

NOVÆ RES URBIS

GREATER TORONTO & HAMILTON AREA

2 **DIRTY DEEDS**
Soil solutions

5 **VALUE ADDED**
Heritage
restorations

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SMART MOBILITY SUMMIT

MEASURING CONNECTIVITY

By Rachael Williams

As countries around the world adapt to autonomous vehicles and congestion pricing to reduce traffic and greenhouse gas emissions, municipalities in the GTA are falling woefully behind.

That was one of the messages delivered during the **Transport Futures Smart Mobility Summit** held on Monday at the Double Tree by Hilton Hotel in Toronto. The event brought together industry experts from Sweden, London, San Francisco and Toronto to discuss challenges and opportunities in transportation planning. Panel discussions centred around emerging technologies in the transportation sector and the need for municipal and provincial leaders in the GTHA to stop relying on multi-billion dollar transit projects to solve transportation challenges across the region.

“We are in a priority setting mindset and... with all of the different options that are out

there, it’s important to shift towards thinking that we don’t need to choose one project first, that we can do many different things at the same time,” said **Zielinski Consulting** president **Susan Zielinski**.

Zielinski is a former **City of Toronto** planner and director of SMART (Sustainable Mobility & Accessibility Research & Transformation) at the **University of Michigan** with an expertise in the development of seamless, multi-modal mobility systems. She said in the GTHA, the focus continues to be on making

investments in the components of a transportation system—buses, streetcars, subways, rail lines—but not in the ecosystem which includes car shares, bike shares, customized shuttles and multimodal fare-payment technologies.

“We need to stop measuring modes or the amount of transportation so much as the connectivity between them,” she said.

Zielinski was on a panel with **Metrolinx** regional planning director **Antione Beliaeff**, **Free2Move** strategic partnerships vice-president

Kevin McLaughlin, **WSP Canada Group** innovation and future ready research program director **Anna Robak** and **Harmonize Mobility** founder **Bern Grush**.

Belaieff praised the **City of Belleville** for implementing a bus-hailing experiment with one of its night-time buses, taking the driver off a pre-defined route and allowing users to book a ride by way of an app or through a website. By prioritizing the transit user, ridership has increased 300 per cent in two months.

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The **Town of Innisville** has also partnered with **Uber** to provide public transit service. The town subsidizes the cost of rides for its residents with Uber offering flat rates to travel to and from high-volume destination spots while offering discounts for travel anywhere else within the community. This was the first time a Canadian municipality has enlisted a transportation network company to fill a public transit void.

Meanwhile in the GTHA, larger municipalities such as Mississauga, Brampton, Hamilton and Toronto spent over a year squabbling over regulations for how to effectively govern transportation network companies while protecting the interests of the taxi industry. The issue became highly politicized and framed these regulatory concerns as a battle over consumer choice.

Politicization of multi-million dollar public projects also prevented municipalities in the GTHA from getting ahead of the population projections anticipated in the provincial Growth Plan by providing adequate transit alternatives. In Brampton, one of the fastest-growing municipalities in the GTHA, council voted to oppose

the Hurontario-Main LRT, which would have connected downtown Brampton to the Port Credit GO station, with connections to the Milton GO line and a proposed future rapid transit line on Dundas Street.

Progress on the transit file has also been heavily politicized in Hamilton, with suburban councillors attempting to derail the billion dollar LRT project, initially approved in 2007, in favour of increased bus service throughout the city. Eleven years after the rapid transit line was envisioned by the provincial government and approved by city council, there has yet to be a shovel in the ground.

“At end of day, I hear a lot about depoliticizing decisions,” said Belaieff. “But you can’t depoliticize decisions because bureaucrats are not elected and it’s elected officials who are accountable to the electorate to levy resources to build infrastructure. So we provide recommendations, a mix of quantitative and qualitative, and then let politicians balance all the priorities that they face.”

With the rapid pace of technology providing more consumer choice and alternatives to traditional transit options, Grush

said there is a need for municipalities to get ahead of the challenges that transportation experts are forecasting. This includes increased congestion, greenhouse gas emissions, reduced demand for parking (a primary source of revenue for GTHA municipalities)

and a fight for curb space among cyclists, courier trucks, autonomous vehicles, car-sharing services, self-owned vehicles, transportation network companies and pedestrians.

“There’s a lot of reconfiguration that

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Senior Manager, Engineering

General Description

The Senior Manager, Engineering will be responsible to oversee and manage all Engineering needs of the company related to multiple homebuilding development projects in low-rise, high-rise, and commercial projects. Dunpar is involved with every single aspect of real estate, including property management and renovations in addition to development.

Primary Responsibilities

- Performing preliminary site investigations and site specific development/zoning reviews
- Monitor new municipal policies and other development activity, as required
- Prepare development schedules and draft development budgets
- Perform due diligence and assist with waiver of conditional periods in Agreement of Purchase and Sale
- Negotiate and administer consultant contracts and construction contracts related to site works (particularly lot grading, site services, top works and landscaping)
- Liaise with government officials and agencies, City staff, ratepayer groups and other stakeholders
- Coordinate and prepare the submission of development approval applications, including but not limited to, Official Plan Amendment, Zoning Bylaw Amendment, Plan of Subdivision, Site Plan Approval, Committee of Adjustment and Condominium Registration applications
- Facilitating and obtaining all necessary municipal and agency permits, including building permits
- Coordinate construction schedules and completion of site works
- Attain site-specific risk assessments or record of site conditions, as required
- Assist in the strategic development of the company and provide industry expertise, and
- Other duties within the scope, spirit and purpose of the job, as required

Educational Requirements & Desired Skills and Experience

Educational Requirements:

University Degree in Civil Engineering;
In combination with Structural Engineering is great, but not required (Civil is required)

Prior Related Experience:

Related experience in a development and/or construction environment is preferred with a **minimum of 10+ years related experience**

Skills:

- Microsoft Office (Excel and Word), Outlook
- Knowledge of municipal regulations, planning processes and planning theory
- Knowledge of contract negotiation, construction tendering and contract administration
- Knowledge of development and project budgets
- Strong interpersonal, communication, and presentation skills
- Time management and organizational skills
- Ability to work independently or in a team environment

Send resumes to m.dipasquale@dunpar.ca.

LPAT NEWS

COURTICE DEVELOPMENT SETTLED

In a November 20 decision, LPAT member **Thomas Hodgins** allowed appeals, in part, by **Excelsior Financial Group** for official plan and zoning by-law amendments for 1405 Bloor Street in the **Municipality of Clarington**.

At the first prehearing conference, the tribunal was advised that Excelsior and the municipality had settled the appeals and reached an agreement on the form of

development on the site. As settled, Excelsior's proposed development consists of a two-storey commercial plaza, a one-storey gas bar, convenience store and car wash, a one-storey restaurant with a drive-through, and an eight-storey mixed-use building with ground-floor commercial space and 126 residential units above.

Planner **Marc De Nardis** provided evidence on behalf of Excelsior, in support of the settlement, testifying that


the proposed development fits appropriately within the planned context for the area and constitutes transit-supportive intensification.

Several local residents attended at the beginning of the hearing, but all had left by the time they were called on to provide comments.

The tribunal adopted De Nardis' uncontroverted evidence and allowed the appeals, in part.

The decision also resolves Excelsior's related appeal of Clarington's passage of an

official plan amendment to bring its official plan into conformity with provincial policy and the **Durham Region** official plan.

Solicitors involved in this decision were **Daniel Artenosi** and **Michael Cara (Overland)** representing Excelsior Financial Group Inc. and **Paul DeMelo (Kagan Shastri)** and **Robert Maciver** representing the Municipality of Clarington. [See LPAT Case No. [PL180249](#).] 

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needs to be done, and none of this seems to be planned or budgeted," he said.


The City of Toronto is moving forward with a pilot project that would test

driverless shuttles operating to and from transit stops. The \$1.2-million pilot is expected to launch in 2020 and could provide a solution to transit users who find it difficult to

transport people between their homes and transit stations in areas where conventional transit service is lacking.

Although this is a positive first step, Zielinski acknowledged the need for municipalities across the GTHA to become less rigid in how they approach these types of creative solutions to moving people across the region.

"We need to focus on the

user and not so much on the mode or service. We're not trying to pick winners. Let the user have a customized set of options and invest in seamlessness," she said. 

PEOPLE

Halton regional councillor **Colin Best** has been

selected as chair of the **Association of Municipalities of**

Ontario's Regional and Single-Tier Caucus.