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TechTALK

 CANADIAN ASSOCIATION OF
CERTIFIED PLANNING TECHNICIANS

PROVIDING
A VOICE FOR
PLANNING
TECHNICIANS
ACROSS
CANADA

2019
SUMMER
EDITION



CACPT Co-Executive Director's Message

Welcome to our Summer Edition of TechTALK!

In my opinion, summers are for holidays, spending time with friends and family, gorgeous sunsets, blockbuster movies, drive-ins, cottage country and reflection on days past.

As some of you may know, I graduated from McMaster University and Mohawk College, but during my education, I grew to know and

appreciate my professors, Joan Keating and Don Granger of Mohawk College. Both were integral in my career and I thank them for everything they taught me.

As we move through our life and work journey, there will always be individuals who stand out. The ones who taught you that one lesson you will always remember. The ones who helped you through a slump or bad day, month or even year. Your mentors. Your colleagues. Your friends.

As your Executive Director for the Association these past six years, there are also people who I will never forget that helped me along

my CACPT journey. Some colleagues that come to mind are Danielle Beck, Kris Orsan, Dave French, Tom Villella, James Warren, Stephen Morriss, Steve Loughran, Lauren Kublilis, Brian Hutchison, Bryan Bachorski, Ben Misener, Dan Boric, Justin Young, Kevin Cianciolo, Chris Kadet, Donna Madden, Julie Owens, Victor Labreche, Diane LeBreton, Cathy Burke and Norman Pearson.

Everyone mentioned along my journey will forever be part of my life and some I consider lifelong friends, including Norman Pearson. Norman was a very special person and I was reminded of this at our

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recent Annual Norman Pearson Golf Classic. I cannot think of Norman, without bringing a tear to my eye and thinking of family. Norman was a big part of our Association family and to pay tribute, we have reprinted his memorial and message to our 2009 AGM & Conference delegates. Listen to Norman's words and you too will know and appreciate how special this man was. Thank you, Norman. We remember you.

Thank you also to Stephen Morriss and James Warren for another great Golf Classic. Thank you to Celene Palmer for providing our Member Spotlight this issue. Watch for Celene Palmer, as she is an upcoming CACPT and Planning rock star. Also, a huge thank you to Morgan Gowans and Charles Ballarano for their informative article regarding the Centre Mall in Hamilton, ON. Thank you to all for your contributions to this edition of the newsletter.

Hopefully you have seen the recent announcements about our AGM & Conference which will be held this year on September 20th at the Living Arts Centre in Mississauga. As always, it will be a fun and informative day for members to get together and listen to some interesting speakers. Included in this edition is the AGM & Registration Package. I look forward to seeing everyone there.

Also included in this edition are the Benefits of Membership, which includes the obvious network to the aforementioned Association family, as well as our Code of Ethics.

As always, remember to "Stay Connected" with the Association and with each other.



George T. Zajac, CPT, MCIP, RPP

Co-Executive Director, CACPT

The CACPT Remembers Dr. Norman Pearson (1928-2014) [2019 Reprint]

Dr. Pearson was our Association's long standing Registrar and supporter. He was instrumental in the Association's decisions throughout the years and provided us a wealth of planning experience. Dr. Pearson spoke at many of our Conferences and always made himself available for Council meetings. Our thoughts and hearts go out to his family and close friends at this time of sorrow.

Dr. Pearson's joy of place and everything on the earth began at an early age in his childhood home of North East England where he travelled and explored Great Britain and later when he joined his geography teachers in working on the Pennine Way, a footpath down the spine of England.

He trained as a professional town and country planner at the University of Durham, King's College.

He volunteered in the Korean War with the Royal Air Force, a move that first took him to Canada. He was stationed in Quebec, Ontario and Manitoba as a co-pilot and navigator. Thanks to the RAF and the RCAF he visited every major urban center in Canada. One of his trips was with a pilot who was an avid naturalist and covered the whole length of the Niagara Peninsula from Tobermory to Niagara Falls.

This was to be a very momentous

“His life was full of great achievements and we owe a debt of gratitude to him for the legacy he has left the world.”

flight for the future of what was to become a world-famous footpath – The Bruce Trail.

In 1954 he returned to Canada to join the Central Mortgage and Housing Corporation (CMHC) where he began his distinguished career in planning and academics. He held the positions of Director of Planning for the then Hamilton-Wentworth Planning Board and Planning Director for the Burlington and Suburban Planning Area Board.

After leaving Burlington he set up his private consulting practice. His academic career included the Planning and Geography Department of the Waterloo Lutheran University (now Sir Wilfred Laurier) and founder of the Rural Planning Department of the University of Guelph. Dr. Pearson has held the position of President at numerous academic institutions including Greenleaf University, Colorado-Canada Pacific Western University, Greenwich University, and the International University of Advanced Studies. He published 15 books and about 200 papers in refereed journals and chapters in books.

Dr. Pearson became one of the four founding members of the

Bruce Trail, which follows the edge of the Niagara Escarpment for almost 900 km. The trail traverses land owned by the Government of Ontario, local municipalities, private land owners, conservation authorities and the Bruce Trail Conservancy. He held the first meeting at his home and in his book “The Making of the Bruce Trail”, Dr. Pearson provides a detailed history of its founding.

Dr. Pearson was involved in numerous Councils, Committees, Foundations and Organizations during his illustrious life. He became a great supporter of CACPT from its early years and continued his support to the end of his life. His wise guidance and international knowledge was truly appreciated in his role of Registrar. He took an interest in each and every applicant to our association.

In recognition of his role within CACPT Dr. Pearson was made an Honourary Member and in 2010 CACPT initiated the Dr. Norman Pearson Bursary which recognizes the public contributions and academic achievements of first year students in our accredited programs.

“Address to the Delegates” by Dr. Norman Pearson

From the 2009 CACPT Annual General Conference "Preserving our Past with a Focus on Heritage Planning" - Liuna Station, Hamilton, ON - October 16, 2009

Mr. President, Ladies and Gentlemen:

Welcome to our conference on “Preserving Our Past”. Hamilton has many relevant examples. The past can be preserved by Group Action or Individual Action. With respect to Group Action, in Centennial Year the Council of the then Township of Ancaster wanted to celebrate by demolishing the old and decrepit Township Hall. We formed a group called “A.C.T.I.O.N” (Ancaster Citizens to Improve our Neighbourhood), took over the building for a dollar then raised all the money to rebuild and refurbish it, supervised the contractors and handed it back, like new, to the Township. It is now the centre-piece of the Historic Village Centre. It is a reminder of the age of Water Powered Industry as well as an excellent meeting place.

With respect to individual action, from tiny acorns, mighty oaks can grow. Fifty years ago I found nowhere to walk, so I formed the Bruce Trail Association, from that came a trail from Niagara to Tobermory; The Niagara Escarpment Commission; the Niagara Escarpment Plan; National and Provincial Parks; Conservation Areas; the Greenbelt; and finally the UNESCO World Biosphere Reserve!

Hamilton has many examples of our theme. In 1954 I was appointed

Then it was proposed to demolish Dundurn Castle to make a smooth transition from the western entrance on York Street. Aided by the U.E.L. families and historic societies, we prevented this disaster – allies are important! Besides, I argued that York Street was not a good gateway to the city.

Then, railway reorganization began with the end of the steam trains. The Northern CN station closed and I salute the Labourers’ International Union of North America (L.I.U.N.A.) for stepping in and saving it and

making it a monument to immigrants as well as an excellent meeting place and office building.

Next on the list was the attractive Toronto, Hamilton and Buffalo (T.H. & B.) Station, familiarly known as “To Hell and Back”. It was to be demolished and a new station was planned for mid-downtown. The grades would not work, so the T.H. & B. became Hamilton’s “Go Train” Centre and thus survived.

Next, it was proposed to demolish “Whitehearn”, a beautiful Georgian house next to the new city hall. I enlisted the U.E.L. and the Architectural Conservancy and the plan was defeated.

Once again, the highways came to the fore. An expressway was proposed across the Dundas Valley, west of the city. The conservationists under His Honour Justice Thomas Beckett opposed it and I agreed with them. By departmental orders it was defeated and the valley became a Greenbelt and Conservation area.

Next, the Burlington Skyway was built right across the mouth of the Hamilton Harbour at the southerly end; it used the site of the old

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Hamilton water purification plant. By careful planning, we managed to preserve the pumping station and adjacent offices. It became a meeting place for small groups and is a very attractive and valuable asset.

Then a developer planned a subdivision across the Old Battlefield Lands around the old Stoney Creek Battlefield House, an historic site from the War of 1812. There was wide opposition, led by the Women's Wentworth Historical Society. I said that it was bad planning. I wrote to the Prime Minister, The Premier and the Local MP's and MLA's. I even wrote to President Eisenhower telling him U.S. Soldiers were buried there. It was a fierce battle which ended in the creation of the large Battlefield Park. The Women's Wentworth Historical Society gave me a medal, which I am proud to have. The media called it "The Second Battle of Stoney Creek". It was a satisfying victory.

Then there were some ancient vintage aircraft at Hamilton's regional airport. We managed to work out a museum for them. As a former officer of the Royal Air Force, I am fascinated that all the aircraft I flew are in that museum, but I am still walking around.

Then, out of the blue, came a major project which could have done immense damage. It was an urban expressway from the Queen Elizabeth Way to Ancaster. The original



project was brutal. It would have damaged Hidden Valley, destroyed the historic westerly entrance, carved up the Royal Botanical Gardens, shut off the Dundas Canal, destroyed the shoreline of scenic Cootes Paradise, threatened the foundation of the Roman Catholic Cathedral, dug up the Chedoke Golf Course, broken the Bruce Trail and destroyed the face of the Niagara Escarpment.

It was the most insensitive project I have ever seen. I explained it all to Mayor Jackson and walked him through it all. He set up an extensive advisory committee, which completely redesigned the project and corrected these problems. The result was and is one of the most attractive urban expressways in North America. I would like to pay tribute to the Engineer who built it with such great sensitivity, Mr. Sam McNally.

In 1959 I was appointed Planning Commissioner for Burlington, Ontario and immediately ran into a major challenge. The Hospital Board wanted to demolish the Joseph Brant Memorial House for a major expansion. With the help of my friends in the Six Nations and Mr. Brian Coleman of Burlington, we fought and stopped it. We put a historical plaque on the house and thus preserved and protected it.

In 1962 I went into private practice and was invited to speak on this topic in the City of Peterborough. The day I made my speech on preservation, they demolished the oldest building in the city. Such is life!

The battles have continued in a similar pattern. Now we have the Heritage Act and the Planning Instruments are helpful. The public and media are better informed but I still say, planners are the key they must have the courage of their convictions and they must lead. Better times are ahead.

Thank you!

The CACPT 4th Annual Norman Pearson Golf Classic



The CACPT 4th Annual Norman Pearson Golf Tournament was held on Friday, June 28th. Stephen Morriss switched it up a little bit this year by having a breakfast event before hitting the links. Cambridge Golf Club graciously hosted the tournament and breakfast this year. Our original guest speaker had to back out last minute, however, William Pol of Fanshaw College stepped up to the plate to deliver an intriguing and informative overview on Heritage Planning and the role it plays in London, Ontario.

Once we had fed the body and the mind, it was on to the links. We had golfers this year with a wide range of experience, from first time to seemingly semi-pro. Our team was closer to the inexperienced side of the spectrum; however, we had a great time and we were gradually getting better as the day went on. Shortly after getting to the 10th hole, the wind and rain hit pretty hard and we decided to take a break and wait it out. The rain didn't last long and we were back on the greens.

It was a learning experience on the course too. My co-worker Katelyn was frustrated with the way her game was going and so we thought that she should give my left-hand clubs a try, just for fun. First hit was a perfect connection. It went straight and had great distance. Shot after shot it was like night and day. All these years she had struggled with the game and it turns out Katelyn just needed left hand clubs. She's actually very good at the game and now she enjoys it.



When we tallied up the scores at the end, the dream team made up from IBI Group and City of Hamilton employees took home the majority of the prizes. An enormous thank you goes out to all our sponsors and volunteers who came together to make it a great day out of the office and on the links. T. Johns Consulting (Gold Sponsor), GSP (Silver Sponsor) and MHBC (Silver Sponsor) generously provided the support with funds, prizes and golfers. Without all their help, it wouldn't be such a success. I would also like to thank the Cambridge Golf Club for hosting the tournament and breakfast.

James Warren, CPT

Councillor at Large (Ontario), CACPT
2019 Norman Pearson Golf Classic Co-Chair

Member Spotlight:
Celene Palmer,
CPT



Recent full member of the Canadian Association of Certified Planning Technicians, Celene Palmer is eager to introduce herself as one of the Association's Maritime members. Living in the hub of Nova Scotia, she is currently working as a GIS/Civil Engineering Technician in her home town for a local company PDI Engineering Group Inc., a modern and energetic firm with a fresh approach to work. Celene has only begun her journey at the firm nine months ago, but looks forward to the many years ahead.

Celene's journey didn't start like most. In high school, she found herself not focused and it was tough to stay interested in the courses being taught. Leaving high school after grade 11 Celene did not obtain a high school diploma; instead she entered the customer service workforce at a local Tim Hortons. After three years there, and one move to Newfoundland later, she found herself back in her home town only gaining skills to

further her in customer service. This time she started serving at local restaurants and bars where she really enjoyed the social aspect of serving and of course the "fast cash".

As a mature student in her mid 20's she wasn't interested in four to seven years of university. She was ready to get her career started sooner.

Fast forward three years, after learning much about herself and growing into a mature, independent adult, Celene could narrow down her interests enough to start thinking of going back to school. She entered the Adult Learning Program as a mature student at the local Nova Scotia Community College, this time understanding the importance of school and applying herself completely. Nearing graduation, she looked into university and college. As a mature student in her mid 20's she wasn't interested in four to seven years of university. She was ready to get

her career started sooner. Thinking of her interests such as the environment, mapping, computers, and wanting to stay in the Maritimes, she inquired about courses at Centre of Geographic Sciences (COGS) in Lawrencetown, Nova Scotia. The two year Geographic Information Systems (GIS) program sparked her interest as one of the options for second year concentration was Community and Environmental Planning. The college was in a very small secluded town two hours away from home, so Celene packed up herself and her two cats for the beginning of a new journey in life.

As a way to become involved more with her peers, Celene became class president in her first year at COGS. As if first year wasn't challenging enough with the introduction of new people, location, and school, Celene took this as a positive approach to growing.

At the end of first year, all students were expected to complete a work experience. The location of Celene's accepted work experience could not have suited her better; the Town of Truro Planning and Development Department in her home town of Truro, Nova Scotia. That summer, she worked on projects using software skills learned at COGS, networked

with people inside and out of the office, and really got a feel for life in the planning field. This reassured her she was on the right path and from there she was able to choose her second year concentration, Community and Environmental Planning, with confidence.

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Connecting the Dots: A New Vision for Centre Mall

Climate change should be at the forefront of all planning and decision making. The City of Hamilton has declared a climate change emergency and transportation remains one of the biggest challenges in eliminating carbon emissions and can serve as a backbone in creating a sustainable community. We would like to propose a GO Station adjacent to the existing Centre on Barton. This new station is on the proposed route between West Harbour and Confederation GO Stations and would serve as a catalyst to encourage an otherwise underserved area to use Regional public transit. In order to facilitate planning of a Transit Station Area, it is necessary to develop a corresponding Secondary Plan.

Coming up with a name for the Station was simple. Barton Centre GO Station. The name represents the station's geographic location in the city, as well as its central location between the West Harbour and Confederation GO Stations. However, the main reason is to respect the history of the site. Centre Mall, an indoor shopping centre which opened in 1955, was one of the first shopping malls in North America. After 53 years, the original Centre Mall was demolished

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Entering second year, Celene felt she could be more involved with the school. She ran for and was elected as, Student President. During her time as President she organized school meals, events, and raised money for local nonprofit organizations, all with the support of student council at her side. With most of her time dedicated to school work, she learned quickly how to direct time and focus on what is most important.

The Community and Environmental Planning program brought on real life projects such as designing plans for a consolidated school in Bridgetown, as well her own chosen year long project working with Nova Scotia Department of Natural Resources to connect off highway vehicle trails within Annapolis Valley.

Following graduation, Celene was hired for a one year term position at the Municipality of the County of Colchester in the Planning Department. The position taught her many new things such as legal aspects of property and building development, how a municipality is run compared to a town, and how civic addressing is handled, along with many other useful skills. After the year was over she interviewed for many planning technician positions, some in and out of her home province. Though she was willing to move for a career, she always knew her heart was in her home town so she decided to keep her eye on positions nearby.

Beyond her interest in GIS, Celene has always had passion for fitness, and nutrition. Wanting to do more with her hobby she completed a program to become a Certified Nutrition Coach. With this training she is able to assess nutrition deficiency, overall health, and medical history, and talk about goals when designing client specific plans.

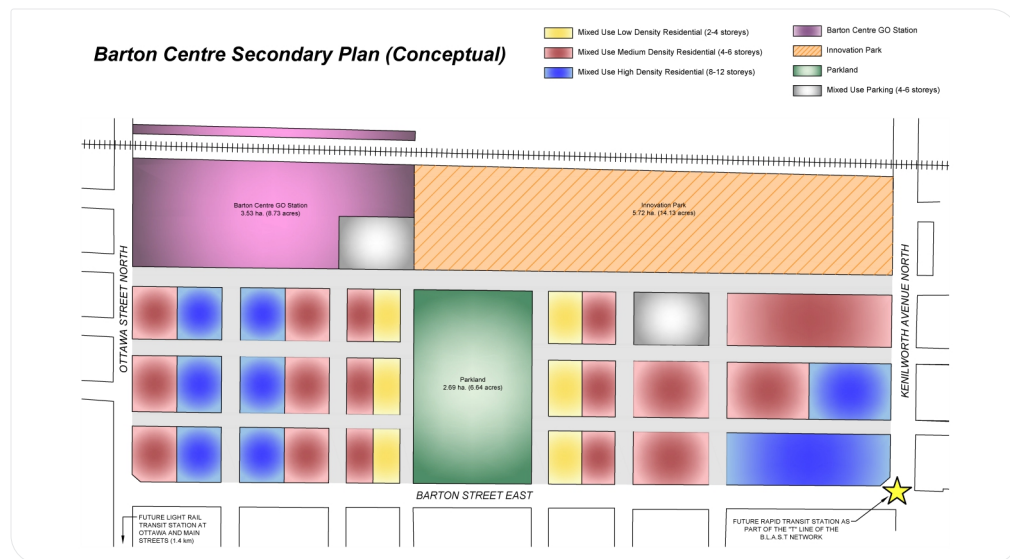
While Celene stayed in her home town, she also worked as a server at a local establishment while still networking and keeping her "ear-to-the-ground" for opportunities. Then one faithful day, that opportunity arose. Celene was presented with an opportunity to assume a position at PDI assisting the firm with recently acquired GIS related projects. Her role quickly grew incorporating other CAD related work, as well as work associated with closed landfill monitoring, municipal services, and building design. Always demonstrating that she is willing to accept any challenges presented to her through her determination and drive, Celene is currently working on various projects that will be enhancing her local community—which she is passionate about—just what she has been searching for.

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and replaced by a suburban style outdoor shopping centre known as The Centre on Barton. As the site transitions again, it is important to keep the name of origin, for history's sake

Currently, Centre Mall is designated Mixed Use High Density in the Urban Hamilton Official Plan (2013) and within the Mixed-Use High Density “C4” Zone of the City's Comprehensive Zoning Bylaw No. 05-200. Centre Mall is underutilized and not sustainable as it has been redesigned as a suburban shopping center, despite being located in an urban environment that is supported by transit, bike share and is walkable. Center Mall was redesigned to be solely dependant on the use of the automobile and has little regard for walkability and cycling which is out of character with the surrounding area which is predominantly grid-based and historically featured storefront shops which are still evident along Ottawa, Kenilworth and Barton Streets. Implementation of a Secondary Plan that will facilitate a range of uses and allow Ottawa, Kenilworth and Barton Streets to prosper and create better services, jobs, and public space for the surrounding communities.

Currently, Center Mall is served by two local bus routes (Hamilton Street Railway); the (2) Barton bus, which connects Stoney Creek and Downtown and the (41) Mohawk bus, which connects the mountain and parts of West Mountain/Ancaster to



the lower city. Both of these bus routes would serve as major connections to an intensified Centre Mall, innovation hub and a GO Station. The Barton Centre GO Station would facilitate the bus routes through a transit terminal at the station. As part of the proposed Secondary Plan for the area, Ottawa Street has the opportunity to be redesigned to encourage active transportation and create a vibrant streetscape. The Ottawa Street redesign would include eliminating the east lane of parking and adding a dedicated bike lane to create a more complete street. There is sufficient off-street parking available in adjacent municipal lots east of Ottawa Street that will accommodate the street parking lost to the new cycling infrastructure. The City of Hamilton Transportation Master Plan, 2018, does not include provision for a cycling lane along Ottawa Street. Cycling infrastructure needs to be incorporated as a major active transportation connection to the GO Station. A cycling route will not only encourage active transportation to and from the GO Station

but will also provide a critical north-south connection to the existing Cannon Cycle Track which is one of few cross-town cycling facilities in Hamilton. Last but not least, the most important piece of the transportation puzzle is a planned LRT station at the intersection of Ottawa Street and Main Street which is approximately 1.4 kilometres from the proposed GO Station. The planned dedicated bike lane will serve as a vital connection to the GO Station. The existing HSR routes and a dedicated bike lane from the LRT station connecting to the GO Station provide for a comprehensive and multi-modal transportation network. The goal is not to restrict single-occupancy vehicles from accessing Ottawa Street; however, it is to give people more travel options, which is important to the viability of Barton Centre GO Station. The B.L.A.S.T. network, a long-term transit plan for the City of Hamilton, indicates a future rapid transit line connecting from the Meadowlands in Ancaster to Centre Mall.

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The Barton Centre GO Station, given its proximity between the existing GO Station locations, will allow for a more consistent travelling distance through Hamilton. The proposed Barton Centre GO Station at Ottawa Street is approximately 4.5 kilometres from the West Harbour GO Station (downtown) and approximately 4.7 kilometres from Confederation GO Station (Stoney Creek). In Burlington, there is approximately 4.7 kilometres between Aldershot and Burlington GO Stations and approximately 5.7 kilometres between Burlington and Appleby GO Stations. According to the Transportation Tomorrow Survey, 2016, 75% of Burlingtonians and 66% of Hamiltonians commute by car during peak travel times (6am to 9am). Furthermore, 4% of Burlington's residents take the GO Train which runs every 30 minutes east-bound to Toronto. Of Hamilton's 525,500 residents, 1% take the GO Train which only runs six times in the morning and five times in the evening, essentially on very scarce service. Given that Burlington can provide appropriate ridership for three GO Station stops with frequent service and considering their population size and percentage of automotive commuters, Hamilton could have the potential ridership to support the Barton Centre GO Station at its proposed location.

The proposed Barton Centre GO Station would be located on the mutual boundary of Wards 3 and 4 in Hamilton. According to the

Transportation Tomorrow Survey, 2016, the combined populations of these wards is 67,200 people (35,000 for Ward 3 and 32,200 for Ward 4). Approximately 1% of this population takes GO Transit as a mode of transportation, which is in line with the City's collective average of 1% GO Transit use. While the proposed station would not exclusively serve Ward 3 and 4 residents, it is important to note that the GO Station would provide an area that already has GO ridership in place, the opportunity to have a station closer to home. The lack of GO Transit use is likely due to the scarce GO train service that currently services Hamilton; 6 trains leave Hamilton in the morning and 5 return in the evening. The goal of the Barton Centre GO Station is to bring increased service to and from Hamilton and provide commuters access to a centrally located GO Station in the lower city. In Ward 2, where both West Harbor and Hunter GO Stations are located, 3% (1,191) of the ward's population (39,700) take the GO Train during peak travel times (6am to 9am). We can conclude the Barton Centre GO Station has potential for increased ridership.

The Barton Centre GO Station would give industrial businesses in the area, such as ArcelorMittal, the opportunity to increase their employment pool, as it would connect people regionally throughout the Greater Toronto Hamilton Area. ArcelorMittal has been ranked a top employer on both a regional (Hamilton-Niagara, 2019) and National scale (Canada top 100 employers, 2018). With collaborative work between McMaster

University, Mohawk College and CanmetMATERIALS, ArcelorMittal and Hamilton have become a central hub for research in innovative steel production and design to reduce greenhouse gas emissions and revolutionize the steel industry. With grants from the Provincial and Federal governments, ArcelorMittal has been increasing their capacity, essentially leading to more job growth in research and design.

With manufacturing making up 11.5% of employment in Hamilton (Hamilton CMA, 2016), it is important that we retain and enhance the opportunity for companies such as ArcelorMittal to expand their employment pool by being connected regionally through rail and allow existing brownfields to be redeveloped as an innovation hub. ArcelorMittal is the largest private sector employer in Hamilton and by building a GO Station nearby, we can ensure that they can maximize their economic potential by being connected regionally through rail. Barton Centre GO Station would not only bring potential growth to the immediate adjacent area, but to the area at large. There are many abandoned brownfield sites that are underutilized. The City of Hamilton's Environmental Remediation and Site Enhancement program (ERASE), was put into action to give companies incentives to locate on brownfield sites that require remediation to make them development ready.

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In conjunction with the ERASE program, the goal is to bring innovative companies and jobs back into the lower city, with the Barton Centre GO Station serving as a catalyst for connection and growth.

Building transit inevitably leads to growth, stemming from development that is adjacent or within walking distance of a transit station. As part of a proposal for the Barton Centre GO Station, a Secondary Plan for Centre Mall and surrounding area should be created. We feel the Secondary Plan would be suitable to identify and address issues related to land use, provide specific policies to an area where more detailed direction is needed for issues outside the planning guidelines provided by the Urban Hamilton Official Plan and provide a new vision for Centre Mall that includes an innovation hub, parkland, and a mix of uses, heights and density. The goal is to plan a grid network with a mix of uses that creates a walkable community, promotes sustainability and achieves connectivity throughout.

The creation of a Secondary Plan comes with policies to guide land use and development; policies that drive and make the vision for the precinct a reality. To start, there would be policies regarding a range of building heights that are placed strategically throughout the plan area as shown on the map: Yellow (Low Density 2-4 storeys), Red (Medium Density 4-8 storeys) and Blue (High Density 8-12 storeys). The goal for these designations will be to create a mix of uses within them that include commercial on the

bottom and residential above. It will be important to incorporate the same amount of commercial space that currently exists in the Secondary Plan. In addition, we want to retain the current number of affordable housing units, and through policy, allow for additional affordable housing units to be built. It is important to implement a strategy for affordable housing adjacent to Transit Stations to provide greater transit opportunity for low income residents and address the shortage of affordable housing units. The building heights are staggered throughout the plan. Heights and density have been strategically placed around the Barton Centre GO Station and the future Rapid Transit Station at Kenilworth and Barton Streets (as part of the B.L.A.S.T. network) to encourage transit-oriented development. By having a mix of uses fronting onto Barton Street, the goal is to intensify and activate the streetscape. It will be important that Urban Design policies are in place to mitigate noise and vibration from the surrounding industrial uses. These may include sound barriers such as increased canopy cover and berms.

Greenspace is very important. Urban greenspace provides habitat to various species including plants, birds and small mammals, while connecting people with nature in an urban setting. The park can have various functions, such as recreational use, community & pollinator gardens, canopy cover, meeting and event space. The parkland is located in the center of the plan to give a sense of place to the community and allow people easy access to green-space. Placing the parkland adjacent to Barton Street gives the surrounding community equitable access to greenspace, as there is a current lack of parkland that serves the area. Provision for greenspace along Barton Street would allow for a break in the building walls, a diversity of uses, and makes for a friendlier and more vibrant streetscape.

The innovation park is designed to bring more jobs and people to the Barton Centre GO Station precinct. The goal of the innovation park is to attract business, entrepreneurs, firms and industry partners through office, incubator and collaborative spaces. The innovation park is designed to facilitate the growth and development of research and design and support Startup companies by providing adequate space. The Barton Centre GO Station will provide the innovation park connectivity throughout the Region. It is important that there are urban design guidelines established for the innovation hub buildings to respect the adjacent parkland and residential uses.

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The plan would be to eliminate all surface parking and replace it with 4 to 6 storey mixed-use parking structure that will provide adequate parking to the GO Station, innovation park and commercial uses. By designating the parking structure mixed use, we can encourage commercial space on the first floor to create an inviting streetscape for pedestrians.

We are hoping that this proposal gives a constructive approach to increased sustainability and livability in the Barton, Ottawa, Kenilworth corridor. The creation of the Centre GO station would increase transportation alternatives, create jobs and provide alternatives to existing brownfield and greyfield land use. The goal is to create a better public realm and attract a diverse population where people can work, live and play. Encouraging a diversity of land uses would allow people the ability to walk and bike to amenities, and places of entertainment thereby reducing the need for single-occupancy vehicles and parking demand, while freeing up space for pedestrianised streetscapes. With a GO Station at Centre Mall, Ottawa, Kenilworth and Barton Streets would be provided the chance to thrive socially, economically and environmentally. The station provides good proximity for people coming from the broader region to Tim Horton's Field and Gage Park for sporting events, festivals or concerts. The Station precinct serviced by frequent service has the opportunity to become a Regional Destination and improve economic opportunities for a greatly underserved area. The station and the resulting transit-oriented community warrants for their consideration and study as it is aligned with and further implements both local and Provincial land use planning objectives.

Morgan Gowans

Planning Technician at UrbanSolutions
Mohawk College Graduate

Charles Ballarano

Urban Planning Student Ryerson University
Mohawk College Graduate

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CACPT 2019 ANNUAL GENERAL MEETING & CONFERENCE



SAVE THE DATE

The CACPT is hosting its AGM & Conference on Friday, September 20th, 2019, to be held at the *Living Arts Centre (RBC Theatre)* in Mississauga, ON. Our theme this year is “Planning from Suburban to Urban”.

EVENT	Annual General Meeting & Conference
LOCATION	<i>Living Arts Centre (RBC Theatre)</i> 4141 Living Arts Dr Mississauga, ON L5B 4B8
DATE	Friday, September 20, 2019

STAYING CONNECTED • DESIGNING COMMUNITIES • SKILLED TECHNICIANS

EVENT SCHEDULE

8:15-9:15 AM

Registration / Breakfast

9:30-9:45 AM

Introduction – George Carlson (City of Mississauga)

10:00-10:45 AM

Fred Serrafero (FRAM Building Group) – FRAM Developments

10:45-11:00 AM

Break

11:00-11:45 AM

Joanna Wice (City of Hamilton) – Bill 108 Changes

11:45 AM-12:30 PM

President's / Executive Director's Awards

12:30-1:30 PM

Lunch / Networking Break

1:30-3:30 PM

Workshop 1

Workshop 2

Tour

Gregory
Sergeant (City
of Hamilton) –
3D Printing

Russ Schnurr /
William Pol
(Fanshawe
College) –
Urban 360 Lab

Elizabeth
Underhill
(Museums of
Mississauga) –
Tour of
Streetsville

3:30-5:00 PM

Annual General Meeting

5:00 PM

CACPT 2019 Annual General Meeting & Conference Adjourned

INFORMATION & REGISTRATION

EVENT Annual General
Meeting & Conference

LOCATION *Living Arts Centre (RBC Theatre)*
4141 Living Arts Dr
Mississauga, ON L5B 4B8

DATE Friday, September 20, 2019

COST **\$180** / Members
\$110 / Students
\$195 / Non-members

All prices include AM & PM refreshments, snacks, lunch, and a gift. Student fees include registration and membership for 2019/2020.

Workshop & Tour Preferences

Place 1, 2 and 3 beside your highest to lowest preferences:

☐

Gregory Sergeant (City of Hamilton) – 3D Printing

☐

Russ Schnurr / William Pol (Fanshawe College) – Urban 360 Lab

☐

Elizabeth Underhill (Museums of Mississauga) – Tour of Streetsville

Full Name

E-mail

Job Title

Employer / School

Phone Numbers

Mailing Address

Mail or e-mail your forms and cheques to:

CACPT 1900 King Street E.

PO BOX 69006

Hamilton, Ontario L8K 6R4

co-director@cacpt.org

Pay online:

cacpt.org/send-payments/

Register online:

cacpt.org/agm-and-conference-registration/

The Benefits of Membership in the CACPT

New & Upgraded CACPT Members

Job Circulations

Members receive job circulations by some of the best employers across Canada. Employers come to us first, knowing we have the largest contact list for Planning Technicians in Canada.

Representation

CACPT has been the recognized voice for Planning Technicians since 1978 or for the past 40 years! We are THE advocate for Planning Technicians in Canada and are part of school advisory Committees and interact with governmental representatives for our members.

Code of Ethics and By-law

We have an established Professional Code of Ethics and By-law, which the Association maintains and adheres to in a professional manner.

Designation

Our designation is one of the compulsory criteria by employers when hiring Planning Technicians. Job circulations ask for Planning Technicians to have this designation when applying for positions across the country.

Networking

Our Professional Development Conference and Annual General Meeting, as well as workshops, socials, forums and social media provide opportunities for members to interact with one another and learn from each other.

Continued Learning & Development

Our conferences, workshops, newsletters, surveys and website provide our members with continuing education and knowledge that pertains to our profession and fellow members across the country.

Awards & Recognition

Our awards of excellence, tenure and merit, as well as bursaries, recognize employers and members for outstanding work and dedication within our profession and Association.

Venngo Rewards Program

Our members save on shopping, dining and entertainment.

thePersonal Membership Rates

As a member, save on Home and Auto Insurance.

Associate Members

Eric Crapsi
Korsiak Urban Planning

Eric Hill
GSP Geographics Inc.

Full Members

Matt Faucher
West Kelowna, BC

Velimir Lazarevic
City of Hamilton

Perry McKnight
WSP

Cristin Miller
City of Markham

Rob Nadolny
Stantec Consulting Ltd.

Celene Palmer
PDI Engineering Group Inc.

Upgraded Full Members

Jasmine Brinovcar
MHBC Planning Limited

Katrina Sheffield
Town of North Dundas

David Grabowski
City of Cambridge

The CACPT Code of Ethics

For new members and as a gentle reminder, below is our Code of Ethics as a Certified Planning Technician. Please read and remember to practice them, as well as conduct ourselves in a responsible manner and not discredit other members or the Association.

Canadian Association of Certified Planning Technicians Code of Ethics

The Code of Ethics of the Association is as follows:

THE CERTIFIED PLANNING TECHNICIAN RECOGNIZES THE PRECEPTS OF PERSONAL INTEGRITY AND PROFESSIONAL

COMPETENCE AS FUNDAMENTAL ETHICS, AND AS SUCH HE/SHE:

SHALL have proper regard for the physical environment and the safety, health and well-being of the public;

SHALL always conduct himself/herself in a responsible manner and utilize fair and equitable business practices in dealing with his/her colleagues, clients, and associates;

SHALL undertake only those assignments for which he/she is competent by virtue of his/her training and experience, and where warranted, engage or advise the engagement of such specialists as are required to enable him/her to properly complete assignments;

SHALL protect to the fullest extend possible, consistent with the well-being of the public, any information given him/her in confidence by an employer, colleague or member of the public;

SHALL refrain from making unjustified statements or from performing unethical acts which would discredit the Association or any of its members;

SHALL indicate to his/her employer or client any adverse consequences which may result from an over-ruling of his/her technical judgement by a non-technical authority;

SHALL avoid any connection with such advertising which implicitly or explicitly demeans the competence of other members of the Association;

SHALL strive to maintain his/her proficiency by updating his/her technical knowledge and skills as required to properly practice planning technology;

SHALL uphold the provisions of the Code of Ethics, and without fear or any favour report in the proper manner unethical or incompetent conduct of any other member to the President of the Association



George T. Zajac, CPT, MCIP, RPP
Co-Executive Director, CACPT

CACPT Council Members

President

Lauren Kubilis, CPT
president@cacpt.org

Vice President

Stephen Morriss, CPT
vicepresident@cacpt.org

Registrar

Diane LeBreton CPT, MCIP, RPP (Ret)
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Secretary

Ashley Kirec, CPT
secretary@cacpt.org

Treasurer

Brian Hutchison, CPT
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Co-Executive Directors

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Cathy Burke
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Councillors at Large

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Colin Kelly, CPT
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Jacqueline Savoie, CPT
jacqueline.savoie@cacpt.org

Fanshawe Representatives

Jacob Smith, Rayne Jones, Robert Wojtalski, and Evan Falcone (First Year)

Emily Byford-Vicari and Nathan Hanas (Second Year)

Mohawk Representatives

Andrew Vrana and Anthony Salemi (First Year)


Robert Marsalla, Paul Clark, Hanna Hack, and Kevin D'Souza (Second Year)

Langara Representatives

Kevin Green, Ellen Hayes, Michael Luciw, Theendy Lai, Helen Garbeic, and Daniel Hanhausen Legorreta



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CANADIAN ASSOCIATION OF CERTIFIED PLANNING TECHNICIANS

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