, Community Worker, London, examines the difficulties of the poor and disadvantaged in today's society. Bill Bosworth, active in finding shelter for the homeless in Toronto for many years, provides an enlightening perspective on housing and the homeless.

SOCIAL PROGRAM

An exciting social program has been planned for delegates and spouses. These activities range from double-decker bus tours and welcoming reception, to a party at the Historic Middlesex County Courthouse, and banquet dinner with entertainment by Dave Broadfoot's Comedy Crusade.

EXHIBITS

This year's Conference again includes space for exhibitor's products and services. Space is limited, so book early by contacting Jerry Tikalsky at (519) 661-4980.

OPPI MEMBERS

OPPI is joining with CIP to hold only one planning conference in Ontario in 1992. Those who regularly attend the Ontario Planners Conference should plan to attend this single conference in June.

CONFERENCE REGISTRATION

Complete Conference registration information will be mailed in the next several weeks. The Early Registration Fee will be approximately \$400, so plan now to attend. Accommodations have been block-booked at the Radisson Hotel (1-800-333-3333). The Conference airline is Air Canada/Air Ontario. When booking your flight, please call Air Canada at 1-800-361-7585 and state CIP Conference Registration No. CV920724 to obtain the preferred rate.

STUDENT REGISTRATIONS

Full-time students are offered a reduced registration fee. In order to be cost-efficient and reduce printing and mailing costs, students requiring the complete registration package are asked to request it through the address or phone below:

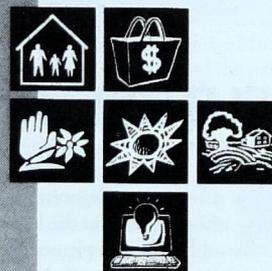
For more information contact:

Mr. Bruce Curtis
1992 Conference Organizing Committee
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London, Ontario N6A 4L9
(519) 661-4980 Phone
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1992 National Planning Conference
June 21 - 24 London, Ontario

The Challenges Ahead:

*FUTURE TRENDS AND
PRACTICAL SOLUTIONS*





Blair Murdoch has become Senior Vice-President of Corporate Affairs of Mediacom Inc. Before moving to Toronto, Blair served as the Director of Community Relations in Mediacom's Winnipeg office.

A graduate of the University of Manitoba, Masters of City Planning program, Blair was an active member of the Manitoba Institute, MACIP.

He just started his second year as President and National Councillor when Mediacom lured him east.

Mr. Murdoch is now responsible for co-ordinating all Mediacom's government and community relations activities across Canada.

Peter Boles, formerly Director of the Plans Administration Branch, North and East, at the Ministry of Municipal Affairs, is now Executive Co-ordinator of the Field Management Branch, overseeing the Ministry's eleven offices.

At Marshall Macklin Monaghan Chair and company co-founder Pat Monaghan retired at the end of last year, in the role of Senior Consultant and as a member of the Board of Directors. Joe Tersigni is Chair of the Board of Directors and President and CEO.

Bruce Bodden, P.Eng. is Executive Vice President, Operations. All the operating divisions, except Western Canada, report to him.

Nick Walker, P.Eng. is Senior Vice President of the newly created Planning and Municipal Engineering Division.

Cecil Holtrop, P.Eng. is Senior Vice President of the amalgamated Building Engineering and Contract Administration Divisions.

Jim Statham, OLS, CLS is Senior Vice President of the Surveying and Mapping Division.

Hank Edamura, P.Eng. becomes Senior Vice President, Project Management Division.

Stanley Yip, MCIP, and Kirk Morrison, P.Eng. are new Associates to the firm.

INTRODUCING LAW AND ORDER

In the next issue of the Journal, a new column entitled "Law and Order" will begin, contributed by Gary A. McKay, a lawyer practicing municipal and planning law in Toronto with Baker & McKenzie. Gary was formerly a solicitor with the City of Scarborough. His occasional column will deal with planning related decisions in the courts. The first two cases are on the right to freedom of expression and an example of where a zoning by-law can be deemed to "enhance" a statute.



Gary A. McKay



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URBAN DESIGN AWARDS IN THE GTA



any municipalities confer annual awards to developers, designers and architects for good urban design in the community. The value of the

awards process is increasingly tangible, and is often cited by professionals as an incentive to take the utmost care in the way that individual buildings integrate innovative urban form.

Mississauga Mayor Hazel McCallion says, "The Urban Design Awards is a statement of our commitment to design excellence and to create a city where people want to work, live and play."

In Scarborough awards are given to projects that "make a distinct contribution to improving the quality of urban life in Scarborough."

MISSISSAUGA: AWARD OF EXCELLENCE

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The Landsplan Collaborative Ltd.
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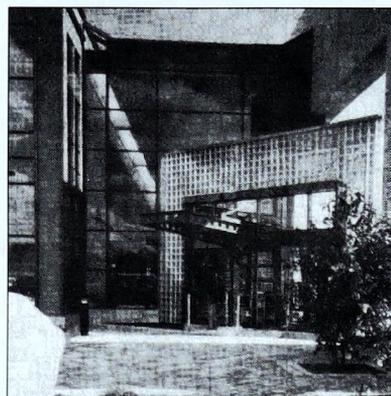
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Consultants: Bregman & Hamann Architects
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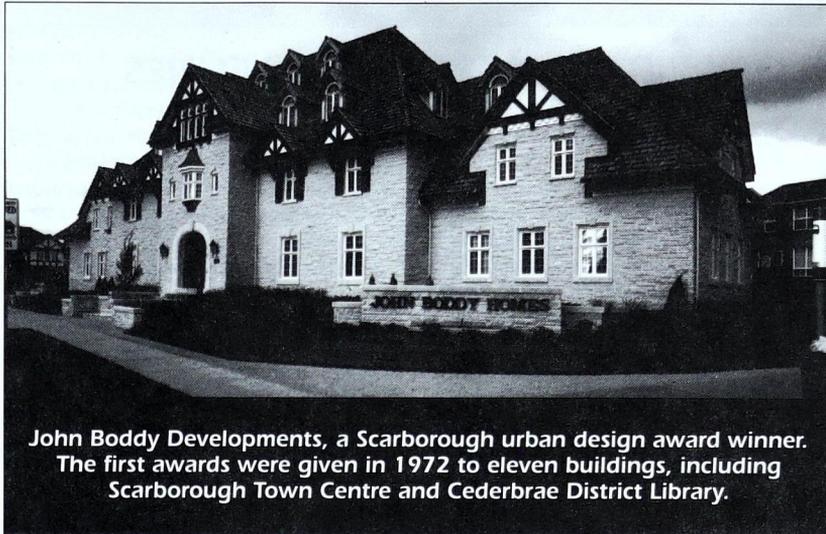
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John Boddy Developments, a Scarborough urban design award winner. The first awards were given in 1972 to eleven buildings, including Scarborough Town Centre and Cederbrae District Library.

RYNARD/HAZEL RESIDENCE, FOR RESPECTING AND ENHANCING THE AREA'S CHARACTER

Consultants: Jonathan Weizel Architects Inc.
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77 CITY CENTRE DRIVE, FOR INNOVATIVE APPROACH TO ADAPTIVE RE-USE AND INTENSIFICATION

Consultants: The Webb, Zerafa, Menkes, Housden Partnership
Moorhead Fleming Corban and Partners

HICKS RESIDENCE, FOR THE DETAILING WHICH COMPLEMENTS THE SURROUNDING AREA

Consultants: Stark Hicks Sprague Architects

SCARBOROUGH

JOHN BODDY DEVELOPMENTS HEAD OFFICE

Consultants: John Boddy Developments
Terraplan Landscape Architects

AGINCOURT DISTRICT LIBRARY

Consultants: Baldwin & Franklin Architects
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Consultants: Thomas E. Brown Architect Inc.
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MURAL ROUTES, SCARBOROUGH ARTS COUNCIL

Mural of the Heritage Trail

THE CONSILIUM, PHASE III

Consultants: Bregman & Hamann Architects
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PICKERING

Every year the Town of Pickering presents Economic Development Awards. Categories vary, based on the various activities of the business community.

Davidson-Langley Architect Inc. won for design for the expansion of St. Paul's Church-on-the-Hill. The modern addition maintains and reflects the historic character of the original.

Wayne Tanenbaum, president of Runnymede Development Corporation, received an award for his company's contributions to the community for more than 20 years.

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COMMENTARY ON OAK RIDGES MORaine GUIDELINES

by Wm. S. (Bill) Addison, MCIP, OPPI; and Ross R. Cotton, MCIP, OPPI

In June, 1991, the Ministry of Natural Resources released implementation guidelines to protect significant features and control development in the Oak Ridges Moraine, located north of Metro Toronto. (See cover story, Volume 6, No.6)

In July, 1990, the former provincial Liberal government released "Space for All: Options for a Greater Toronto Area Greenlands Strategy, 1990", a report prepared under the auspices of M.P.P. Ron Kanter. The government declared that the Oak Ridges Moraine was of expressed Provincial Interest.

Upon the release of the Kanter Report, the Provincial Government made a commitment for a two-year planning study (not yet commenced at the time of writing) to obtain background information for a long-term strategy for the "protection and management" of the Moraine. Two committees (not yet formulated at the time of writing) will be needed; a technical committee, as well as a "citizens' advisory committee". The public was told that no development could occur in the identified Moraine (our reason for this terminology will become clear) until an interim guideline document was produced that would further articulate the concerns of the Ministry of Natural Resources (and Conservation Authorities) and the Ministry of the Environment.

Shortly afterwards, a new government was formed, resulting in a delay of nearly a year. The essential bureaucratic response being heard most frequently during this period was, "I'm sorry, I cannot comment on this proposal until the guidelines are released". The June, 1991 guideline document entitled "Implementation Guidelines, Provincial Interest on the Oak Ridges Moraine Area of the Greater Toronto Area," now represented the interests of three Ministries, with the Ministry of Municipal

Affairs being added.

Proclaiming the Oak Ridges Moraine to be a matter of Provincial Interest was not related to any site specific project, as provided for under Sections 17.(19), 34.(28) and 50.(4) of the Planning Act, 1983, but was instead done on a far larger scale. This approach differs from the Provincial Policy Statement process established under the Planning Act, 1983, and from the process already followed by the Province in three separate policy areas for articulating policy concerns with similarly large-scale implications. The end result has

(communal services are being pushed instead of private individual services).

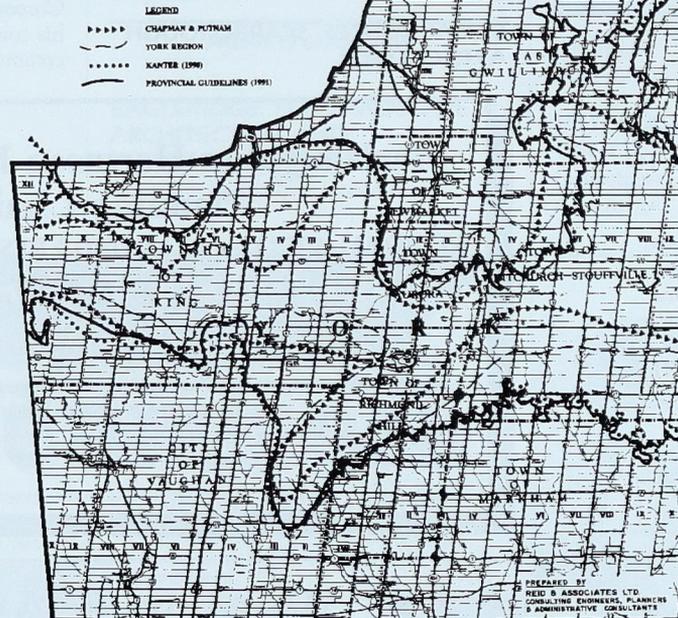
Hopefully, municipalities will be receptive to this particularly contentious issue. At this time, there are few examples of communal servicing technology that the Ministry of the Environment has approved. Cumulative impact concerns also seem to be under the scrutiny of the Ministry of the Environment despite few, if any, acceptable examples of how such cumulative impact studies are to be done. The Ministry of Municipal Affairs, through the Implementation Guidelines, is becoming

even more involved in the environmental/ecological issue of the Oak Ridges Moraine by its requirement for comprehensive municipal analysis of the "Need for estate residential forms of development." The requirement of the Guidelines for such comprehensive municipal analysis may have the effect of extending that Ministry's additional involvement to all parts of the municipalities rather than just to the parts containing the Oak Ridges Moraine itself.

As can be seen, a number of Ministries are involved in the Moraine-related land use planning process. Although this Guideline document should enhance the efficiency of the current land use planning process, one may wonder if it really

will. The "geo-political" Moraine is dealing with the planning for the Oak Ridges Moraine, we have looked at previous reports and studies including the works of Chapman and Putnam. They defined the Oak Ridges Moraine as a glacial landform feature. Nevertheless, throughout most of its extent, the Moraine is still a fairly easily and visually recognized landform feature. It is interesting to note that the Ministry of Natural Resources published and distributes the Chapman and

OAK RIDGES MORaine within the Greater Toronto Area



been that land use change or the process of change within the identified Moraine has been stalled or stopped.

Two essential consulting studies which were to have added to the knowledge base were cancelled owing to a shortage of funds. Through the Implementation Guidelines and the Interim Guideline of private wells and on-site sewage systems the Ministry of the Environment also appears to be asserting itself formally further into land use planning

Putnam text referred to above and its related set of four folio maps (The Physiography of Southern Ontario, 3rd Edition, Ontario Geological Survey, Special Volume 2, 1984). "The Kanter Report" also makes reference to the Chapman and Putnam text.

It is perplexing, therefore, to discover that over the years other mapping by the Ministry of Natural Resources has made the Oak Ridges Moraine progressively larger.

First, "The Kanter Report" enlarged the Oak Ridges Moraine area. This was then followed by the Interim Guidelines mapping of the Moraine which in turn shows the Moraine to be even larger in size and shape than in the folio maps of "the Kanter Report" (July, 1990). One pundit has questioned whether this Moraine is still being formed in some mysterious physical sense or is it suffering from "iso-political adjustment" at the Provincial level.

The "Needs Study" provisions of the Guidelines to be approved by the Ministry of Municipal Affairs may have the effect of demarcating the planning extent of the Oak Ridges Moraine area as being the northern, or southern boundary of any local municipality in the Greater Toronto Area having any land identified as moraine as mapped in the June, 1991 Guidelines.

In simple terms, this would appear to double at least the land area being regulated by this "Expression of Provincial Interest" for the Oak Ridges Moraine area. As shown above the chances of landowners, developers and municipalities being squeezed between opposing governmental preferences looms large indeed, as indicated by requirements of the Implementation Guidelines.

CONCLUSIONS:

While we do not question the environmental/ecological sieving technique

incorporated into the Guidelines, nor the environmental/ecological soundness of this sieving approach. We do, however, question why the Ministry of the Environment and the Ministry of Municipal Affairs were included at this stage in the land use planning process. It is widely known that these Ministries do not have established track records for expeditious approvals of planning documents. Do development proposals really need to be sieved Ministerially as well as intra-Ministerially prior to any approvals being granted? The possibility for prolonged delays looms large indeed. It is also interesting to note that the Guidelines have been produced under the auspice of Section 2 of the Planning Act, 1983, but that the Guidelines appear to be being used by the Provincial Ministries as a Policy Statement (Section 3 of the same Act). Landowners, developers, and municipalities may wish to have their lawyers examine this further.

If these Interim Guidelines are to be used as the basis of a long term planning document (Interim/Long-Term), we recommend that at least one goal be stated in any subsequent document and that goal is: "To expeditiously review development proposals so that planning approvals, where appropriate, will be obtained within a 6-month period".

It follows from this that the government should use its best efforts to obtain rapid on-site development not just within the defined Oak Ridges Moraine but throughout the Province. This is especially critical if the Government is really serious about the overall affordability of housing in Ontario. If this approach is unacceptable, then the Provincial Government should clarify that it quite simply does not want development of any type in the Oak Ridges Moraine and its associated adjacent lands.

The writers of this commentary have 40 years combined experience in regional planning, local

planning as well as private consulting, most of which has been in the vicinity of the Oak Ridges Moraine. The authors are consultants with Reid & Associates, located in Barrie, Ontario. Because of space restrictions, this article has been abridged. Anyone wishing to read the full text is invited to contact the authors.

Editor's note: It should be made clear that Ron Kanter, who authored the cover story on the Moraine in the most recent issue of the Journal, did not propose a ban on development within the Moraine and had no role in preparing the implementation guidelines. He is now in private practice, concerned in many instances with advising clients how to proceed with development in a way that is sensitive to the Moraine.

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OPPI COUNCIL NEWS & EXECUTIVE DIRECTOR'S REPORT

Council, which last met Friday, March 6, 1992, has been dealing with several important initiatives and issues such as the Commission on Planning and Development Reform in Ontario; the Private Members Bill; the Membership Review Process; etc. This means a much hard work by Council and many OPPI member volunteers who continue to dedicate their precious time and energy to the efforts and interests of the Institute.

NEW PLANNING FOR ONTARIO TASK FORCE

The OPPI Task Force held nine planning forums across the province in February and March giving planners an opportunity to meet the face to face with members of the Planning Commission. The Commission has formed a working group of representatives of various key associations including OPPI. Tony Usher, President-Elect and Chair of the OPPI Task Force will represent the Institute. OPPI has continued to monitor all the meetings of the Commission and has offered to work with such groups as AMO and OSEM on common positions. To date, over twenty-five OPPI member submissions, in letters and briefs to the NPO Commission, have been copied to the Task Force. The Task Force encourages all members to become full participants in the process. The Commission has told OPPI that it is important for planners to contribute ideas of how to deal with the issues and improve the process.

PRIVATE MEMBERS BILL

Council has authorized to its legal counsel (Weir & Foulds, Toronto) to proceed with the formalities of an Application for Private Legislation. Part of the formalities include the advertising of Notice of Application for a Private Bill. A complete executive summary and explanatory notes of the draft Bill will soon be provided to all members.

MEMBERSHIP REVIEW PROCESS—SPECIAL COMMITTEE

Appointments to the Committee responsible to review the membership processes and procedures have been confirmed. The members include Les Fincham (Chairperson/Central District), Jeff Celentano (Northern District), Andrew Hope (Eastern District), Bruce Curtis (Southwest District), Valerie Cranmer

(Member), Thomas Gettinby (Provisional Member) and Todd Stocks (Student Member). The Registrar and Vice President (Membership) will be ex officio members of the Committee. The Committee has been given the task of holding a series of meetings across the province to gather input from both members and non-members of the Institute. A full report and recommendations will be presented to Council in September for consideration at the AGM to be held in early November. Further information and notice of meetings will be undertaken by each respective District in consultation with the Committee.

CODE OF CONDUCT REVIEW

At the 1991 AGM a resolution was adopted directing Council to review and revise its Code of Conduct, and to resolve discrepancies between its code and the CIP Code of Conduct. The review is currently underway and is being led by Dr. Ron Keeble, Ryerson Polytechnical Institute. Dr. Keeble invites any comments regarding the existing code and will be reporting to Council in September.

OPPI AND CIP OPPOSE ENTRENCHMENT OF PROPERTY RIGHTS

OPPI adopted a similar position to that of CIP based on the contents of a written paper presented to OPPI Council by Stephen Jewczyk, CIP President. The two Institutes oppose the federal government's proposal to entrench "property rights" into the *Canadian Charter of Rights and Freedoms*. The CIP position paper states "the proposal to entrench property rights appears to be a reaction to specific concerns all of which can be addressed through the existing Charter, Constitution and legislative framework. The vague nature of the proposal will perpetuate uncertainty and lead to considerable and unnecessary litigation in the courts." Joe Sniezek, OPPI President has written a letter to Premier Bob Rae expressing the Institute's position, while CIP will be presenting their written comments to the Federal Government.

"MEMBERSHIP OUTREACH"—PUBLIC PRESENCE

Designated as "Membership Outreach," a new program will examine the existing makeup of the Institute's membership by conducting an in depth annual census. This information will complement the existing data base which

contains basic membership information. Secondly, the program will try to identify who is not a member—it is estimated that for every member, there may be at least one non-member who would qualify for admission, so there could be at least 2,000 non-members. Questions will be asked whether those prospective members have not joined the Institute and answers will be sought, and recruitment action plans will be developed—the Membership Review Process may assist in this matter. The outreach program also coincides with Council's approval of better using promotional materials to market the Institute and the benefits of membership. This includes a membership brochure, an OPPI portable display to be used at conferences, and other marketing techniques.

OPPI AND PUBLIC POLICY

OPPI is increasingly being requested to take positions on public policy questions and issues, or to respond to the positions of others. Council recognizes the importance and need of being both effective and prompt in the public policy field—these are critical ingredients to establishing a professional profile, increasing the Institute's credibility to government agencies and the public, and representing the interests of our membership. To better address this growing and important function, Council is considering the establishment of a Public Policy Committee whose responsibility will be to monitor government initiatives, orchestrate and prepare responses for review by Council on matters identified as important to the Institute and its membership. The following briefly outlines some OPPI's recent involvement in several policy oriented issues and initiatives:

The Ministry of Municipal Affairs, in releasing their new strategic plan entitled "Progress Through Partnerships" have recognized the important role of OPPI. The Ministry has approached the Institute to participate in two projects regarding the production of two planning publications: a planner's reference guide and a manual on public participation.

OPPI Council met with representatives of MMA and MOT on March 6, 1992 to discuss the draft "Transit-Supportive Land Use Planning Guidelines." OPPI Member Reggie Modlich (Town of Aurora), has been the Institute's representative on the study's consultative committee over the past year. The

guidelines were prepared to assist municipalities and transit agencies with the development of transit-supportive land use policies and practices. A final report will soon be released.

In response to the government's announcement to freeze consulting contracts and to undertake a major review of consulting and professional services, OPPI Members Tony Usher (Anthony Usher Planning & OPPI President-Elect) and Jim Balfour (MM Dillon Ltd.) met with representatives of the Management Board Secretariat, Michael Jordan (ADM-MMA) and several senior Ministry Directors to discuss the government's current review. The province is examining its policies and practices on the use of consulting/professional services and assessing the benefits and costs of alternative approaches to obtaining advice and performing specific tasks. OPPI has approximately 600 planners who are consultants. Concern was expressed by OPPI regarding the potential for long term changes which may diminish the Province's use of and attitude toward consultants. OPPI has submitted its comments to the government and will continue to monitor the government's actions.

REVISED MEMBERSHIP REINSTATEMENT POLICIES

Council has adopted a new Membership Reinstatement Policy which better recognizes the administrative costs of processing reinstatements. Essentially, in the new policy the payment of annual fees for the year in which membership lapsed is replaced by payment of a

standardized application fee. Membership that lapses in the current calendar year will be required to pay a reinstatement fee of \$100.00 (\$20.00 Student), plus the full annual fees for the current year. Membership that lapses in a previous calendar year will be required to pay a non-refundable application fee of \$150.00 (\$25.00-Student) and, if reinstated, a reinstatement fee of \$100.00, and the full annual fees for the current year. A detailed copy of the new policy is available from the OPPI office. It is hoped that the non-refundable fees will reduce the number of lapsed members who are reinstated, but who do not pay when they are invoiced after reinstatement, again losing membership.

JOINT MEETING—ACUPP & OPPI

Council held a joint meeting on March 5, 1992 with the representatives of schools of planning (approved planning degree programs) from across the province to discuss the status of the ACUPP/OPPI Agreement and the principle of a universal written examination. The planning schools have been requested by Council to review their existing arrangements for students in fulfilling the requirements of writing Exam "B." Although the current agreement with the schools has expired, OPPI will maintain the existing arrangement with the universities concerning the written exam until all students registered in their planning programs as of January, 1992 have completed their programs. Further meetings with the school representatives and Council have been

scheduled in an attempt to arrive at a new agreement for implementation this fall.

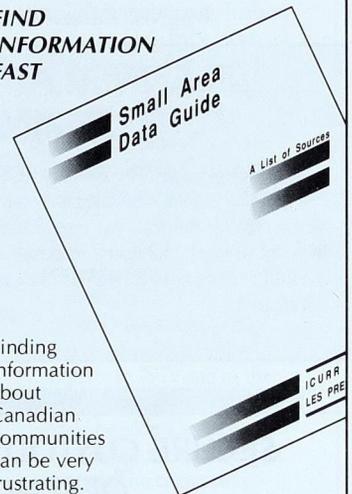
TREASURER'S REPORT

The financial position of the Institute continues to be strong. The 1991 Audit was recently completed and the Institute ended the 1991 fiscal period in a surplus position of approximately \$27,000. A full report on the audit and the 1991 financial statements will be reported by the Treasurer in the next edition of the Journal.

OPPI OFFICE NEWS

To say that the last ten months at the Institute have not been a challenge would be an

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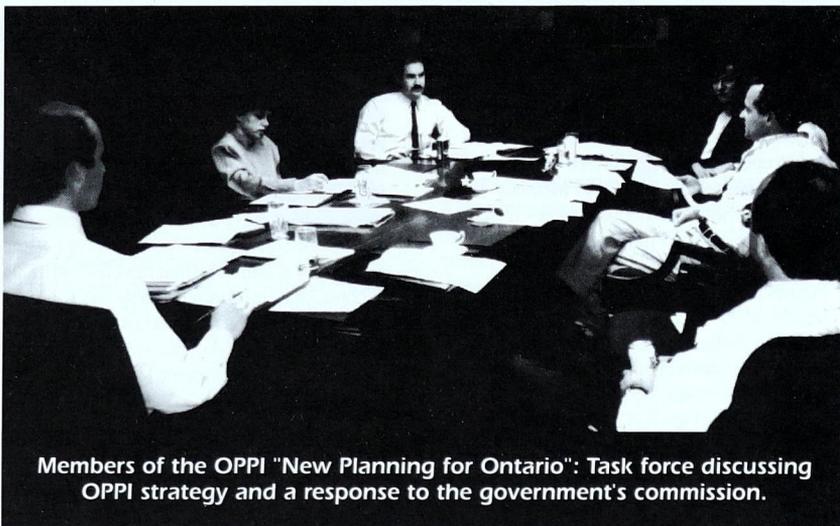
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understatement. We are continuing to strive to improve our ability to respond quickly and effectively to membership needs. Slowly, but surely we are starting to see some improved changes. I am pleased with the positive feedback regarding OPPI staff members—Maryellen McEachen (Administrative Assistant) and Kevin Harper (Membership Assistant). We are now over the hump of the 1992 membership invoicing—paid members have received their 1992 membership fee receipts. Our next big project is to update the membership database and produce a membership directory. We appreciated the excellent response rate (almost 100%) to completing the membership information form that was included as part of the 1992 invoice. Membership inquiries, suggestions and comments are always welcome.

P. McNeill, Executive Director



Members of the OPPI "New Planning for Ontario": Task force discussing OPPI strategy and a response to the government's commission.

PLANNER AT THE OMB" SEMINARS

The ever-popular "The Planner At The Ontario Municipal Board" Seminars have been scheduled as noted below and the OPPI Office is now accepting registrations. The 1992 seminar fee is \$150.00 which includes all meals and course materials. Space is limited - please contact the OPPI Office at (416) 483-1873 or 1-800-668-1448 for further information.

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SECURE CUSTODY RESIDENCE FOR YOUNG OFFENDERS IN THE SOO

by Pierre Beeckmans

A secure custody residence for young offenders has been described as not a jail and not a group home but something in between. A proposal to establish such a facility within a residential area in Sault Ste.

Marie was opposed by the surrounding community and was not supported by the city council. The need for the facility in the Algoma region was broadly recognized. A review of 27 possible sites by the planning staff in consultation with the Children's Aid Society led to a recommendation for a site on the edge of a residential community, at a main intersection. This site was also opposed by residents of the surrounding area and it failed to secure council support. The Algoma Children's Aid Society thereupon appealed the matter to the Ontario Municipal Board.

Evidence was given at the hearing that the facility should be located in or on the fringe of a residential neighbourhood, in compliance with the policy of the provincial government expressed in "Secure Custody Facilities—A Building Program Model for the Development of Secure Custody Facilities for Young

Offenders in Ontario" (April, 1987).

The opponents expressed concern that the project would endanger their children and lower their property values. The basic concern related to security matters.

The lengthy Board decision discusses the issues of need, suitability and impact. It quotes at length from the evidence given by planning consultant David Butler speaking for the CAS, whose evidence was preferred to that of the planner appearing for the objectors. In concluding in favour of the CAS, the Board was impressed by evidence that initial opposition by a community was typically allayed after a facility had been in operation for a while.

The appeal was allowed on June 15, 1990. *Source: Decision of the Ontario Municipal Board O. P. Amdt. No. 126, Zoning B/L and site plan Second Line West and Goudais Avenue, SE corner Files: O 900003, Z 890208 & M 900054*

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EASTERN

PLANNING MONTH

by David Kriger

EOD Chair Andrew Hope was right on the mark when he billed February 1992 as "Planning Month in Eastern Ontario." EOD recently completed arrangements to co-sponsor a lecture with Ian McHarg on February 6. The District's winter highlight was a lecture by Elizabeth Plater-Zyberk scheduled for February 12 on "Neo-Traditional Planning: Will it Work in Eastern Ontario?" EOD also was co-sponsor of a charette on affordable housing on February 15 and 16.

In the news:

Laura Cole, former Manager of Planning for Toten Sims Hubicki's Ottawa (Stittsville) office, has become the head of Research and Planning for the City of Gloucester's Department of Recreation, Parks and Culture. Marlene Schwartz has returned to the City of Montreal in Zoning Review. She joins fellow McGill Planning School graduate Julia Davies to help prepare the City's new downtown plan. Marlene was formerly a policy planner for the City of Ottawa. .. Derek Lancaster, former Junior Planner with the City of Kanata, has embarked on a round-the-world odyssey. .. Beth Hemens has taken a position with the City of Ottawa Department of Planning and Development. She was formerly with HMD Consulting Group.



CENTRAL

BORDER CHANGES

by Celeste Phillips

At a recent joint meeting of Simcoe County Councils and Councils from the Cities of Barrie and Orillia, Provincial Minister of Municipal Affairs Mr. David Cooke indicated that borders within Simcoe County will be changed in time for the November 1994 municipal election. Further, Mr. Cooke urged County Council and the Cities of Barrie and Orillia to resolve outstanding concerns so that draft legislation can be introduced this summer and ready for implementation in January 1995. The County Restructuring Report recommends changes that would reduce Simcoe County to 16 municipalities from its present 28.

METRO TORONTO WITH THE MINISTRY OF HOUSING AND CMHC TO INITIATE AFFORDABLE HOUSING DEMONSTRATION COMPETITION

Metro Toronto, the Ministry of Housing and CMHC are asking financial institutions and developers to submit proposals for demonstration housing projects aimed at getting greater numbers of moderate income families into the home ownership market.

The request for proposals comes in response to the belief that the dwelling units which are being produced and the

financing mechanisms which are available do not match the needs of moderate income households seeking to enter the market. Recognizing these difficulties, Metro is inviting lenders and developers to come forward with innovative financial mechanisms and development designs. The design concepts to be tested are the Main Streets building form and medium-density housing which is specifically designed for families.

As a first phase, Metro is asking lenders to explore innovative financing mechanisms aimed at home purchase affordable for households whose annual income is between \$40,000 and \$60,000.

At the same time, as a second phase, Metro is asking developers to submit proposals to build affordable housing on private land as demonstration projects. It is hoped that each of Metro's six area municipalities will have its own demonstration project.

For more information and a copy of the Expression of Interest Prequalification Documents, please call
H. VanPoorten, Proposal Manager
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SOUTH WESTERN

PLANNING TO RETAIN THE PAST

by Don Wilson

One of the oldest surviving houses in Ontario is the Duff-Baby House (1798) in Windsor (Sandwich). This house is the subject of a controversy that may not be fully resolved until its 200th anniversary. Built in 1798, the Duff-Baby House or Mansion is a substantial two-and-a-half storey, heavy-timber structure designed in the plain Georgian-Colonial manner.

Alexander Duff, a fur and general trader built the house in 1798. Baby bought it in 1807. He later became a political power in Upper Canada.

The Ontario Heritage Foundation acquired the property in 1979 and in the early part of 1991 announced it would provide a grant to restore the historic building's exterior. The community welcomed this long-awaited announcement but took exception to the form the proposed restoration facelift was to take.

Since 1908 when the Essex County Historical Society placed a bronze tablet on the building, the community has recognized the historic and architectural importance of the House. Subsequent provincial and municipal plaques have also noted the historical and architectural importance of the House and its early occupants.

Prior to the Ontario Heritage Foundation acquiring the building in 1977, the City of Windsor designated the house and site as having historic or architectural value

ERRATUM

The CAUSE acronym referred to on page 8 of the January February '92 issue of the Journal should read as "Community Assist Urban Study Effort", a program of The Ontario Association of Architects.

or interest under the Ontario Heritage Act. Its Georgian design, an architectural style brought over to Upper Canada by United Empire Loyalists (Alexander Duff) in the late 18th century, was identified as the principle reason for designation.

Accordingly, the community was always under the

impression that when a restoration took place it would reflect the rich historic and architectural significance of this 1798 house. However, in early 1991, the OHF decided to return the exterior of the House to what it deemed was the last significant period in its history—the 1920s. This would give the House a new and

unanticipated look.

The negative response to this proposal came from some sources: a local group known as Les Amis Duff-Baby, the City's LACAC, local history groups, Windsor's City Council, the local newspaper and area MPPs. Finally, the community's response won.

Through community

consultation and ongoing research, the Foundation now proposes to develop a Master Plan for the House's long-term conservation. Hopefully this process will reflect the community's feelings and preserve a building which is rich in character and history.

The Northern column will return next issue.

PROVINCIAL NEWS

ADM PROVINCIAL—LOCAL RELATIONS



The Minister of Municipal Affairs, the Honourable Dave Cooke, has appointed Michael Jordan as Assistant Deputy Minister for the newly created

Provincial-Local Relations Secretariat. Mr. Jordan was formerly Executive Coordinator of Management Policy with the Management Board Secretariat and held various positions with the Ministry of Community and Social Services.

The Secretariat will provide support to a steering committee on the realignment of provincial/municipal roles and responsibilities—better known as “disentanglement.” The Steering Committee will consist of six municipal representatives, who will be appointed by AMO, and six provincial cabinet ministers: Dave Cooke (MMA-chair); Ruth Grier (MOE); Zanana Akande (MCCS); Marion Boyd (Education);

and Gilles Pouliot (MTO).

WETLAND POLICY STATEMENT—UPDATE

MMA and MNR staff are currently making final revisions to the proposed Wetland Policy Statement. After the public consultation last fall, more than 200 written responses were received. While most of the comments are generally supportive, many are seeking even more stringent policies to protect wetlands. The Policy is expected to be released soon.

Interim Waste Authority

The Interim Waste Authority (IWA) is a proposed Crown Agency mandated to identify three landfill sites, one each in Peel and Durham Regions and one in either York Region or Metro. The site selection will follow the requirements of the Environment Assessment Act. In August 1991, the IWA

released a proposed site search plan which included criteria for siting, a public consultation program and a discussion of the major public issues which usually arise (participant funding, equity/fairness, compensation).

Bill 143, the legislation which contains provisions to define the scope and powers of the IWA, is before the Standing Committee on Social Development. The Committee's public hearings are scheduled to be completed early in March. Pending the outcome of the proposed

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legislation, the IWA expects to release a long list of potential landfill sites, followed by a short list and ultimately the identification of three preferred locations.

THE GREATER QUINTE AREA ADVISORY COMMITTEE

The establishment of the Greater Quinte Area Advisory Committee (GQAAC) is the second phase of a joint provincial-municipal growth management initiative in and around the Bay of Quinte.

The first phase of the initiative was the Greater Quinte Area Growth Management Study. The study was conducted with the Cities of Belleville and Trenton and the Townships of Sidney and Thurlow. Undertaken in response to perceived growth pressures, it represented an attempt to begin coordinating growth and development in the Quinte area.

Following the study's completion, it became apparent that there were additional land use planning, servicing, environmental and municipal structure issues that needed to be addressed in the Quinte area. The GQAAC provides an on-going forum for discussion and the developer's recommendations to resolve issues.

The committee includes representatives from the Cities of Belleville and Trenton; the Village of Frankford; the Townships of Ameliasburgh, Thurlow, and Sidney; and the Counties of Hastings, Northumberland, and Prince Edward; the Ministry of the Environment and the Ministry of Municipal Affairs. The committee's initial meeting took place in December and terms of reference are now being prepared. The committee is expected to focus on the process that can be put into place to make recommendations regarding the resolution and inter-municipal issues.

Ms. Nicki Brandon, OPPI, MCIP

"Nicki Brandon passed away at home in London, Ontario last September 25, 1991 (due to cancer) at the age of 39. She worked with the International Student Ministry of the Ontario Inter-Varsity Christian Fellowship. Having graduated from the University of Waterloo in 1974, she served with CUSO in Malawi, Africa and worked for LaLoche and Prince Albert in northern Saskatchewan."

Source: M. Netta Brandon (mother)

MINISTRY OF ENVIRONMENT MOVES TO ENLARGE EA PROCESS

G.S. Spencer, Commissioner, Transportation and Works Department informed members of the Urban Development Institute that the City of Mississauga received information from the Ministry of the Environment that the environmental assessment process must be followed with respect to works constructed by private developers which are to be assumed by the City pursuant to the provisions of

subdivision agreements. This position comes as a considerable surprise to the City of Mississauga and would, we expect, come as a surprise to other municipalities which have operated over the years since the Environmental Assessment Act was enacted without the environmental assessment process applying to this type of work.

In response to the Ministry's suggestions, the City has obtained the opinion of outside counsel that the Environmental Assessment Act does not apply to works constructed by private developers and assumed by municipalities, and that this view has been confirmed by the Ontario Municipal Board and the Divisional Court with respect to the SkyDome project.



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LONDON ONTARIO: HOST OF "THE CHALLENGES AHEAD"

The city is London, Ontario.
Population: 300,000
Strategically located between
Toronto and Windsor, London is
within convenient driving and

flying time of many Canadian and American
cities. Several major airlines offer direct and
connecting flights from London International
Airport to Ottawa, Toronto, Montreal, Detroit,
Pittsburgh and Newark.

London is known for its strong economic,
cultural, educational and commercial base. The
University of Western Ontario, located just two
miles from the downtown core, is one of Canada's
oldest and largest universities. Western's Business
School, one of seventeen faculties located on
campus, is recognized as one of the top business
schools in North America. 1993 is special for
London. The City will celebrate the 200th
anniversary of its founding at the Forks of the

Thames River. Lieutenant-Governor John Graves
Simcoe selected this site as his choice for the
capital of the Province. Toronto eventually
received this designation, but, through the years,
London has created much to celebrate. A year-
long party will commemorate Simcoe's vision.
The City of London will open a new, 180,000
square foot Convention Centre in 1993. The
London Convention Centre is designed to be
versatile. The main hall offers 40,000 square feet
of meeting space and can accommodate up to
3,500 people. The realization of this facility will
mean larger groups can take advantage of
London's full spectrum of attractions, activities,
arts, sports and recreational facilities.

London is often called the "Forest City." Over
160,000 trees line the streets and shade the many
beautiful parks. In June, July and August, London
is at her best and in full bloom. The City
welcomes the Home County Folk Festival held in

downtown Victoria Park in July. This is a
combination of great contemporary and
traditional folk music, interesting arts and crafts
and tempting food. In August, the London Hot
Air Balloon Fiesta plays host to over 30 colourful,
uniquely designed hot air balloons and their
crews. Whatever the season, there is something
happening: In the spring, the sap begins running,
and guided tours, wagon rides and pancakes are all
part of Maple Syrup Time at the Fanshawe Sugar
Bush. The London Tigers, an affiliate of the
Detroit Tigers organization, return to play ball in
Labatt Park. In May, Storybook Gardens opens its
castle gates to enchant the visitor. The London
International Air Show takes place at the London
Airport in June each year, and Eldon House,
London's oldest private dwelling, hosts an annual,
traditional Garden Party on the lawn in early
June.

Fall is harvest time in southwestern Ontario,
and the Western Fair provides residents and
visitors with an opportunity to visit one of
Canada's finest agricultural fairs. In September,
London celebrates its diverse cultural heritage in
"Panorama," a weekend festival in which the food
and customs of many countries can be
experienced, all within the City limits. London's
sound cultural background is celebrated each
October, as the Grand Theatre launches a new
season of professional, live theatre to stimulate
and delight audiences. The "Grand" is a
beautifully restored London landmark. Another
facet of London's rich arts and entertainment
spectrum is Orchestra London. The orchestra
performs a complete symphonic repertoire each
season, as well as other specialty performances.

Winter in London means skating, hockey and
skiing. The London Knights Hockey Team plays
exciting Junior A hockey at the London Gardens,
and two area ski hills challenge the skills of
beginners and more experienced skiers. Finally, on
New Years Eve, London celebrates with
"Countdown London"—giving the City a chance
to reflect on her past and plan ahead.

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