



## Big changes in store for GTSB

by Ian Connerty

**T**he Greater Toronto Services Board (GTSB) is in for some big changes according to **Tony Clement, Ontario's Minister of Municipal Affairs and Housing.**

"There is a consensus that the current model must be changed," Clement said in a wide-ranging interview with *GTA Municipal News*. And one of the biggest changes might be in the make up of the Board itself.

Clement is seriously considering a smaller Board. "It has been said that the GTSB is too unwieldy with 28 members. Maybe a Board of 7 or 9 would be better." This is the same Minister who cut the membership of the **Toronto City Council** from 57 to 44, two for each provincial riding.

Clement also doesn't agree that the GTSB needs to be strengthened, as suggested by outgoing **Chair Alan Tonks.** (See *GTA Municipal News* September 27, 2000). "When you look at Atlanta, San Francisco and Vancouver, you see models that might work here."

In Vancouver, the **GVRD**, which is made up of representatives of local municipalities in the Greater Vancouver area, co-ordinates land use and transportation issues. (See *GTA Municipal News*, August 23, 2000).

"The key thing we want is to avoid gridlock. An integrated plan is needed for transit in the GTA. There are 17 different transit systems. We have to get away from local silos to solve GTA transportation problems," he said.

The GTSB is currently reviewing its mandate and the Minister is expecting the Board's recommendations by March 2001. But those recommendations are only the first step in redefining the mandate of the GTSB.

"That's the key that starts the ignition of the car.

(Continued on page 2)

## Brampton Hydro sold to Hydro One

by Karen Wirsig

**B**rampton Council agreed late Monday night to sell **Brampton Hydro** to **Hydro One**, one of the successor companies of **Ontario Hydro**, for \$260 million.

The timing of the decision is key, since the city can avoid the 33% transfer tax if the deal closes by November 7, 2000, according to provincial legislation.

**Regional Councillor** and mayoral candidate **Susan Fennell** told *GTA Municipal News* the city got a great deal, including job guarantees for employees, rate stability and a commitment to keep the operations in Brampton.

"The time was right and we got it done," she said. The sale price will net the city \$14-16 million per year in interest, which is a "nice base for amenities".

The deal allows for the creation of a separate corporation, a subsidiary of Hydro One, with Brampton keeping two seats on the board.

"We are very pleased that Brampton Council has supported our proposal," said **Eleanor Clitheroe, President and Chief Executive Officer** of Hydro One in a media release. "This is an important addition to our company. The expertise and knowledge of Brampton Hydro's management and staff will form a key component of Hydro One's strategy and goal to build a strong urban wires business." •

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## Top Brampton mayoral candidates confident

**Brampton Mayor Peter Robertson** feels “very confident” about his re-election campaign. He is hoping to return for a fourth term after November 13.

“Things are going great,” he told the *GTA Municipal News*. The response at the door is very good.”

Robertson is facing five challengers, including **Regional Councillor Susan Fennell**, whose campaign is heating up. Fennell had to order more lawn signs to keep up with demand, which was in the thousands one week.

“It’s always tough running against an incumbent,” Fennell’s Campaign Manager **Tom Gorham** told *GTA Municipal News*. “But people are very excited about someone with political experience running against the Mayor.”

We need to start thinking as an urban community, as opposed to a suburban community

Peter Robertson

campaign”, gaining volunteers and cash donations every day. She feels positive about her chances, pointing to other instances in the GTA where women have successfully challenged incumbent mayors, including **Hazel McCallion** in Mississauga, **Anne Mulvale** in Oakville and **Nancy Diamond** in Oshawa.

According to Robertson, growth is an election issue. “People are concerned that Brampton is growing too fast. We need to manage it,” he said. But he cautioned that there’s no way to stop development on the outer fringes without help from the provincial government, including tax incentives.

“With the current rules, developers are making too much money on greenfield development,” he added.

Robertson would like to see more intensification along Queen Street, in the city centre, and to increase job opportunities for the 50% of workers who currently commute from Brampton to travel to work every day. “We need to start thinking as an urban community, as opposed to a suburban community,” he added.

This will be a race to watch on election night. •

Fennell said people are clearly ready for a change. “It’s absolutely no reflection on the incumbent,” she added. She says her campaign is a “peoples’ cam-

## Response to the OMB transfer

by Peter Nikolakakos

Last week, the **Ontario Municipal Board** was transferred back to the **Ministry of the Attorney General** (See *NRU Friday October 27, 2000*), a move that was well received by the development and legal industries. According to **Neil Rodgers**, President of the **Urban Development Institute**, the transfer “made the landscape a lot more clearer.” According to Rodgers, the move which will be effective today, November 1, 2000, will “eliminate the perceived conflict” that the OMB has with the **Ministry of Municipal Affairs and Housing**. According to **Virginia MacLean (Cassels Brock & Blackwell)**, who also believes the transfer is an “excellent” move, said that the OMB should be “an arms length away” from the ministry, something that many professionals were seeking.

**Mark Osbaldeston (Stikeman Elliott)**, chair of the municipal section of the **Canadian Bar Association** said that “it has been the bars position for a number of years” to move the OMB back to the Ministry of the Attorney General. Osbaldeston also said that for a number of years, the Bar has been looking for the security of tenure, something longer than 3-year terms for Board Members.

According to **Greg Sorbara (The Sorbara Group)**, the OMB is “better situated” with the Ministry of Attorney General, but he also pointed out that the “strength of the OMB is determined in the quality of the appointments.” With regards to the nomination of **PC Minister David Johnson** as the chair of the OMB, Sorbara believed that Johnson can be “impartial” and that he could “create a strong administration”, but was unsure how “sensitive he would be to community issues.” •

### GTSB CHANGES (FROM PAGE 1)

The way to unlock the debate,” Clement continued. “Then there will be all kinds of debate with all the stakeholders and within the Government caucus and the Cabinet.”

In the end, Clement will be the one to announce and implement a new role for the GTSB. But one thing is already clear; the musings of Clement about what he likes or doesn’t like have to be taken seriously. Just ask **Toronto Mayor Mel Lastman**, who fought unsuccessfully to keep a larger number of councillors in the City. •

## Can GTSB dispute resolution work?

By Karen Wirsig

**Caledon** is hoping to provide the first test of the **Greater Toronto Service Board's** new dispute resolution protocol. Caledon Council has asked the GTSB to initiate the process over a dispute about **York Region Official Plan Amendment No. 19**, permitting employment land development near the intersection of Highways 7 and 50.

Outgoing GTSB **Chair Alan Tonks** informed the Board at its October 27 meeting of the request and to expect a report with recommendations at the next meeting, which won't take place until January, 2001.

Caledon **Mayor Carol Seglins** would prefer to deal with the dispute through the GTSB and avoid the costs of going to the **Ontario Municipal Board**, but she is not confident that will be possible. "We've never worked out how the dispute mechanism should work and we're probably going to find it doesn't work," she said after the meeting. "The legislation doesn't reflect clearly the role of the GTSB in this area."

**Lynn Morrow, Executive Director** of the GTSB agrees and said this issue will be part of the review of the Board, which is expected to be complete early in the new year. "If the Board is going to do dispute resolution, then it needs the tools [from the province]," she added. Tonks has said he'd like to see the GTSB gain planning authority over the **Greater Toronto Area**. (See *GTA Municipal News*, Sept. 27, 2000).

The source of the current dispute is the future expansion of Highway 427, which now ends at Highway 7, at the western edge of York Region. York and **Peel Region**, together with the local municipalities, are anxiously awaiting a provincial Environmental Assessment to determine where the expansion should go and have asked the province to speed up the process.

Vaughan wants to designate land for industrial use in one of the potential corridors. York Region has asked Vaughan to draw up a secondary plan for the area, once the Environmental Assessment has been done. Meanwhile, Caledon, Peel Region, and Brampton have launched an appeal of the *OPA 19* at the OMB, claiming York Region and Vaughan are not protecting the corridor for Highway 427 expansion.

Seglins admitted that inter-regional competition to locate the highway expansion is probably a factor in the dispute.

"The urbanizing municipalities are saying 'bring the highway to us'," Seglins said. Sprawl-sensitive Caledon is remaining neutral on the question of where the highway should go, and even whether it should be expanded at all. But the town is worried about how traffic would be affected on existing roads if development were to go ahead in the area.

"Caledon is concerned that development would take place before the 427 is there," York Region **CAO Allan Wells** told *GTA Municipal News*. "But nothing can proceed until Vaughan does a secondary plan, giving regard to the Environmental Assessment."

"We want the Environmental Assessment to look at the options and come up with a decision," Wells said about the location of the expansion. "Then we can get on with developing lands." He said York Region is willing to meet with Peel, Caledon and Brampton to address the transportation issues and ensure coordination of transportation.

This isn't the first dispute brought to the GTSB. In late 1999, **Mississauga** asked the Board to intervene in a dispute with the **Toronto Transit Commission** and the **City of Toronto** about the use of Burnhamthorpe Road and Islington Station by **Mississauga Transit** buses. The Board refused the request, saying it wanted time to come up with guidelines. (See *GTA Municipal News* Nov. 10 1999). A year later, the dispute is still not resolved.

"The GTSB would have been a vehicle to resolve the cross-border dispute," Mississauga **Transportation Commissioner Angus McDonald** told *GTA Municipal News*. "However, they have not done so to date."

The Board doesn't meet again until January and therefore couldn't field a new request from Mississauga before then. In addition, according to McDonald, the province doesn't want to get involved.

"It's something that's going to have to be resolved in the new year, one way or another," he added. "I'm at a loss as to how, though." •

## New Urbanism guru Duany at OPPI

by Jason Haremza

**A**ndres Duany, the leader of the new urbanist movement and principal of the Miami design firm of **Duany Plater-Zyberk & Company**, spoke at the recent **OPPI Conference** in Niagara Falls. He lauded planners as the “only profession of generalists” in a crowded field of overly technocratic specialists and the only profession that “defends the human habitat”.

Perhaps the best known example of new urbanism is the 20-year-old “new” town of Seaside, Florida. More recently, new urbanist projects have been undertaken across the United States and Canada. In the Toronto area, Markham has taken the lead with the Cornell and Angus Glen developments.

New urbanism seeks to end the socially, culturally, economically, and ecologically negative development pattern in North America since the end of World War II. Instead of single-use zoning, accommodating the auto above all else, and using more land, the approach calls for mixed use communities, creating streets for people first and cars second, and using far less land, making communities denser, walkable, and preserving open space.

New urbanism is not without its critics, however. Some say that new urbanists want to force people to live according to their ideas of development. In fact, new urbanist developments aren't meant to replace other suburban developments. Duany told OPPI delegates that conventional suburban development (large lots, cul-de-sacs, big box retail, etc.) should not be outlawed since anywhere from 30-60% of the population wants to live in conventional suburbs. It is a question of improving market choice for consumers.

Duany believes that if people were given a choice between developments like Woodbridge and Cabbagetown, a choice they currently do not really have, more people would choose Cabbagetown.

The first task is to level the playing field between these two models. Markham aside, present zoning standards, parking standards, and highway design standards in North America forbid most new urbanist developments. To do many of the things that make new urbanism work, a developer must work against established planning, zoning, construction, and lending practices.



The village centre of Cornell in Markham

This approach to planning is something that could gain favour in GTA municipalities trying to control sprawl and facing resistance from developers.

**Developer John Hawley** is currently building *The Village*, just outside Niagara-on-the-Lake on a 55-acre parcel off Niagara Stone Road. At present, just two streets have been built, but when it is complete, the neighbourhood will have an entire network of narrow

streets, rear laneways, and a business/commercial component along the main street. And just because the house sizes are smaller, doesn't mean developers make less money. Buyers are paying a premium and the developer is getting more money for less house because of the way the whole neighbourhood is designed.

Developers and realtors long ago usurped the language of town planning, calling their developments “communities” and “neighbourhoods” when, in fact, they are single use housing subdivisions. According to Duany, some developers are now using selected principles of new urbanism while ignoring others, which doesn't work. Like actual towns and cities, new urbanist communities are designed to be complex organisms.

Duany also told planners that there is nothing Canada can learn about downtown revitalization from the US. Canada's biggest cities, and Toronto in particular, are still better at providing safe, clean transit, along with safe streets, vibrant and diverse inner-city neighbourhoods where people don't need to be cajoled to invest. •

## Province to monitor groundwater

The Ontario government has announced a \$6 million groundwater monitoring network. The project will see municipalities and local conservation authorities measuring well water levels, establishing an information database, doing hydrogeologic mapping and performing chemical analysis of water samples.

Ontario's **Environmental Commissioner, Gord Miller**, has called on the province to establish a groundwater protection strategy involving all of the relevant provincial ministries, including municipal affairs, environment and agriculture. He is concerned Ontario's drinking water sources are at risk of contamination because of agriculture and urban development practices. (See *GTA Municipal News*, Oct. 4, 2000).

Groundwater contamination has been a concern in **Halton Region**, which adopted a multi-year *Aquifer Management Plan* last September. Halton Hydrogeologist **Steve Holysh** welcomes the province's monitoring program, which he said will complement work already underway in Halton.

One example is a study commissioned to find the source of contamination in the Davidson well in Acton, which was exacerbated by heavy rainfall last spring.

"Halton and Waterloo are the leaders in groundwater management in Ontario," Holysh told *GTA Municipal News*. "We're working with the conservation authority to pinpoint the areas where we need additional monitoring. We also want to look at the impact of urbanization on ground water quality. In five years, we're going to have solid data on whether to say yea or nay to residential developments."•

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## • ONTARIO MUNICIPAL BOARD •

### -OAKVILLE-

## Office space permitted on Portland Drive

In a decision issued October 26, 2000, board member **Ted Yao** approved the appeal of **Halton Condominium Corp. No. 248 (Canada Loyal Financial)** of a decision by the **Town of Oakville's** Committee of Adjustment which refused a minor variance application for lands at **2866 Portland Drive**. The applicant proposed to convert unused administrative space in a stand-alone building to office use, however, it shares a 92 space parking lot with two other owners at **2870 Portland Drive** and **2405 Winston Park Drive**, and the conversion might pre-empt the other owners' future expansion plans. Less than a month after the Committee of Adjustment's decision to refuse the conversion, Oakville Council amended its Official Plan and Zoning By-law to allow stand-alone office uses in all of Oakville's light, medium and heavy industrial zones. The applicants request now complies as a result of the amendment, and meets all four tests under the Planning Act for a minor variance, while exceeding the parking requirements, and was supported by planner **Leigh Musson**. Solicitor for the Town of Oakville was **Douglas Carr**. Representing Halton Condominium Corp. No. 248 were **Lawrence Fuller** and **Noel Burt**. (See *OMB Case No. PL000778*)

### -VAUGHAN-

## Woodbridge subdivision continues to grow

In a decision issued October 24, 2000, board member **Robert Boxma** approved the appeals of **Comdel Developments Inc, Humbold Properties Limited, Majorsouth Development Corporation, Roy-Sun Holdings Limited, Watertower Investments Limited, and Majorwest Development Corporation** of the **City of Vaughan's** refusal to rezone lands and of a failure to make a decision respecting a proposed plan of subdivision southeast of **Weston**

(Continued on page 6)

**OMB** (FROM PAGE 5)

**Road and Major MacKenzie Drive.** The **Vellore Woods Development Group** proposes to develop a residential plan of subdivision, including schools, parks, open space, commercial and storm water management. Based on the evidence of land use planner **Roy Mason**, and with no objection from the City of Vaughan or the **West Downs Ratepayers Association**, the board found that the proposed changes to the zoning by-law and in the draft plan of subdivision were good planning. Representing the Vellore Woods Development Group was solicitor **John Alati (Davies Howe Partners)**. (See *OMB Case No. PL980109*)

**-BURLINGTON-**

## Hearing date set for Garden Trail subdivision

In a decision issued October 26, 2000, board member **Franklin Watty** set a hearing date for January 22, 2001, regarding **Garden Trail Developments Incorporated's** appeal of the City of Burlington's refusal to rezone lands located southwest of **Highway 403** and **Unsworth Avenue**. The applicant proposes to develop 148 detached dwellings and 50 semi-detached dwellings. Representing the applicant is solicitor **Adam Brown (Brown Dryer Karol)**. Solicitor for the **City of Burlington** is **Gordon Grechulk**, and representing the **Region of Halton** is solicitor **Stan Floras**. Agent for the **Halton Ceramics Citizens Committee** is **Paul Simpson**. (See *OMB Case No. PL000648*)

**-WHITBY-**

## Gas Station approved

In a decision issued October 26, 2000, board members **Narasim Katary** and **Gregory Bishop** allowed the appeal of **H. Swais Limited** of the **Town of Whitby's** refusal to rezone lands respecting **1755 Dundas Street West**. The applicant proposed a gas bar, an associated convenience store, an eating establishment with a drive-thru component and a septic system and storm-water management facility to be located at the south portion of the property. Providing support for the application were, planner **Bryce Jordan (G.M. Sernas Associates Ltd)**,

lighting engineer **Frank Lin**, and project manager with **Petro Canada, Elizabeth Woods**. The principal concern of the objectors was that the existing drainage problem in the vicinity of the property would be exacerbated by the proposed development. Wayne Hancock Director of Public Works with the Town of Whitby, gave evidence on how the drainage problems on the site and the immediate area are dealt with by the municipality through a storm management plan. Based on the evidence provided, the board found that "the proposed rezoning conforms to the intent of the OP and that the proposed site plan executes the intent of the by-law." Representing the Town of Whitby was solicitor **Henry Polak (Polak, McKay & Hawkshaw)**. Solicitor for H. Swais Limited was **Andrew Paton**. (See *OMB Case No. PL000516*)

**-CALEDON-**

## Expanded retail uses in Bolton plaza

In a decision issued October 25, 2000, board members **Ronald Emo** and **Robert Drury** allowed the appeal of **Northwest Holdings Inc** and **Jomich Enterprises Ltd** regarding the **Town of Caledon's** refusal to re-designate lands at **12612 Highway 50** to permit the use of an existing development as a commercial plaza and recognize the expanded retail uses already on the property. Providing planning evidence were planners **Michael Manett (Michael S. Manett Planning Services Ltd)** for Northwest Holdings, **Mary Hall** and **Peter Russell** for the Town of Caledon, and **Warren Sorenson (Sorenson Gravely Lowes Planning Associates Inc)** for **Goodfellow Estates**. Providing economic and market expertise were **Rowan Faludi (Coopers & Lybrand Real Estate Group)** for Northwest Holdings, **Robin Dee** for the Town of Caledon, and **Frank Clayton** for Goodfellow Estates. Based on the evidence provided, the board found that the variance application adequately addressed the four 'tests' of section 45(1) of the Planning Act, and permitted the expanded retail uses. Representing Northwest Holdings Ltd was solicitor **Ian Rowe (Burgar, Rowe)**. Solicitor for the Town of Caledon was **Jane Thompson**. Representing **Ross Goodfellow & Mary Norris (Goodfellow Estate)** was **Ronald Webb (Davis, Webb, Shulze & Moon)**. Agent for Jomich Enterprises Ltd was **John Tillger**. (See *OMB Case No. PL990802*) •

## • GTSB NEWS •

### GO Transit in review

**GO Transit** has produced a document entitled *GO Transit: The Year in Review - The State of The System January 1, 1999, to July 1, 2000*, submitted to last **GTSB** meeting Friday October 27, 2000. The report reviewed improvements and increased service as well as the proposed extension of bus service to **Bolton, Beaverton, Port Perry, and Orangeville**. It also highlighted the addition of an afternoon train on the Lakeshore West line in April and a morning express on the Lakeshore East line in October, as well as the addition of a fourth **Richmond Hill** morning train in April. Last year, new highs were set in ridership and financial performance. In addition, GO covered 92% of its operating costs through revenue, and carried 38.4 million passengers, a third consecutive ridership increase. (See chart below)•

#### GO TRANSIT INFO - JULY 2000

##### GO Train Service

Corridors	7
Stations	49
Route kilometres	361
Weekday train trips	153
Locomotives	45
Bi-level railcars	319

##### GO Bus Service

Corridors	6
Terminals	14
Route kilometres	1,636
Weekday bus trips	1,160
Buses	206

#### Ridership in 1998 and 1999 (Passenger Trips)

Corridor	1999	1998	% Change
<b>Train &amp; Related bus services</b>			
Lakeshore West	11,313,500	10,990,000	+2.9
Milton	4,143,000	3,805,000	+8.9
Georgetown	2,680,500	2,477,500	+8.2
Bradford	842,000	586,000	+43.7
Richmond Hill	1,625,500	1,408,500	+15.4
Stouffville	1,007,000	762,500	+32.1
Lakeshore East	9,445,000	8,989,000	+6.2
<b>Train Service Total</b>	<b>31,056,500</b>	<b>28,927,500</b>	<b>+7.4</b>
<b>Bus Service</b>			
Hamilton	978,200	994,900	-1.7
Milton	161,500	164,000	-1.5
Georgetown	1,047,000	1,072,500	-2.4
Newmarket	1,284,000	1,279,500	+0.4
Richmond Hill	2,571,000	2,260,500	+13.7
Oshawa	1,308,600	1,248,300	+4.8
<b>Bus Service Total</b>	<b>7,350,300</b>	<b>1,248,300</b>	<b>+4.7</b>
<b>System Total</b>	<b>38,406,800</b>	<b>35,947,200</b>	<b>+6.8</b>

## Coming Up

- November 13 Monday, Municipal Election Day
- November 16 Thursday, "*High Performance Planning for Re-investment*"  
Workshop for planners presented by **Urban Intelligence** and **Canadian Urban Institute**, Metro-Central YMCA, 20 Grosvenor St., Toronto, 8:15 AM to 4:30 PM. Call (416) 979-3360.
- November 27 Monday, Federal Election Day

*Be sure to check these dates and locations for any last minute changes.*

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**- PROGRAM -**

- 8.15—9.00 Registration and Light Breakfast
- 9.00—9.10 *The Challenge For Innovative Practitioners*
- **Conference Chair: Ian Graham**, President, Urban Intelligence Inc.
- 9.10—10.00 *Building On De-Regulation In The Kings: How More Effective Planning Yields Better Results*
- **Robert Glover**, MCIP, RPP, Director of Urban Design, City of Toronto
- 10.00—10.20 Networking Break
- 10.20—12.00 **PANEL 1**

**Does Focusing on Built Form Build Better Communities?**

- The Planning Revolution in the "Kings" — Next Steps*
- **Gary Switzer**, Executive Vice President, Great Gulf Homes
- Is the "Kings" Successful Because Of Timing, Location Or A Better Process?*
- **Howard Cohen**, President, Context Development Inc.
- Exporting the "Kings" Experience To The Middle City: New Approaches That Could Make 1960s Suburbia A Better Place*
- **John Van Nostrand**, MCIP, RPP, Principal, Planning Alliance Ltd.

**12.00—1.45 Lunch and Luncheon Discussion**

- What Makes Mixed Use Work? The Business Tenant's Perspective*
- **Eric Meerkamper**, Principal, D-Code, Co-founder of Spadina Bus [tbc]
- 1.45—3.30 **PANEL 2**

**The Potential for an Ontario-wide Development Permit System**

- Introduced by **Diana Dewar**, MCIP, RPP, Manager, Municipal Affairs and Housing

- DPS as a Way to Promote Development While Protecting Heritage*
- **Joanne Hickey-Evans**, MCIP, RPP, Manager, Policy and Neighbourhood Planning, City of Hamilton
- DPS As A Way To Protect The Environment*
- **Margaret French**, MCIP, RPP, Director of Development, District of Muskoka

*The Benefits Of DPS — Why And Where DPS can Work?*

- **Peter Smith**, MCIP, RPP, Director, Bousfield, Dale-Harris, Cutler, Smith
- DPS As A Way To Achieve Flexibility*
- **Neil Rodgers**, Director of Policy, Urban Development Institute
- 3.30—3.45 Networking break

**3.45—4.30 PANEL 3**

- Can Performance-based Planning Improve the Quality of Development?**
- Lessons Learned About Planning Tools and Financial Instruments That Work*
- **Anna Hercz**, Consultant and co-author of "Municipal Planning for Affordable Housing," published by CHMC

*Commentary from Panellists and Workshop Attendees*

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