

Webinar

Building Transit-Oriented Suburban Communities

Date: April 09, 2021

00:00:09 --> 00:00:11: Welcome everyone, my name is Matt Norris.

00:00:11 --> 00:00:15: I'm a director for the Urban Land Institute's building,

00:00:15 --> 00:00:18: Healthy Places Initiative, and I'm so excited today to welcome

00:00:19 --> 00:00:20: you to our webinar.

00:00:20 --> 00:00:24: Today we've assembled a fantastic panel of experts from Canada

00:00:24 --> 00:00:27: and the United States who are truly at the Vanguard

00:00:27 --> 00:00:31: of efforts to leverage transportation to catalyze and sustain.

00:00:31 --> 00:00:36: Healthy, equitable suburban communities. We really believe that this discussion

00:00:36 --> 00:00:39: is timely and it's crucial as suburbs continue to seek

00:00:39 --> 00:00:43: strategies to object to adapt to changing mobility needs and

00:00:43 --> 00:00:47: new technologies will also addressing issues from climate change to

00:00:47 --> 00:00:49: systemic racism and inequality.

00:00:49 --> 00:00:52: We're thrilled you join the conversation.

00:00:52 --> 00:00:55: This webinar is being hosted by the Urban Land Institute's

00:00:55 --> 00:00:58: and you Lisa Research and Education nonprofit,

00:00:58 --> 00:01:02: dedicated to shaping the future of the built environment.

00:01:02 --> 00:01:04: The transformative impact in communities worldwide.

00:01:04 --> 00:01:07: Long time you lie members will know that we've changed

00:01:07 --> 00:01:08: our mission statement.

00:01:08 --> 00:01:11: And for those of you that are new to you'll,

00:01:11 --> 00:01:13: I welcome, and we're so glad you're here.

00:01:13 --> 00:01:17: This webinar is being recorded and we will share recording

00:01:17 --> 00:01:20: for all participants on our Knowledge Finder website.

00:01:20 --> 00:01:23: Please use the question to answer a box rather than

00:01:23 --> 00:01:24: the chat for questions,

00:01:24 --> 00:01:28: and you can also upvote questions in the Q&A if

00:01:28 --> 00:01:28: you like.

00:01:28 --> 00:01:31: Today's program was organized by You Allies,

00:01:31 --> 00:01:34: building Healthy Places Initiative, which is working to make health

00:01:34 --> 00:01:36: and social equity mainstream.

00:01:36 --> 00:01:38: Considerations in real estate practice.

00:01:38 --> 00:01:41: We do this by cultivating champions for HealthEquity driving industry,

00:01:41 --> 00:01:45: change toward health and social equity and making communities healthier

00:01:45 --> 00:01:46: and more equitable.

00:01:46 --> 00:01:51: The program is also supported by utilized Curtis Infrastructure Initiative,

00:01:51 --> 00:01:55: which has a mission to identify and promote infrastructure infrastructure

00:01:55 --> 00:01:58: solutions that make cities more equitable and resilient that enhance

00:01:58 --> 00:02:00: long term community media.

00:02:00 --> 00:02:03: Just very quickly. We hope you'll check out three new

00:02:03 --> 00:02:05: reports hot off the virtual press.

00:02:05 --> 00:02:07: The first is pandemic in the public realm,

00:02:07 --> 00:02:11: which explores how cities are adapting public spaces in the era of social distancing.

00:02:11 --> 00:02:12: Next is small vehicles big impact,

00:02:12 --> 00:02:14: which highlights how developers and cities can maximize the benefits

00:02:14 --> 00:02:18: of micro mobility and the last one is changed for

00:02:18 --> 00:02:21: good,

00:02:21 --> 00:02:21: which summarizes a two year long partnership on health with

00:02:21 --> 00:02:25: you lie just for councils.

00:02:25 --> 00:02:27: And now I'm pleased to introduce our moderator for today,

00:02:27 --> 00:02:30: Leslie will. Leslie is the CEO at Civic Action based

00:02:30 --> 00:02:34: in Toronto,

00:02:34 --> 00:02:35: Canada. Civic Action is a Premier civic engagement organization that

00:02:35 --> 00:02:39: convenes established and rising leaders from all sectors,

00:02:39 --> 00:02:42: backgrounds and experiences. Leslie is a trisector athlete

00:02:42 --> 00:02:47: with experience

00:02:47 --> 00:02:48: in the public,

00:02:48 --> 00:02:51: private and not for profit sectors as well as experience

00:02:51 --> 00:02:52: as a planner,

00:02:52 --> 00:02:55: architect and community activator. And I would be remiss if

00:02:55 --> 00:02:58: I didn't also mention that she's a very active you'll.

00:02:58 --> 00:03:02: I volunteer and a member of the Americas Executive

Committee,
00:03:02 --> 00:03:05: global governing trustee, and a member of the Curtis Infrastructure
00:03:06 --> 00:03:07: Initiative Global Advisory Board,
00:03:07 --> 00:03:10: among many other roles. So Leslie thank you first of
00:03:10 --> 00:03:11: all,
00:03:11 --> 00:03:13: and please take it away.
00:03:13 --> 00:03:18: Thanks so much Matt. And welcome everyone wanted to make
00:03:18 --> 00:03:23: sure that everybody is here an excited to talk about
00:03:23 --> 00:03:26: a convergence of a number of things,
00:03:26 --> 00:03:34: transit oriented development, suburban communities in counterpoint to urban communities,
00:03:34 --> 00:03:37: and the concept of community generally.
00:03:37 --> 00:03:41: And I think we have with us today.
00:03:41 --> 00:03:45: Three stellar panelists and. We hope to engage in a
00:03:45 --> 00:03:51: kind of multidimensional conversation because we're going to talk big
00:03:51 --> 00:03:53: picture local examples.
00:03:53 --> 00:03:57: We're going to look at it from the perspective of
00:03:57 --> 00:04:02: the private sector development from public sector and municipal lens
00:04:02 --> 00:04:06: and national as well an national as in US and
00:04:06 --> 00:04:11: through one of our through the work of Harriet Tregoning.
00:04:11 --> 00:04:15: Let me just start a few little remarks just to
00:04:15 --> 00:04:19: set the stage we're having this conversation at a time
00:04:19 --> 00:04:21: when there is,
00:04:21 --> 00:04:25: I would call it the beginning of something new.
00:04:25 --> 00:04:28: We are at the edge of the precipice of the
00:04:28 --> 00:04:29: pandemic.
00:04:29 --> 00:04:32: While things may not seem immediately.
00:04:34 --> 00:04:38: What they call it light at the end of the
00:04:38 --> 00:04:38: tunnel,
00:04:38 --> 00:04:41: the vaccine is definitely on many of us.
00:04:41 --> 00:04:45: The horizon this this has been for business.
00:04:45 --> 00:04:50: For communities, neighborhoods of 2020 has really impacted folks of
00:04:50 --> 00:04:51: very,
00:04:51 --> 00:04:54: very differently across different spectrums.
00:04:54 --> 00:04:56: As as the saying goes,
00:04:56 --> 00:04:58: where in this storm together?
00:04:58 --> 00:05:02: But some of us are in large boats and yachts,
00:05:02 --> 00:05:06: and some are just. Hanging on with life vests and

00:05:06 --> 00:05:09: so this is a little bit of the context.

00:05:09 --> 00:05:13: I think the importance of the convergence of health issues

00:05:13 --> 00:05:15: and health in general,

00:05:15 --> 00:05:19: and what is a healthy city in the context of

00:05:19 --> 00:05:24: the heightened importance of the issues of sustainability and climate

00:05:24 --> 00:05:25: change,

00:05:25 --> 00:05:29: and what that means for urban formance in this case,

00:05:29 --> 00:05:32: suburban form. And we know that.

00:05:32 --> 00:05:37: There are so many shifting social seismic changes happening.

00:05:37 --> 00:05:40: I know even here in Canada as we think about

00:05:40 --> 00:05:44: issues of racism and the implications it has for the

00:05:44 --> 00:05:48: type of diversity and inclusion we hope to see emerge

00:05:48 --> 00:05:51: in a positive way out of this.

00:05:51 --> 00:05:55: In time is a broad conversation that's happening all over

00:05:55 --> 00:05:58: the world and so I think in this web and

00:05:58 --> 00:06:03: R we're joining many others in a broad conversation around

00:06:03 --> 00:06:06: really. What is the future of cities and city regions

00:06:07 --> 00:06:07: and in so,

00:06:07 --> 00:06:10: doing the role of the suburbs?

00:06:10 --> 00:06:12: First, I'd like to introduce.

00:06:12 --> 00:06:16: Harriet Tregoning Harriet is the director of the new Urban

00:06:16 --> 00:06:19: Mobility Alliance Pneumo Alliance for Short,

00:06:19 --> 00:06:24: which is housed at the World Resources Institute and based

00:06:24 --> 00:06:25: in Washington DC.

00:06:25 --> 00:06:28: Harriet is a former. You like trustee and has worked

00:06:28 --> 00:06:31: on the issues we will be discussing today from a

00:06:31 --> 00:06:33: private sector perspective,

00:06:33 --> 00:06:34: but also as a federal,

00:06:34 --> 00:06:37: state and local official and I would say that little

00:06:37 --> 00:06:38: two sentence blurb,

00:06:38 --> 00:06:40: sort of.

00:06:40 --> 00:06:43: Do does really does not do Harriet true justice because

00:06:43 --> 00:06:46: the depth and breath of her experience is is quite

00:06:46 --> 00:06:47: staggering,

00:06:47 --> 00:06:49: and I've been fortunate to to spend a little more

00:06:49 --> 00:06:50: time with her.

00:06:50 --> 00:06:52: It in the prep for today.

00:06:52 --> 00:06:56: So, welcome Harriet. I'd like to also welcome Yvonne Young.

00:06:56 --> 00:06:59: Ivan is the manager of Urban Design for the City

00:06:59 --> 00:07:00: of Brampton,

00:07:00 --> 00:07:02: a suburb outside of downtown Toronto,

00:07:02 --> 00:07:06: but one of the most dynamic emerging and urbanising centers

00:07:06 --> 00:07:09: in the region with over Ivan has 20 years of

00:07:09 --> 00:07:13: international experience delivering transit oriented communities.

00:07:13 --> 00:07:17: She's the vice chair of the ULISDRG Product Council and

00:07:17 --> 00:07:20: a member of the ULI Toronto Management Board,

00:07:20 --> 00:07:24: leading the ULI getting to transit Oriented Communities Initiative.

00:07:24 --> 00:07:28: I know that. This is one of the initiatives funded

00:07:28 --> 00:07:31: through the Curtis Infrastructure Fund and finally,

00:07:31 --> 00:07:35: Jeff Kingsbury. Jeff is a managing principle of Green Street

00:07:35 --> 00:07:35: Limited,

00:07:35 --> 00:07:39: an Indianapolis based strategic planning and real estate practice,

00:07:39 --> 00:07:42: and a principle of Ancora partners.

00:07:42 --> 00:07:45: A Durham based real estate development firm and this is

00:07:45 --> 00:07:46: Durham,

00:07:46 --> 00:07:49: USA, not Durham. ON with the Urban Land Institute,

00:07:49 --> 00:07:53: Jeff was the founding chairman of the Redevelopment Anreus Council

00:07:53 --> 00:07:57: and served as chairman of the Sustainable Development Council.

00:07:57 --> 00:08:02: Jeff also core third the You lies book developing sustainable

00:08:02 --> 00:08:04: planned communities.

00:08:04 --> 00:08:08: So please join me in welcoming our panelists.

00:08:08 --> 00:08:12: I'm going to ask the panelists to give some opening

00:08:12 --> 00:08:15: remarks before we go into our discussion.

00:08:15 --> 00:08:19: So first Harriet if I can turn it over to

00:08:19 --> 00:08:23: you to talk a little bit about recent trends as

00:08:23 --> 00:08:27: they relate to a suburban transportation and development.

00:08:27 --> 00:08:30: Thank you very much, Leslie.

00:08:30 --> 00:08:34: I think Matt will tee up our slides and I'll

00:08:34 --> 00:08:37: just say you mentioned pneumo.

00:08:37 --> 00:08:40: New Mail is a global of alliance organization.

00:08:40 --> 00:08:45: That's an outgrowth of the Shared mobility principles for livable

00:08:45 --> 00:08:45: cities.

00:08:45 --> 00:08:49: You allies become a signatory to those shared mobility principles.

00:08:49 --> 00:08:53: As an alliance, we work collectively to harness innovations in

00:08:53 --> 00:08:56: technology and mobility to achieve equitable,

00:08:56 --> 00:08:59: sustainable iaccessible outcomes for cities.

00:09:01 --> 00:09:05: Covid has been an accelerator of many trends,

00:09:05 --> 00:09:08: both good and bad in transportation and beyond,
00:09:08 --> 00:09:11: but one of the most.
00:09:11 --> 00:09:14: Visible things to many of us is the rise of
00:09:14 --> 00:09:15: remote work.
00:09:15 --> 00:09:20: Literally overnight employees who might have insisted before
that their
00:09:20 --> 00:09:25: jobs employers assisted the jobs couldn't be done from home
00:09:25 --> 00:09:29: pivoted an required workers who could to stay home
indefinitely.
00:09:29 --> 00:09:34: A global natural experiment. Among adults employed for the
most
00:09:34 --> 00:09:37: part in jobs that could be done from home,
00:09:37 --> 00:09:40: 71% are currently working from home,
00:09:40 --> 00:09:44: according to Pew, and more than half of them expressed
00:09:44 --> 00:09:48: the desire to continue some amount of work from home
00:09:48 --> 00:09:49: post pandemic,
00:09:49 --> 00:09:52: but only about 25% of US workers can easily work
00:09:52 --> 00:09:53: from home.
00:09:53 --> 00:09:57: The remaining 75% have jobs that are either difficult or
00:09:57 --> 00:09:59: impossible to do remotely,
00:09:59 --> 00:10:04: and they're going to face a continued variety of disruptions.
00:10:04 --> 00:10:08: That could increase for them because of demand for health
00:10:08 --> 00:10:10: care because of furloughs and layoffs,
00:10:10 --> 00:10:15: and in industries like construction or manufacturing and
elimination of
00:10:15 --> 00:10:19: jobs altogether and workplaces in the hospitality industry.
00:10:19 --> 00:10:23: And we have a deepening divide between those who can
00:10:23 --> 00:10:25: and cannot work from home.
00:10:25 --> 00:10:28: Much of the job loss from Colbert has been among
00:10:28 --> 00:10:31: hourly wage workers who would normally need to show up
00:10:31 --> 00:10:32: at a worksite.
00:10:32 --> 00:10:36: Our robust economic recovery globally relies on those
workers being
00:10:36 --> 00:10:38: able to find new jobs.
00:10:38 --> 00:10:41: Those same workers are less likely to own cars,
00:10:41 --> 00:10:45: but in many communities, accessing the widest variety of
jobs
00:10:45 --> 00:10:47: means using a car.
00:10:47 --> 00:10:50: These slides illustrate a part of the country,
00:10:50 --> 00:10:54: Washington DC, that has relatively very good transit,
00:10:54 --> 00:10:57: and you can see how many more jobs are available
00:10:57 --> 00:11:01: on the lower slide within the same 45 minute commute
00:11:01 --> 00:11:01: by car.

00:11:01 --> 00:11:06: Compared to that, a 45 minute commute by transit on
00:11:06 --> 00:11:07: the upper slide.
00:11:07 --> 00:11:12: The American jobs plan that President Biden announced
invest hugely
00:11:12 --> 00:11:15: to more than \$2 trillion in new infrastructure.
00:11:15 --> 00:11:19: But recognizing this very issue calls for no expansion of
00:11:19 --> 00:11:20: roads and bridges,
00:11:20 --> 00:11:25: just repairs while calling for huge expanses of transit and
00:11:25 --> 00:11:27: intercity train service.
00:11:27 --> 00:11:31: We have, uh, in almost every community and office buildings
00:11:31 --> 00:11:33: worth of workers at home,
00:11:33 --> 00:11:36: even in neighborhoods that were formerly residential only.
00:11:36 --> 00:11:41: While downtowns another office concentrations are seeing
growing vacancy.
00:11:41 --> 00:11:45: What might change as a result of continuing work for
00:11:45 --> 00:11:45: home?
00:11:45 --> 00:11:48: How do we make some of the positive changes stick?
00:11:48 --> 00:11:51: It might mean rethinking how we value proximity.
00:11:51 --> 00:11:56: These mixed uses that we're seeing in single family
neighborhoods
00:11:56 --> 00:11:58: could be further supported.
00:11:58 --> 00:12:04: By changing the zoning to allow convenient neighborhood
destinations like
00:12:04 --> 00:12:08: cafes or or stores or or or or restaurants an
00:12:08 --> 00:12:10: in downtowns,
00:12:10 --> 00:12:15: another office locations where we're seeing growing vacancy,
00:12:15 --> 00:12:20: allowing some of those offices to shift to housing could
00:12:20 --> 00:12:24: make it possible to have more mixed use in in
00:12:24 --> 00:12:29: both areas and change how transit serves those areas.
00:12:29 --> 00:12:32: With that I'm going to turn it to my colleagues.
00:12:32 --> 00:12:34: Thank you, thank you very much.
00:12:34 --> 00:12:37: Harriet Ann. I'm going to pass the baton over to
00:12:37 --> 00:12:37: you,
00:12:37 --> 00:12:40: Ivan, to provide us with some opening remarks.
00:12:40 --> 00:12:43: Thank you Leslie. I would like to share with you
00:12:43 --> 00:12:46: a very interesting example of a city going through a
00:12:46 --> 00:12:48: major paradigm shift.
00:12:48 --> 00:12:50: So provoke Hawaii a little bit Contacts,
00:12:50 --> 00:12:54: Brampton is the fastest growing city in Ontario is growing
00:12:54 --> 00:12:57: at three times the provincial average and is supported by
00:12:57 --> 00:13:00: multiple regional infrastructure network.
00:13:00 --> 00:13:02: So it's not just transit network,
00:13:02 --> 00:13:05: but it's also the Greenway network and Innovation Network,

00:13:05 --> 00:13:08: and I think what is very interesting about this context
00:13:08 --> 00:13:11: is that it is also situated within the broader context,
00:13:11 --> 00:13:14: where the whole entire region is also going through the
00:13:14 --> 00:13:16: same paradigm shift,
00:13:16 --> 00:13:18: guided by freaky policy. So the first ones places to
00:13:19 --> 00:13:19: grow,
00:13:19 --> 00:13:22: which is directing the growth to the transit lines.
00:13:22 --> 00:13:25: The big move. So which is investing in cross regional
00:13:25 --> 00:13:26: transit infrastructure,
00:13:26 --> 00:13:29: including the LLT that we're going to talk about today
00:13:29 --> 00:13:32: and also the Greenbelt which is about containing the.
00:13:32 --> 00:13:36: Roll away from the belt of protected natural area and
00:13:36 --> 00:13:40: what is interesting about this from a design and planning
00:13:40 --> 00:13:43: perspective is that we start to see a multi centers
00:13:43 --> 00:13:47: of Regional City that is creating and is really shaping
00:13:47 --> 00:13:51: at different scale at different parts of this broader picture.
00:13:51 --> 00:13:55: In 2018 the City Council of City of Brampton has
00:13:55 --> 00:13:59: endorsed a very progressive vision is called a Brampton
2040
00:13:59 --> 00:14:02: Vision and the vision is directing making the shift.
00:14:02 --> 00:14:06: From a car oriented edge city of around point 7,000,000
00:14:06 --> 00:14:09: people to a city of transit oriented communities of over
00:14:10 --> 00:14:13: 1,000,000 people and focus is to address freaky bottom
lines,
00:14:13 --> 00:14:17: health, social and economic. And for health we're looking at
00:14:17 --> 00:14:19: a population with 60%
00:14:19 --> 00:14:21: that are considered obese or overweight.
00:14:21 --> 00:14:23: There's also issue about diabetes.
00:14:23 --> 00:14:27: So what we're doing is that we're focusing on working
00:14:27 --> 00:14:30: with public health in the physical design on our built
00:14:31 --> 00:14:34: environment and also providing access to open spaces.
00:14:34 --> 00:14:38: For social we are working with population that has 55%
00:14:38 --> 00:14:40: that is born outside of Canada,
00:14:40 --> 00:14:42: so it's very culturally diverse.
00:14:42 --> 00:14:46: From that standpoint, we're focusing on in creating inclusive
city,
00:14:46 --> 00:14:51: creating innovation district and supporting intergenerational
living,
00:14:51 --> 00:14:55: and using that to provide opportunities for new immigrants.
00:14:55 --> 00:14:59: For economic, we are focusing on changing and diversifying the
00:14:59 --> 00:15:00: kind of jobs,
00:15:00 --> 00:15:04: looking at a 41% of population that are under 29

00:15:04 --> 00:15:04: years old.

00:15:04 --> 00:15:08: And we are considered one of the youngest cities in

00:15:08 --> 00:15:08: Canada,

00:15:08 --> 00:15:13: so we're heavily focused on creating well educated
population building

00:15:13 --> 00:15:14: the global competency,

00:15:14 --> 00:15:18: promoting lifelong learning. So we're also working on
creating our

00:15:18 --> 00:15:20: own University Brandon use.

00:15:20 --> 00:15:23: This is an example of how those bottom lines that

00:15:23 --> 00:15:26: I've just meant all come together in a form of

00:15:26 --> 00:15:30: a transit oriented communities at Uptown Brampton.

00:15:30 --> 00:15:33: So Lt is coming in in 2024 and what's exciting

00:15:33 --> 00:15:36: is that this is a success case to show that

00:15:36 --> 00:15:37: how Rapid Transit is really.

00:15:37 --> 00:15:41: A stimulating where growth is coming into the right place,

00:15:41 --> 00:15:45: so we're looking at 40 million square feet of development

00:15:45 --> 00:15:48: and primarily also as a good test case of showing

00:15:48 --> 00:15:51: how the public sector can play and innovate.

00:15:51 --> 00:15:54: A way to accelerate the change with the focusing on

00:15:54 --> 00:15:56: the three elements.

00:15:56 --> 00:15:59: The first element is focusing on providing certainty,

00:15:59 --> 00:16:02: so that is providing a clear path at the table

00:16:02 --> 00:16:04: to improve partnerships.

00:16:04 --> 00:16:08: So with using digitalization as you show unseen screening.

00:16:08 --> 00:16:11: Here, and we're looking at using the share data through

00:16:11 --> 00:16:14: Geo Hub to profile share platform for testing.

00:16:14 --> 00:16:17: Secondly is to articulate a very clear vision,

00:16:17 --> 00:16:21: so building upon the Vision 2040 we are being very

00:16:21 --> 00:16:24: intentional to create a mix of users at the street

00:16:24 --> 00:16:25: level,

00:16:25 --> 00:16:29: weaving in nature through connecting the Creature Creek
and investing

00:16:29 --> 00:16:30: in complete St,

00:16:30 --> 00:16:33: making it possible for people of all ages to walk

00:16:34 --> 00:16:36: to and cycle to the day needs.

00:16:36 --> 00:16:38: And Lastly is we are very intentional of.

00:16:38 --> 00:16:43: Reading this innovative platform so that is deliberately putting
people

00:16:43 --> 00:16:47: of different backgrounds and also a different discipline
together in

00:16:47 --> 00:16:50: the same room and using a share platform.

00:16:50 --> 00:16:53: And we call that the living map and living freedom

00:16:53 --> 00:16:56: model and using that for testing scenarios and testing ideas.
00:16:56 --> 00:16:59: And primarily what we learned is that to make this
00:17:00 --> 00:17:03: paradigm shift what it means is that all the Department
00:17:03 --> 00:17:07: and agencies need to rethink about their current performance
metrics
00:17:07 --> 00:17:09: an the effective way to do it.
00:17:09 --> 00:17:12: Is to share the common model using the model to
00:17:12 --> 00:17:16: think about how we can transition through different time
frame
00:17:16 --> 00:17:19: and also through different scales at the same time from
00:17:19 --> 00:17:22: a health perspective under the key thing that we learned
00:17:22 --> 00:17:25: is that one of the things through at the pandemic
00:17:25 --> 00:17:28: is talking about the access to open space is,
00:17:28 --> 00:17:32: so we're focusing on creating cognitive friendly communities.
00:17:32 --> 00:17:35: So what it means is that is changing the relationship
00:17:35 --> 00:17:37: between development and value lens,
00:17:37 --> 00:17:41: so some of the diagrams in here is really showing
00:17:41 --> 00:17:43: a proactive role to making that happen.
00:17:43 --> 00:17:47: And most importantly is to provide a critical elements in
00:17:47 --> 00:17:49: the early on in the heart of the community.
00:17:49 --> 00:17:52: So we are focusing on creating this critical piece of
00:17:52 --> 00:17:56: infrastructure and we call that urban community hub and
which
00:17:56 --> 00:17:59: is the idea of providing a one stop shop for
00:17:59 --> 00:18:01: families to meet their holistic needs.
00:18:01 --> 00:18:04: So we're going beyond the step of just colocation,
00:18:04 --> 00:18:08: but looking at the opportunities for full integration and
focusing
00:18:08 --> 00:18:09: on delivering A3 performance,
00:18:09 --> 00:18:13: the first one is providing opportunity for lifelong learning.
00:18:13 --> 00:18:17: And on site working, so we're designing this prototype with
00:18:17 --> 00:18:18: school Board,
00:18:18 --> 00:18:21: library board agencies and it's a very exciting way of
00:18:21 --> 00:18:23: looking at education from a holistic way.
00:18:23 --> 00:18:27: Secondly, is really amplifying a program that we are currently
00:18:27 --> 00:18:28: running.
00:18:28 --> 00:18:30: It's called a walking school bus,
00:18:30 --> 00:18:32: so that is making walk to school as a daily
00:18:33 --> 00:18:36: family activities and what we learn through the pandemic is
00:18:36 --> 00:18:39: that a lot of families they are spending a lot
00:18:39 --> 00:18:42: of time working from home and at the same time
00:18:42 --> 00:18:44: need to take care of the kids.
00:18:44 --> 00:18:46: So the lifestyle is getting changed.

00:18:46 --> 00:18:49: And what we learned is that it is very important
00:18:49 --> 00:18:53: to provide opportunities for our population to be outdoor.
00:18:53 --> 00:18:56: So this is a very positive way to engage that
00:18:56 --> 00:18:59: an weaving in the active living as part of the
00:18:59 --> 00:19:00: core part of daily life.
00:19:00 --> 00:19:05: And Lastly, is that we're very deliberately and proactive
00:19:05 --> 00:19:07: thinking
00:19:07 --> 00:19:11: about how we can improve affordability.
00:19:11 --> 00:19:13: So that is very focused on finding opportunity to remove
00:19:13 --> 00:19:15: the need of a car together,
00:19:15 --> 00:19:18: because we know that the cause of a car,
00:19:18 --> 00:19:21: the cause of time. And also the cause of community
00:19:21 --> 00:19:24: is very significant impact on the bottom line.
00:19:24 --> 00:19:25: Back to you, Leslie. Thank you so much.
00:19:25 --> 00:19:27: Ivan went through so much.
00:19:27 --> 00:19:30: There's alot impact in there.
00:19:30 --> 00:19:33: I know all our speakers would each individually we could
00:19:33 --> 00:19:37: have spent half an hour with each of them and
00:19:37 --> 00:19:40: I and I believe we will be providing additional materials
00:19:40 --> 00:19:42: from our panelists after the after the webinar.
00:19:42 --> 00:19:45: So at this point I'm going to turn it over
00:19:45 --> 00:19:48: to Jeff to talk a little bit about his work
00:19:48 --> 00:19:50: on suburban transportation and development.
00:19:50 --> 00:19:53: Over to you, Jeff.
00:19:53 --> 00:19:56: Thanks Leslie, I really have to share what a privilege
00:19:56 --> 00:20:01: it is to be on this panel with Harriet Leslie
00:20:01 --> 00:20:05: and you have an really extraordinary professionals and I'm
00:20:05 --> 00:20:06: really
00:20:06 --> 00:20:10: grateful they are willing to share their knowledge with all
00:20:10 --> 00:20:13: of us today,
00:20:13 --> 00:20:15: myself included. It's a wonderful thing about you alive that
00:20:15 --> 00:20:19: we get so much talent willing to be so forthright
00:20:19 --> 00:20:22: in sharing with with others.
00:20:22 --> 00:20:26: My firm is based in the Americas in America's Midwest.
00:20:26 --> 00:20:28: Some people call it. Fly over country and so my
00:20:28 --> 00:20:32: experience may be different than some of my esteemed
00:20:32 --> 00:20:35: colleagues.
00:20:35 --> 00:20:40: Relative to transit and teody.
00:20:40 --> 00:20:45: I'm an urban planner by training and have been a
00:20:45 --> 00:20:50: private sector developer for much of Mycareer.
00:20:50 --> 00:20:55: About 10 years ago my firm started working in Indianapolis
00:20:55 --> 00:21:00: on a teody strategic plan which was at the beginning
00:21:00 --> 00:21:05: of an effort that Indianapolis had towards looking at Bus

00:20:50 --> 00:20:55: Rapid Transit as the appropriate technology for a city of
00:20:55 --> 00:20:57: our of our size.
00:20:59 --> 00:21:02: It took many years to get there,
00:21:02 --> 00:21:05: as I'm sure many on the web and R can
00:21:05 --> 00:21:10: appreciate actually just launched the first VRT line about six
00:21:10 --> 00:21:13: months prior to the start of the pandemic,
00:21:13 --> 00:21:17: which has been a challenge not only for all of
00:21:17 --> 00:21:17: us,
00:21:17 --> 00:21:20: but the transit agency as well,
00:21:20 --> 00:21:24: but it was the nation's first BRT powered corridor.
00:21:24 --> 00:21:27: And so as we have.
00:21:27 --> 00:21:31: Completed that work and have continued to stay involved in
00:21:31 --> 00:21:36: trying to advocate for location appropriate teody and best
practices.
00:21:36 --> 00:21:41: We also started working with a Indian's largest health
system,
00:21:41 --> 00:21:47: Indiana University Health. Which has a regional.
00:21:47 --> 00:21:50: A destination Medical Center that they are in the process
00:21:50 --> 00:21:53: of planning and building which will be about a \$2
00:21:54 --> 00:21:58: billion Medical Center and home to the Indiana University
School
00:21:58 --> 00:22:02: of Medicine, which is the US is largest medical school.
00:22:02 --> 00:22:06: That Medical Center happens to be along that first BRT
00:22:06 --> 00:22:09: line that I mentioned called the Red Line,
00:22:09 --> 00:22:12: and when we did the planning for that,
00:22:12 --> 00:22:14: we looked at employment density,
00:22:14 --> 00:22:19: which is such an important driver in determining the viability
00:22:19 --> 00:22:24: of transit and consciously looked at linkages of anchor
institutions
00:22:24 --> 00:22:25: up and down the quarter.
00:22:25 --> 00:22:28: When I say anchor institutions,
00:22:28 --> 00:22:32: I mean colleges, universities, academic medical centers,
00:22:32 --> 00:22:36: cultural institutions. Is a way to start to connect people
00:22:36 --> 00:22:36: to jobs,
00:22:36 --> 00:22:40: people to resources, health care as well as other assets
00:22:40 --> 00:22:42: in the community?
00:22:42 --> 00:22:44: And as we started to dig into the planning for
00:22:45 --> 00:22:48: the health system and connect that to our work around
00:22:48 --> 00:22:50: transit oriented development,
00:22:50 --> 00:22:52: one of the things that we found is we were
00:22:52 --> 00:22:56: looking at the social determinants of health and health
outcomes
00:22:56 --> 00:23:00: of the people that were living and working along this

00:23:00 --> 00:23:05: transit corridor. Was a shocking disparity of life expectancy.
00:23:05 --> 00:23:09: There was a 20 year difference in life expectancy between
00:23:09 --> 00:23:13: folks in the in the northern suburban communities and folks
00:23:13 --> 00:23:14: in downtown.
00:23:14 --> 00:23:17: And that is really become a primary focus of our
00:23:17 --> 00:23:20: firm in terms of how we start to look at
00:23:20 --> 00:23:21: that.
00:23:21 --> 00:23:23: To address issues of diversity,
00:23:23 --> 00:23:27: equity and inclusion. Because this health outcomes also
have a
00:23:27 --> 00:23:28: strong,
00:23:28 --> 00:23:32: very strong correlation to other socioeconomic.
00:23:32 --> 00:23:36: Factors. The other thing that we've we've realized is that
00:23:36 --> 00:23:40: communities big and small around the country around the
world
00:23:40 --> 00:23:43: have anchor institutions is an important part of their.
00:23:43 --> 00:23:48: Their economy is an important part of their community fabric,
00:23:48 --> 00:23:50: and so one of the ways that we were thinking
00:23:50 --> 00:23:54: about how do we leverage development in the suburbs or
00:23:54 --> 00:23:58: urban areas is around smarter planning and partnership with
anchor
00:23:58 --> 00:24:01: institutions. And so.
00:24:01 --> 00:24:05: I'll stop there and get back to Leslie.
00:24:05 --> 00:24:09: Thanks so much, Jeff. And if I can ask the
00:24:09 --> 00:24:13: panelists to re join me on the screen and we're
00:24:13 --> 00:24:13: going to.
00:24:13 --> 00:24:17: Kick ourselves off into a round of questions and my
00:24:17 --> 00:24:20: first question is really to you,
00:24:20 --> 00:24:22: Harriet.
00:24:22 --> 00:24:26: What do you think will be the long term effects
00:24:26 --> 00:24:30: of increased numbers of numbers of people working from
home?
00:24:30 --> 00:24:34: You alluded to that a bit in your presentation already,
00:24:34 --> 00:24:36: and you know how will.
00:24:36 --> 00:24:38: How will transit be affected?
00:24:38 --> 00:24:40: This is a three part question.
00:24:40 --> 00:24:43: And what are the implications for the 2/3 or more
00:24:43 --> 00:24:47: of those workers that can't actually work from home?
00:24:47 --> 00:24:51: And I'm going to invite the Yvonne and Jeff after
00:24:51 --> 00:24:51: her.
00:24:51 --> 00:24:53: It gets us going.
00:24:53 --> 00:24:57: So I think in many communities one of the things
00:24:57 --> 00:25:01: that we saw happening even before the pandemic was that

00:25:01 --> 00:25:04: the suburbs were beginning to change in character.
00:25:04 --> 00:25:07: They were becoming more diverse.
00:25:07 --> 00:25:11: In many cases they were becoming poorer to some degree,
00:25:11 --> 00:25:15: as people who had previously been living in cities relocated
00:25:15 --> 00:25:17: to suburban locations,
00:25:17 --> 00:25:19: and so a lot of jurisdictions,
00:25:19 --> 00:25:24: suburban jurisdictions around the country who heretofore
hadn't.
00:25:24 --> 00:25:29: Paid that much attention to transit or or housing affordability.
00:25:29 --> 00:25:32: These are becoming hot issues for them so I think
00:25:32 --> 00:25:36: one of the things that we're going to see post
00:25:36 --> 00:25:40: covid is that suburban areas are going to be paying
00:25:40 --> 00:25:43: a lot of attention to this and that.
00:25:43 --> 00:25:47: That also means that transit service is going to have
00:25:47 --> 00:25:48: to change.
00:25:48 --> 00:25:50: We're seeing in the pandemic,
00:25:50 --> 00:25:54: you know, a virtual halt to commuting to the.
00:25:54 --> 00:25:58: To job centers in a region where we expect that
00:25:59 --> 00:26:01: to come back to some degree,
00:26:01 --> 00:26:05: but that work from home is going to be a
00:26:05 --> 00:26:09: a much bigger part of every workplace that can support
00:26:09 --> 00:26:10: support it.
00:26:10 --> 00:26:15: So that means that we're looking at more all day
00:26:15 --> 00:26:16: service.
00:26:16 --> 00:26:18: And for those workers who are,
00:26:18 --> 00:26:21: as you said, cannot work from home,
00:26:21 --> 00:26:24: you know they work, shift work,
00:26:24 --> 00:26:26: they work. Knights, they work,
00:26:26 --> 00:26:30: they work weekends at work all different times of day.
00:26:30 --> 00:26:34: They have been the mainstay of transit systems around the
00:26:34 --> 00:26:39: world because they've continued to commute on buses
typically rather
00:26:39 --> 00:26:41: than on fixed rail systems,
00:26:41 --> 00:26:44: and they are going to continue to need to be
00:26:45 --> 00:26:45: served,
00:26:45 --> 00:26:48: so transit is going to have to adapt an and
00:26:48 --> 00:26:51: focus less on the peak commute and much more on
00:26:52 --> 00:26:54: on serving people all day long,
00:26:54 --> 00:26:57: which also could be supported in communities.
00:26:57 --> 00:26:59: If they were more mixed,
00:26:59 --> 00:27:03: use at at either end of those commutes at either
00:27:03 --> 00:27:04: end of those trips.

00:27:04 --> 00:27:08: Thanks here. It's Ivan. Did you want to add to
00:27:08 --> 00:27:09: that or Jeff?
00:27:09 --> 00:27:13: Sure, I think we're going to see three major changes.
00:27:13 --> 00:27:16: One is there is going to be increased demand for
00:27:16 --> 00:27:17: development,
00:27:17 --> 00:27:21: offering family lifestyle. That's also is convenient to amenity.
00:27:21 --> 00:27:24: So that means we're going to see a proposal looking
00:27:25 --> 00:27:27: at larger units in urban form,
00:27:27 --> 00:27:30: looking at larger balconies at the extension of the living
00:27:30 --> 00:27:31: room,
00:27:31 --> 00:27:34: and so really focusing on how to use the ground
00:27:34 --> 00:27:36: floor to create a sense of community.
00:27:36 --> 00:27:40: So we already see developer coming in creative ideas.
00:27:40 --> 00:27:42: To create a ground floor is the kind of like
00:27:42 --> 00:27:46: private semi private community hub that is very exciting.
00:27:46 --> 00:27:49: The 2nd element I think we're going to see the
00:27:49 --> 00:27:50: changes in workplaces,
00:27:50 --> 00:27:54: so how the workplace can be transformed in really thinking
00:27:54 --> 00:27:56: about the point to point connection.
00:27:56 --> 00:27:59: For example maybe as we designed the schools we also
00:27:59 --> 00:28:02: thinking about creating a housing for teachers.
00:28:02 --> 00:28:06: Maybe when we are working on advancing the research
based
00:28:06 --> 00:28:10: advanced manufacturing which is typically on a larger
foreplay,
00:28:10 --> 00:28:13: how we can retrofit? Those facilities to provide for double
00:28:13 --> 00:28:15: up or maybe triple function.
00:28:15 --> 00:28:19: So for example using that for conferences using the roof
00:28:19 --> 00:28:23: for urban agriculture and really being intentional to adding the
00:28:23 --> 00:28:27: added layer of food and culinary and using that to
00:28:27 --> 00:28:31: enrich the overall experience. And I think the Lastly is
00:28:31 --> 00:28:34: going back to health is looking at trail differently,
00:28:34 --> 00:28:37: so I see there's opportunity for a new trend of
00:28:37 --> 00:28:42: a trail or Valley oriented development is really changing
about
00:28:42 --> 00:28:43: the relationship.
00:28:43 --> 00:28:48: And using that to provide another way of free travel.
00:28:48 --> 00:28:50: Jeff, did you want to dive into this one?
00:28:50 --> 00:28:52: Just real quick? Yeah, this is.
00:28:52 --> 00:28:54: This is a big one for me.
00:28:54 --> 00:28:58: We've got about 500,000 feet of office space under
development
00:28:58 --> 00:28:59: right now,

00:28:59 --> 00:29:00: so.
00:29:00 --> 00:29:04: That's going to deliver in the fourth quarter of 2022,
00:29:04 --> 00:29:07: so believe me, we're watching this very carefully.
00:29:07 --> 00:29:11: It's a little bit like trying to build the plane
00:29:11 --> 00:29:13: while you're flying it.
00:29:13 --> 00:29:17: Or whatever that that expression is.
00:29:17 --> 00:29:23: What we're hearing from from tenants in the market is.
00:29:23 --> 00:29:26: There has been a bit of a loss of culture
00:29:26 --> 00:29:26: for some.
00:29:26 --> 00:29:28: Some companies. Not not all,
00:29:28 --> 00:29:31: but the whole work from work from Home model has.
00:29:31 --> 00:29:35: There has been a diminishing return in terms of culture
00:29:35 --> 00:29:39: and innovation and a big part of what we try
00:29:39 --> 00:29:41: to create as communities of innovation.
00:29:41 --> 00:29:46: So what it does mean is that we're really thinking
00:29:46 --> 00:29:50: a little bit about how we create more of a
00:29:50 --> 00:29:56: set of options for collaboration and innovation to occur.
00:29:56 --> 00:30:01: That's more shared, as opposed to dedicated office space,
00:30:01 --> 00:30:06: so we're clearly trying to watch and keep tabs on
00:30:06 --> 00:30:06: trends,
00:30:06 --> 00:30:10: listen to tenants in.
00:30:10 --> 00:30:13: And sort of adapt as we're as we're moving.
00:30:13 --> 00:30:17: Moving through this change. Thanks and as the three of
00:30:17 --> 00:30:19: you were speaking at it,
00:30:19 --> 00:30:22: sort of, and this is my segue to the next
00:30:22 --> 00:30:22: question.
00:30:22 --> 00:30:25: But it occurred to me the question is really is
00:30:25 --> 00:30:27: what we're seeing?
00:30:27 --> 00:30:30: The urbanization of suburbs, or is what we think we're
00:30:30 --> 00:30:33: going to get out of this is and you paradigm
00:30:33 --> 00:30:35: for for what a suburb is?
00:30:35 --> 00:30:39: In other words, that those are two slightly different things.
00:30:39 --> 00:30:43: You know, just bringing downtown and converting Brampton
into a
00:30:43 --> 00:30:45: facsimile of downtown Toronto,
00:30:45 --> 00:30:49: which is different than. Then becoming and in your case,
00:30:49 --> 00:30:52: if on a whole new prototype and so the question
00:30:52 --> 00:30:55: and maybe one you can kick off on this one,
00:30:55 --> 00:30:58: is what do you consider suburban like?
00:30:58 --> 00:31:01: What is the debt when we use this term?
00:31:01 --> 00:31:05: I mean, it comes from the notion related to the
00:31:05 --> 00:31:05: car,

00:31:05 --> 00:31:08: and Moran's Harriet told says you know,
00:31:08 --> 00:31:11: the commuter trip is something that is at risk.
00:31:11 --> 00:31:15: But the all day local transit trip maybe rate greater
00:31:15 --> 00:31:18: suburbs were built on this premise.
00:31:18 --> 00:31:20: Of you know you're living and working,
00:31:20 --> 00:31:24: being distant so where? What do you consider suburban and
00:31:24 --> 00:31:26: what land use transportation,
00:31:26 --> 00:31:31: development or patterns are really going to characterize this
notion
00:31:31 --> 00:31:34: of what is the future of suburbs?
00:31:34 --> 00:31:36: Or is it? Is it suburbs 2.0 or is it
00:31:36 --> 00:31:40: something we're going to give a different name to?
00:31:40 --> 00:31:44: I think we're definitely going to see a shift redefining
00:31:44 --> 00:31:44: suburbs.
00:31:44 --> 00:31:46: So which is the new belts?
00:31:46 --> 00:31:49: I think to answer this question.
00:31:49 --> 00:31:51: Probably want to look at it from free like free
00:31:51 --> 00:31:52: step standpoint.
00:31:52 --> 00:31:56: The first looking at demographics and thinking about those
are
00:31:56 --> 00:31:58: the location that we already seen.
00:31:58 --> 00:32:00: A lot of news article talking about people,
00:32:00 --> 00:32:02: young people from downtown core,
00:32:02 --> 00:32:05: then moving back or moving up to the suburban area
00:32:05 --> 00:32:08: so that they can be close to their families.
00:32:08 --> 00:32:11: But at the same time they're looking for development and
00:32:11 --> 00:32:15: community that provide for these kind of convenient lifestyle.
00:32:15 --> 00:32:16: So I think looking at the growth,
00:32:16 --> 00:32:19: particularly for the Golden Golden Horseshoe,
00:32:19 --> 00:32:22: we see that. Majority of the Grove is going to
00:32:22 --> 00:32:24: be international growth,
00:32:24 --> 00:32:26: so that means we're going to see a lot of
00:32:26 --> 00:32:30: new immigrants looking for those places to be their landing
00:32:30 --> 00:32:31: ground an I think,
00:32:31 --> 00:32:36: Secondly, from transportation standpoint, what is interesting
is that traditionally,
00:32:36 --> 00:32:40: our cities it designed through a radial pattern of everybody
00:32:40 --> 00:32:42: trying commuting from point to point.
00:32:42 --> 00:32:46: So when that happens, is creating this extreme hyper density
00:32:46 --> 00:32:49: as both the source and also the destination,
00:32:49 --> 00:32:52: so we gotta. Situation, look at a tour and sprau
00:32:52 --> 00:32:55: even at some of the we call it an item
00:32:55 --> 00:32:59: five in the in the greater Golden Horseshoe Bay area

00:32:59 --> 00:33:02: and one of the things that will be very interesting
00:33:02 --> 00:33:05: and I think would change is we're going to start
00:33:06 --> 00:33:07: looking at a WAP.
00:33:07 --> 00:33:11: So look at how Paris is also deliberately creating these
00:33:11 --> 00:33:15: web of more gentle and connecting lateral connection from
both
00:33:15 --> 00:33:17: transportation and regional Greenway.
00:33:17 --> 00:33:21: And also how we're distributing high in density.
00:33:21 --> 00:33:25: So I think from that standpoint we're going to see
00:33:25 --> 00:33:27: a different definition of suburb,
00:33:27 --> 00:33:32: which is a connection of this multicenter across the region,
00:33:32 --> 00:33:35: and I think largely is that one of the key
00:33:35 --> 00:33:38: thing that's a lot of debate is at how we
00:33:38 --> 00:33:42: define density in terms of how it can be come
00:33:42 --> 00:33:45: meaningful density to the existing community,
00:33:45 --> 00:33:48: and it's really a matter about form.
00:33:48 --> 00:33:52: So I think on going forward focusing is on creating.
00:33:52 --> 00:33:56: A condition that is providing bill form that is hugging
00:33:56 --> 00:33:59: the ground instead of providing a linear that kind of
00:33:59 --> 00:34:02: mix users is provide pockets of mixed users,
00:34:02 --> 00:34:05: so I think we're going to see a gradual change,
00:34:05 --> 00:34:10: but it will be a multicenter know that collectively creating
00:34:10 --> 00:34:11: a new form of web system.
00:34:11 --> 00:34:13: Thanks heritage F.
00:34:17 --> 00:34:20: I would agree with a lot of what Yvonne had
00:34:20 --> 00:34:21: to say.
00:34:21 --> 00:34:24: I I would, I would say that suburbs are gonna
00:34:24 --> 00:34:25: be.
00:34:25 --> 00:34:28: Many of you are familiar with this concept of a
00:34:28 --> 00:34:32: transect that the greatest density in a region is going
00:34:32 --> 00:34:34: to be in the downtown.
00:34:34 --> 00:34:38: But I I think the notion of multicentered regions is
00:34:38 --> 00:34:42: already visible in the landscape of most regions,
00:34:42 --> 00:34:45: and I think what we're going to see is that
00:34:45 --> 00:34:49: the suburbs are going to get denser and more convenient.
00:34:49 --> 00:34:51: And when I say denser,
00:34:51 --> 00:34:55: I'm not talking about downtown levels of density,
00:34:55 --> 00:34:59: but but not just single family enclaves either anymore.
00:34:59 --> 00:35:02: And part of that conversation is because we are having
00:35:03 --> 00:35:06: a confluence of of a whole bunch of issues were
00:35:06 --> 00:35:10: not just recovering from covid in in many parts of
00:35:10 --> 00:35:14: North America were were grappling with issues of equity,

00:35:14 --> 00:35:19: Anne Anne racial justice. We're dealing with the climate crisis
00:35:19 --> 00:35:22: and a lot of employers are looking to.
00:35:22 --> 00:35:25: Focus on low or 0 carbon approaches to to their
00:35:25 --> 00:35:26: business,
00:35:26 --> 00:35:30: an increasingly that is going to influence the degree to
00:35:30 --> 00:35:34: which they want to encourage work from home or help
00:35:34 --> 00:35:39: to subsidise an employee's way of getting to the office.
00:35:39 --> 00:35:41: Whether that's or to the workplace,
00:35:41 --> 00:35:45: wherever that is an access is going to become more
00:35:45 --> 00:35:50: important as a measurement of our transportation
performance for the
00:35:51 --> 00:35:52: transportation system.
00:35:52 --> 00:35:55: But just the notion that even in the suburbs,
00:35:55 --> 00:35:58: even in you know wherever you are in the region,
00:35:58 --> 00:36:02: proximity and convenience, proximity to amenities,
00:36:02 --> 00:36:06: proximity to daily needs is becoming more and more
important
00:36:06 --> 00:36:07: than that,
00:36:07 --> 00:36:10: and there's going to be more demand to provide it.
00:36:10 --> 00:36:13: Like again, not overwhelming intensities,
00:36:13 --> 00:36:15: but so that you know you can walk to meet
00:36:16 --> 00:36:17: some of your daily needs.
00:36:17 --> 00:36:21: Or take a very short trip to do that.
00:36:21 --> 00:36:25: Jeff, is there anything you'd like to add?
00:36:25 --> 00:36:30: Yeah, I just wanted to connect the dots that Yvonne
00:36:30 --> 00:36:35: and Harriet articulated so well with a question.
00:36:35 --> 00:36:37: From Eileen in the chat,
00:36:37 --> 00:36:40: which was a good one,
00:36:40 --> 00:36:42: Eileen said.
00:36:42 --> 00:36:46: My experience is that existing suburban areas,
00:36:46 --> 00:36:50: current residents are often resistant to densification more
generally,
00:36:50 --> 00:36:53: growth that changes their community.
00:36:53 --> 00:36:56: What were your experiences? How did you handle and
resolve
00:36:57 --> 00:36:57: these?
00:36:57 --> 00:37:00: I think I don't think we're talking about a one
00:37:00 --> 00:37:01: size fits all,
00:37:01 --> 00:37:04: where it's you know it's either going to be urban
00:37:04 --> 00:37:06: or it's worth suburban.
00:37:06 --> 00:37:10: I think. Suburban densification what we're seeing is that
communities
00:37:10 --> 00:37:12: are embracing that,

00:37:12 --> 00:37:20: particularly in. Office corridors with season parking and really unrealized.

00:37:20 --> 00:37:23: Land use potential.

00:37:23 --> 00:37:26: Anne.

00:37:26 --> 00:37:28: What we found sort of looking nationally,

00:37:28 --> 00:37:31: but even it applies to.

00:37:31 --> 00:37:36: Heartland communities like where I am is that the market

00:37:36 --> 00:37:40: for urban or suburban densification is maybe 30 to 40%

00:37:40 --> 00:37:45: of the market. In the suburban areas which have great

00:37:45 --> 00:37:47: benefits in terms of,

00:37:47 --> 00:37:53: say, higher wage jobs or proverbial better school districts and

00:37:53 --> 00:37:59: such are woefully under serving a segment of the marketplace

00:37:59 --> 00:38:04: by just offering housing only subdivisions.

00:38:04 --> 00:38:08: So we think that there's an opportunity and upside to

00:38:08 --> 00:38:12: create more more density through a mix of uses,

00:38:12 --> 00:38:17: that is transit connected. And walkable.

00:38:17 --> 00:38:18: In in these suburban areas.

00:38:18 --> 00:38:21: And that's not going to be for everybody,

00:38:21 --> 00:38:24: but we think they're currently underserved and could represent around

00:38:24 --> 00:38:25: 30 to 40%

00:38:25 --> 00:38:27: of the market.

00:38:27 --> 00:38:29: Thanks Jeff, and I think so.

00:38:29 --> 00:38:33: What's interesting and this is our next question and the

00:38:33 --> 00:38:37: next question I'm going to ask you is sort of

00:38:37 --> 00:38:38: thinking about.

00:38:38 --> 00:38:41: Use this word in quotation marks.

00:38:41 --> 00:38:46: The governance models that enable what we're describing to happen,

00:38:46 --> 00:38:48: so we're into it's you know,

00:38:48 --> 00:38:52: two countries. Different types of legislation,

00:38:52 --> 00:38:56: different types of governance, the concept of mixed use,

00:38:56 --> 00:39:00: more dense communities precedes a pandemic.

00:39:00 --> 00:39:04: We have an opportunity through the pandemic to think about

00:39:04 --> 00:39:08: what are the systemic changes that enable the kind of

00:39:08 --> 00:39:09: development.

00:39:09 --> 00:39:12: An investment that we're talking about here.

00:39:12 --> 00:39:17: So how can public and private sectors work together with

00:39:17 --> 00:39:19: residents to expand urban nodes?

00:39:19 --> 00:39:22: So I think Jeff. I'm going to ask you to

00:39:22 --> 00:39:24: kick us off on this one,

00:39:24 --> 00:39:27: and also to think about how.

00:39:27 --> 00:39:29: What is the role of communities?
00:39:29 --> 00:39:31: So this is back to my question.
00:39:31 --> 00:39:34: A little bit of which is related to governance.
00:39:34 --> 00:39:37: How can communities determine the quote,
00:39:37 --> 00:39:41: unquote, right level of density when advancing things like
infill
00:39:41 --> 00:39:43: or transit oriented development?
00:39:43 --> 00:39:46: So it's sort of a very layered topic question,
00:39:46 --> 00:39:48: but I'll have you take a go at it and
00:39:48 --> 00:39:51: I think that it'll stir some more conversation.
00:39:55 --> 00:39:57: Yeah, I'll take it one at a time and I
00:39:57 --> 00:39:57: have.
00:39:57 --> 00:40:00: I have trouble walking and chewing gum at the same
00:40:00 --> 00:40:03: time so I'm gonna take the first one and then
00:40:03 --> 00:40:04: thank you.
00:40:04 --> 00:40:07: Thank you and maybe we can get to the second
00:40:07 --> 00:40:07: one.
00:40:07 --> 00:40:10: So I I think around this notion of public and
00:40:10 --> 00:40:12: private sectors working together.
00:40:12 --> 00:40:14: You know what I found is that.
00:40:16 --> 00:40:22: There's a lot of common ground that we can get
00:40:22 --> 00:40:22: to.
00:40:22 --> 00:40:27: With the private sector, which is profit driven and the
00:40:27 --> 00:40:28: public sector,
00:40:28 --> 00:40:31: which is which is community driven,
00:40:31 --> 00:40:34: and I think a lot of it goes to.
00:40:34 --> 00:40:41: Understanding the same baseline level of of what is true
00:40:41 --> 00:40:42: or data.
00:40:42 --> 00:40:45: We have a saying in our firm that in God
00:40:45 --> 00:40:50: we trust all others bring data so you know understanding
00:40:50 --> 00:40:53: what we're all looking at as a baseline is really
00:40:53 --> 00:40:59: important for the private sector and public sector too.
00:40:59 --> 00:41:03: Understand how together they're going to sort of address the
00:41:03 --> 00:41:03: issues.
00:41:03 --> 00:41:07: On the on the private around the public sector,
00:41:07 --> 00:41:11: growing tax base creating a more resilient economy.
00:41:11 --> 00:41:17: These are all really important really important factors to
provide
00:41:17 --> 00:41:20: important local Global Services.
00:41:20 --> 00:41:24: Developers private sector would like to.
00:41:24 --> 00:41:29: Make money to be a sustainable business center so.
00:41:29 --> 00:41:33: My comments before about understanding that there may be
a

00:41:33 --> 00:41:34: 30 or 40%

00:41:34 --> 00:41:39: approximately segment of the market that desires mixed use walkable

00:41:39 --> 00:41:40: urban places.

00:41:40 --> 00:41:44: In suburban areas that are perhaps underserved is one of

00:41:44 --> 00:41:46: those ways in which we could,

00:41:46 --> 00:41:49: you know, start to get a common understanding of what.

00:41:49 --> 00:41:53: What is true and what is the baseline that we

00:41:53 --> 00:41:55: can all work together from?

00:41:55 --> 00:41:57: So I think that's one point,

00:41:57 --> 00:42:01: and I think in general local government just hands the

00:42:01 --> 00:42:04: keys to the private sector and trust them to bring

00:42:04 --> 00:42:05: all the data.

00:42:05 --> 00:42:09: To the table, I think communities should have a much

00:42:09 --> 00:42:13: more proactive understanding of their own marketplace and how that

00:42:13 --> 00:42:17: relates to their own economic development and land use strategy.

00:42:17 --> 00:42:20: So that that's one point.

00:42:20 --> 00:42:23: The second point is that.

00:42:23 --> 00:42:26: I think that.

00:42:26 --> 00:42:31: You also have to really look at who's who's leading

00:42:32 --> 00:42:33: that charge.

00:42:33 --> 00:42:37: There are cases of week.

00:42:37 --> 00:42:40: Mayors or or strong mayors,

00:42:40 --> 00:42:44: and I think it really takes strong leadership from the

00:42:44 --> 00:42:46: public sector,

00:42:46 --> 00:42:49: particularly in a suburban community,

00:42:49 --> 00:42:53: to help articulate the case that.

00:42:53 --> 00:42:55: You know, This is why we need our community to

00:42:55 --> 00:42:59: go this way in terms of increasing access to affordable

00:42:59 --> 00:43:02: housing so that we can create more of a diversity

00:43:02 --> 00:43:06: of people in our community to to address the jobs

00:43:06 --> 00:43:09: that we need to have in our community.

00:43:09 --> 00:43:11: Expand The tax base. Like I said,

00:43:11 --> 00:43:13: be able to provide to provide services.

00:43:13 --> 00:43:16: Now. You oftentimes don't have that.

00:43:16 --> 00:43:19: That sort of leadership at a local government level for

00:43:19 --> 00:43:20: a number of reasons.

00:43:20 --> 00:43:22: In the absence of that,

00:43:22 --> 00:43:25: I think the philanthropic community can play a role.

00:43:25 --> 00:43:30: If there's a strong philanthropy or a strong anchor institution

00:43:30 --> 00:43:33: that can survive and move through.

00:43:33 --> 00:43:38: Political cycles and whoever which party is in power.
00:43:38 --> 00:43:42: That can be a way in which.
00:43:42 --> 00:43:46: Communities can take the Longview and look at a long
00:43:46 --> 00:43:49: term strategy to create a more resilient.
00:43:51 --> 00:43:55: Place, but they're trying to create.
00:43:55 --> 00:43:58: So that was the first question I'm going to stop
00:43:58 --> 00:43:58: here.
00:43:58 --> 00:43:59: Yeah, I was gonna say,
00:43:59 --> 00:44:02: what am I pause, we pause and then get back
00:44:02 --> 00:44:05: to the other question 'cause I'm gonna ask her it
00:44:05 --> 00:44:08: to jump in because we think about the public sector.
00:44:08 --> 00:44:12: It's Jeff. You've alluded to the role of the municipalities,
00:44:12 --> 00:44:14: but we have in our case provinces in the US
00:44:14 --> 00:44:16: States the state has a role.
00:44:16 --> 00:44:18: Federal governments have a role,
00:44:18 --> 00:44:21: and Harriet, you've had the view from the national level.
00:44:21 --> 00:44:25: When we talk about this collaboration and cooperation talk a
00:44:25 --> 00:44:27: little bit about how you see.
00:44:27 --> 00:44:30: The role of of the other levels of the public
00:44:30 --> 00:44:34: sector being an important participant in this transformation.
00:44:37 --> 00:44:41: Lovely, do you want me to talk about the which
00:44:41 --> 00:44:42: level of government?
00:44:42 --> 00:44:45: So I was thinking federal or when I any from
00:44:45 --> 00:44:46: your experience,
00:44:46 --> 00:44:49: may be I think from your perspective,
00:44:49 --> 00:44:53: having I know you've participated in many different levels.
00:44:53 --> 00:44:56: So so I I think I had mentioned earlier in
00:44:56 --> 00:44:58: some remarks earlier.
00:44:58 --> 00:45:02: A little bit about the the new administrations.
00:45:02 --> 00:45:07: You know big plans around infrastructure and how that
00:45:07 --> 00:45:13: definition
of infrastructure includes things like affordable housing
proximate to jobs.
00:45:13 --> 00:45:16: It includes things like childcare,
00:45:16 --> 00:45:20: so it's kind of really getting at what are the
00:45:20 --> 00:45:24: things that enable people to enter the economy,
00:45:24 --> 00:45:28: participate in the economy, and really looking at trying to
00:45:28 --> 00:45:33: encourage States and localities to create those conditions.
00:45:33 --> 00:45:37: Where everybody has the opportunity to be participating in
the
00:45:38 --> 00:45:38: economy,
00:45:38 --> 00:45:41: 'cause right now there are a lot of barriers to
00:45:41 --> 00:45:43: that participation.

00:45:43 --> 00:45:46: So I think that you know a smart federal government
00:45:46 --> 00:45:50: would put money out there like the admitted by did
00:45:50 --> 00:45:51: ministrations Biden.
00:45:51 --> 00:45:56: Harris Administration is proposing but probably require that
the States
00:45:56 --> 00:46:00: and localities do some amount of matching because there
just
00:46:00 --> 00:46:03: isn't enough federal money even when you have a T
00:46:03 --> 00:46:05: at the end of a number.
00:46:05 --> 00:46:08: To get the kind of change we're talking about,
00:46:08 --> 00:46:12: if the other levels of government aren't rowing in the
00:46:12 --> 00:46:15: same direction as our history has been,
00:46:15 --> 00:46:16: we row in every direction.
00:46:16 --> 00:46:18: An never at the same time.
00:46:18 --> 00:46:22: So using the carrot, the carrot big enough to be
00:46:22 --> 00:46:22: a stick,
00:46:22 --> 00:46:26: like in this \$2 trillion infrastructure plan to then say,
00:46:26 --> 00:46:29: OK, it states if you want to get some of
00:46:29 --> 00:46:30: this money,
00:46:30 --> 00:46:33: show me your money, show me how you are going
00:46:33 --> 00:46:36: to be aligning your policy and your own spending to
00:46:36 --> 00:46:37: support.
00:46:37 --> 00:46:40: This direction and states can be saying the same things
00:46:40 --> 00:46:44: to localities localities I'm gonna re allocate this money I
00:46:44 --> 00:46:46: got from the federal government,
00:46:46 --> 00:46:49: but I need you to show me your policy's,
00:46:49 --> 00:46:52: your actions, your own investments of your capital budgets,
00:46:52 --> 00:46:56: how they're also going to be aligned so that we're
00:46:56 --> 00:46:59: spending in the same direction so that were much more
00:46:59 --> 00:47:03: likely to get the kind of outcomes that we desperately
00:47:03 --> 00:47:05: need. And, you know?
00:47:05 --> 00:47:09: What's a little bit unusual and very gratifying is that
00:47:09 --> 00:47:13: we normally solve one of these problems at a time.
00:47:13 --> 00:47:16: We don't try to solve them at the same time,
00:47:16 --> 00:47:19: access an equity, bolstering the economy,
00:47:19 --> 00:47:25: creating new infrastructure investments and trying to address
global climate
00:47:25 --> 00:47:25: change.
00:47:25 --> 00:47:29: So trying to do those four things at once are
00:47:29 --> 00:47:30: it is hard.
00:47:30 --> 00:47:33: But it also means that maybe we can make \$1.00
00:47:33 --> 00:47:36: work to solve those four problems.

00:47:36 --> 00:47:39: All problems in all those quadrants instead of spending \$4
00:47:39 --> 00:47:40: to do that.
00:47:40 --> 00:47:42: So I think there's a.
00:47:42 --> 00:47:45: There's some real opportunity in this approach.
00:47:45 --> 00:47:48: Thanks, Yvonne. Did you wanna add on to that?
00:47:48 --> 00:47:51: Yeah I think what is very interesting is right on
00:47:52 --> 00:47:52: point is.
00:47:52 --> 00:47:55: There seems to be a missing opportunity in the past
00:47:56 --> 00:47:58: when we try to deal with one problem at a
00:47:58 --> 00:48:02: time and there's no forum to capture the values that
00:48:02 --> 00:48:04: is creating by cross cutting benefits.
00:48:04 --> 00:48:08: So I think what is interesting is that recently have
00:48:08 --> 00:48:12: a conversation with some of the calling from Scandinavian
00:48:12 --> 00:48:15: cities
00:48:15 --> 00:48:17: and they talk about triple Helix model and I think
00:48:17 --> 00:48:20: for. For our world in here,
00:48:20 --> 00:48:21: there's opportunity for called Triple Helix,
00:48:21 --> 00:48:25: so that is public sector,
00:48:25 --> 00:48:29: private sector, the community and also academia and for
00:48:29 --> 00:48:29: private
00:48:29 --> 00:48:33: sector what we learned is that especially when we're trying
00:48:33 --> 00:48:36: to do this,
00:48:36 --> 00:48:39: paradigm shift is the decision-making process is very very
00:48:39 --> 00:48:43: lengthy
00:48:43 --> 00:48:44: because everybody is having a old rulebook.
00:48:44 --> 00:48:47: So I think touching on what Jeff was talking about,
00:48:47 --> 00:48:48: which is really fundamental, is having a key common
00:48:48 --> 00:48:52: baseline
00:48:52 --> 00:48:54: and public health.
00:48:54 --> 00:48:57: Using that metrics, I think that will be a very
00:48:57 --> 00:49:03: compelling universal.
00:49:03 --> 00:49:08: Line in terms of driving the performance and from public
00:49:08 --> 00:49:08: sector perspective,
00:49:08 --> 00:49:10: I see that municipality may approach it in a more
00:49:10 --> 00:49:14: collegial and collaborative relationship and is more focusing
00:49:14 --> 00:49:16: on collaboration.
00:49:16 --> 00:49:20: Focusing on being proactive to provide clear vision for the
00:49:20 --> 00:49:23: glue.
00:49:23 --> 00:49:25: So that is the common ground.
00:49:25 --> 00:49:27: So which is the public realm or focusing on creating
00:49:27 --> 00:49:29: the equitable community,
00:49:29 --> 00:49:31: not just individual development. And for the community,
00:49:31 --> 00:49:33: I think there is an opportunity for them to also

00:49:23 --> 00:49:24: be encouraged to,

00:49:24 --> 00:49:27: and also feel welcome that they want to share ideas.

00:49:27 --> 00:49:30: So some of the model bottom up model is that

00:49:30 --> 00:49:32: maybe they come up with business ideas.

00:49:32 --> 00:49:36: They really want to do something within the community and

00:49:36 --> 00:49:38: see results right away doing pilots.

00:49:38 --> 00:49:40: So how can other sectors to make it easy for

00:49:41 --> 00:49:42: them to make that happen?

00:49:42 --> 00:49:46: I think that's very important and then maybe opportunity to

00:49:46 --> 00:49:48: capture a big portion of the informal economy.

00:49:48 --> 00:49:51: And for academia what we learn is that.

00:49:51 --> 00:49:54: A lot of University they are looking for a good

00:49:54 --> 00:49:55: problem to solve,

00:49:55 --> 00:50:00: so this are urbanising suburbia or delivering transit oriented communities.

00:50:00 --> 00:50:04: Is very interesting because it's not just about the new

00:50:04 --> 00:50:08: growth area but also the surrounding area so I can

00:50:08 --> 00:50:08: see.

00:50:08 --> 00:50:13: Having that new ecosystem of collaboration so all three of

00:50:13 --> 00:50:18: you talked about the importance of the convergence of purpose

00:50:18 --> 00:50:23: vision ability an I would say belief that by working

00:50:23 --> 00:50:25: together there is huge benefits.

00:50:25 --> 00:50:30: So I'm going to just push this a little further.

00:50:30 --> 00:50:35: Just 'cause of my experience working in the last decade

00:50:35 --> 00:50:38: or so in across the region in particular.

00:50:38 --> 00:50:41: And if I was to ask each of you or

00:50:41 --> 00:50:42: any of you,

00:50:42 --> 00:50:46: you know there's about 500,000 steps towards building collaboration.

00:50:46 --> 00:50:49: Are there things that are more critical?

00:50:49 --> 00:50:53: I think Jeff you talked about leadership and what you

00:50:53 --> 00:50:53: know.

00:50:53 --> 00:50:57: Anyone sitting in this room in this web and are

00:50:57 --> 00:50:58: now saying yes,

00:50:58 --> 00:51:00: I, I agree. I believe collaboration,

00:51:00 --> 00:51:04: different levels of government, different sectors.

00:51:04 --> 00:51:08: It should all come together where where to start.

00:51:08 --> 00:51:10: Where, how do you prioritize,

00:51:10 --> 00:51:14: because oh, how do you create these tables just in

00:51:14 --> 00:51:17: your own experience or what you've observed,

00:51:17 --> 00:51:20: or where you've seen success happen?

00:51:20 --> 00:51:23: I know this isn't in the prescribed questions,

00:51:23 --> 00:51:27: but I think the conversation sort of begs that question.
00:51:27 --> 00:51:30: And anyone can go.
00:51:30 --> 00:51:33: At anytime.
00:51:33 --> 00:51:35: Well, we've all mentioned the word vision,
00:51:35 --> 00:51:38: and I know a lot of our colleagues in the
00:51:38 --> 00:51:39: private sector.
00:51:39 --> 00:51:42: They usually, if they have a project there,
00:51:42 --> 00:51:45: they you know they come into your office with a
00:51:45 --> 00:51:49: vision of what this could do for the community of
00:51:49 --> 00:51:50: what this could be.
00:51:50 --> 00:51:53: I think that you know governments do,
00:51:53 --> 00:51:58: and especially local governments, and in their planning
documents do
00:51:58 --> 00:52:01: a pretty decent job of talking about the future,
00:52:01 --> 00:52:05: talking about where the Community needs to be headed.
00:52:05 --> 00:52:08: I think. I think Vision is a place to start.
00:52:08 --> 00:52:11: You have to have some common ground.
00:52:11 --> 00:52:15: Most of these planning documents start with something more
basic
00:52:15 --> 00:52:16: even than vision,
00:52:16 --> 00:52:19: which is a set of shared values.
00:52:19 --> 00:52:23: So what are the things that you know a given
00:52:23 --> 00:52:26: community believes is is a is part of their set
00:52:26 --> 00:52:28: of shared values?
00:52:28 --> 00:52:31: I think that is the place to start any conversation
00:52:32 --> 00:52:33: and then to move on.
00:52:33 --> 00:52:37: You know where starting from our shared values.
00:52:37 --> 00:52:40: Where are we trying to take this community?
00:52:40 --> 00:52:43: What deficits are we trying to fix?
00:52:43 --> 00:52:46: What assets are we trying to build on?
00:52:46 --> 00:52:49: You know what changes are we going to have to
00:52:49 --> 00:52:51: try to manage in this community?
00:52:51 --> 00:52:54: We know that. No community is static,
00:52:54 --> 00:52:57: nothing stays the same. So how you know?
00:52:57 --> 00:53:00: How do we see things changing in the future and
00:53:00 --> 00:53:03: how are we going to try to maintain our values
00:53:03 --> 00:53:06: and improve the lives of the people that live in
00:53:06 --> 00:53:09: our community? It through the changes that we see coming.
00:53:09 --> 00:53:13: I think that's a place to start the conversation and
00:53:13 --> 00:53:16: and anyone can could enter into that dialogue.
00:53:16 --> 00:53:19: Ann and talk about what their project was ther company,
00:53:19 --> 00:53:23: what their neighborhood, you know how they want to.

00:53:23 --> 00:53:26: Contribute toward that shared outcome.

00:53:26 --> 00:53:29: Thanks so much Harriet and and we have quite a

00:53:29 --> 00:53:32: stream of questions coming in.

00:53:32 --> 00:53:36: So Ivan and Jeff. Unless you've got something to add

00:53:36 --> 00:53:36: to that,

00:53:36 --> 00:53:39: I think we can move over if it's OK with

00:53:40 --> 00:53:43: you to the to the questions and I believe there's

00:53:43 --> 00:53:47: an upvote option in here and so I'm going to

00:53:47 --> 00:53:51: start with a question from Jane.

00:53:51 --> 00:53:55: There's a study mentioned in a slate article that worked

00:53:55 --> 00:53:56: that work from home.

00:53:56 --> 00:54:00: Contrary to popular belief, may actually increase vehicles.

00:54:00 --> 00:54:05: VMT vehicle miles traveled since people are not as

00:54:05 --> 00:54:08: frequently

00:54:08 --> 00:54:10: located in transit rich urban urban areas.

00:54:08 --> 00:54:10: Just going to skip over a bit.

00:54:10 --> 00:54:15: What transit teody strategies are available to us to add

00:54:15 --> 00:54:20: this to address this potential shift to homework travel

00:54:20 --> 00:54:23: patterns?

00:54:20 --> 00:54:23: Who would like to?

00:54:23 --> 00:54:26: Swallow that very.

00:54:26 --> 00:54:29: Big question. What are the strategies?

00:54:29 --> 00:54:33: So there were two things that were so that question.

00:54:33 --> 00:54:37: There was also a question about the degree to which

00:54:37 --> 00:54:41: employers want to allow work from home or they happy

00:54:41 --> 00:54:45: to ditch the office and have everybody be be any

00:54:45 --> 00:54:49: place. I think you know there are.

00:54:49 --> 00:54:53: Some advantages to that. Imagine you could draw from a

00:54:53 --> 00:54:57: global talent pool and not have to be confined to

00:54:57 --> 00:54:58: any given geography.

00:54:58 --> 00:55:02: That being said, most employers seem to want to tether

00:55:02 --> 00:55:06: employees to the office to some degree so that you

00:55:06 --> 00:55:10: know very few places seem to be thinking about not

00:55:10 --> 00:55:14: having anybody come back. But they are also contemplating

00:55:14 --> 00:55:18: a

00:55:14 --> 00:55:18: lot more work from home than there was pre covid.

00:55:18 --> 00:55:21: So I think that. That a lot of places are

00:55:21 --> 00:55:24: going to be trying to operate this hybrid model,

00:55:24 --> 00:55:28: which means that you know working 120 miles away or

00:55:28 --> 00:55:31: living 120 miles away from your office.

00:55:31 --> 00:55:34: You know isn't so feasible even if you have to

00:55:35 --> 00:55:37: only come in two times a week,

00:55:37 --> 00:55:39: so there's still, you know,

00:55:39 --> 00:55:42: maybe more of a tether than just being able to
00:55:42 --> 00:55:43: be anywhere,
00:55:43 --> 00:55:46: and I think that.
00:55:46 --> 00:55:50: You know the other part of it is that it's
00:55:50 --> 00:55:55: not just that there's no carbon or no travel associated
00:55:55 --> 00:55:57: with work from home.
00:55:57 --> 00:55:59: I know that a lot of people who are commuting
00:56:00 --> 00:56:02: were making a whole series of trips as a part
00:56:02 --> 00:56:04: of their commute trip.
00:56:04 --> 00:56:06: They were dropping kids off at daycare.
00:56:06 --> 00:56:08: They were picking up dry cleaning,
00:56:08 --> 00:56:11: you know, on the way home they were stopping at
00:56:11 --> 00:56:12: the grocery store.
00:56:12 --> 00:56:15: So without that commute trip to anchor it.
00:56:15 --> 00:56:18: Those other trips are in many cases might still be
00:56:18 --> 00:56:18: happening,
00:56:18 --> 00:56:20: so you know it's not it.
00:56:20 --> 00:56:23: It really does depend on where you are and what
00:56:23 --> 00:56:24: your circumstances,
00:56:24 --> 00:56:27: but in general you know the the the idea of
00:56:27 --> 00:56:28: proximity and convenience.
00:56:28 --> 00:56:33: That is, uh, increasing like we'd like to have more
00:56:33 --> 00:56:35: convenience.
00:56:35 --> 00:56:37: I just wanted to that I think the city of
00:56:37 --> 00:56:41: Proximity model is fundamental at different scale.
00:56:41 --> 00:56:44: Whether we're applying the same scale in downtown,
00:56:44 --> 00:56:47: we see that the downtown core is getting transformed.
00:56:47 --> 00:56:51: The officers is thinking about introducing living users.
00:56:51 --> 00:56:53: Same thing in the suburbs,
00:56:53 --> 00:56:57: and I think Rudy focusing on integrating both the users
00:56:57 --> 00:56:58: flexibility in users,
00:56:58 --> 00:57:02: focusing on ability to walk through daily needs not just
00:57:02 --> 00:57:05: 15 minutes but is 5 minute is one minute.
00:57:05 --> 00:57:11: That experience is fundamental. So he's not relying on
00:57:11 --> 00:57:16: driving
00:57:16 --> 00:57:20: or even looking at a micro mobility as a solution.
00:57:16 --> 00:57:20: OK, so there is a dedicated Jeff question here from
00:57:20 --> 00:57:23: all the Hoosiers in the crowd.
00:57:23 --> 00:57:26: The question Jeff is, and I think karyotin Ivan.
00:57:26 --> 00:57:29: Feel free to feel free to jump in if you
00:57:29 --> 00:57:30: would like.
00:57:30 --> 00:57:35: What unique strategies and arguments for Tod have you

found

00:57:35 --> 00:57:36: successful in the car?

00:57:36 --> 00:57:38: Loving Midwest?

00:57:40 --> 00:57:42: Great question.

00:57:42 --> 00:57:45: My rule of thumb is try to meet people where

00:57:45 --> 00:57:46: they are.

00:57:46 --> 00:57:50: And so we're.

00:57:50 --> 00:57:54: You know, I think teody

00:57:54 --> 00:57:59: we can talk about it from a sustainability perspective or

00:57:59 --> 00:58:01: resiliency perspective.

00:58:01 --> 00:58:04: It's better for the environment.

00:58:04 --> 00:58:08: Their whole slew of a very positive assets and benefits

00:58:08 --> 00:58:09: that.

00:58:11 --> 00:58:13: That I, you know, I buy into that I believe

00:58:13 --> 00:58:13: in,

00:58:13 --> 00:58:16: but it doesn't mean the person I'm talking to or

00:58:17 --> 00:58:19: the policy maker I'm trying to connect with.

00:58:19 --> 00:58:22: Buys into those. So what I try to do is

00:58:22 --> 00:58:24: meet meet people where they are,

00:58:24 --> 00:58:27: which is go back to.

00:58:27 --> 00:58:29: The.

00:58:29 --> 00:58:33: The economic case. And so a little bit of context.

00:58:33 --> 00:58:39: Here in Indiana we have something called property tax caps.

00:58:39 --> 00:58:43: So meaning that property taxes are capped at a certain

00:58:43 --> 00:58:48: level based on the land use and so municipalities can

00:58:48 --> 00:58:54: only increase their assessed value by either annexation or

00:58:54 --> 00:58:58: increasing

00:58:59 --> 00:59:00: the efficiency and productivity of their land use from a

00:59:00 --> 00:59:06: tax revenue.

00:59:06 --> 00:59:09: Perspective. So a lot of communities can't annex.

00:59:09 --> 00:59:10: And So what we try to do is frame the

00:59:10 --> 00:59:14: creation of mixed use,

00:59:14 --> 00:59:19: walkable places that are transit connected.

00:59:22 --> 00:59:26: As being more efficient to service from an infrastructure

00:59:26 --> 00:59:33: perspective.

00:59:33 --> 00:59:36: They also generate more tax revenue per acre.

00:59:36 --> 00:59:38: Then single use auto centric land use patterns.

00:59:38 --> 00:59:42: Which is which is something we've had to really try

00:59:42 --> 00:59:46: to hammer over and over and over again.

00:59:46 --> 00:59:48: Getting local elected officials.

00:59:48 --> 00:59:51: And constituents to start to understand that's the metric they

really need to be focused on.

And then third, and this is where you know,

00:59:51 --> 00:59:54: focusing on the private sector and their role in creating
00:59:54 --> 00:59:58: this is bringing data that shows that there is a
00:59:58 --> 00:59:59: market demand.
00:59:59 --> 01:00:03: Are for the creation of these types of places.
01:00:03 --> 01:00:05: So you address it on the cost side more efficient
01:00:05 --> 01:00:07: from an infrastructure perspective,
01:00:07 --> 01:00:10: you you address it on the revenue side in terms
01:00:10 --> 01:00:13: of tax revenues and you show that there's a market
01:00:13 --> 01:00:15: for it that is currently underserved.
01:00:15 --> 01:00:19: That's how we've started to change the conversation.
01:00:19 --> 01:00:22: If on our hair it did you have any additional?
01:00:22 --> 01:00:24: I know you're not who's yours,
01:00:24 --> 01:00:26: but you might have some other suggestions,
01:00:26 --> 01:00:28: so one of the initiatives that we're taking,
01:00:28 --> 01:00:30: I think.
01:00:30 --> 01:00:38: It's very compelling. Is removing minimum parking
requirement deliberately in
01:00:38 --> 01:00:39: certain location an?
01:00:39 --> 01:00:42: At the same time, is creating a path set so
01:00:42 --> 01:00:46: it provides certainty of how development can move through a
01:00:47 --> 01:00:48: certain time frame,
01:00:48 --> 01:00:51: and I think the common national both would create a
01:00:51 --> 01:00:54: market and we can really see the kind of you
01:00:54 --> 01:00:58: know urban changes happening in in these modes needed
places
01:00:58 --> 01:01:00: at the right time.
01:01:02 --> 01:01:06: I would just say that one of the things that
01:01:06 --> 01:01:11: I'm seeing working in pilots with a bunch of different
01:01:11 --> 01:01:16: communities around the country is the use of a combination
01:01:16 --> 01:01:21: of technology and some of the newer transportation modes,
01:01:21 --> 01:01:25: often anchored by the transit Agency itself,
01:01:25 --> 01:01:30: to try to create new hubs of mobility that that
01:01:30 --> 01:01:31: that aren't.
01:01:31 --> 01:01:35: At TODSRTO seas, but that connect people in lower density
01:01:35 --> 01:01:41: locations through a variety of different kinds of transportation
choices.
01:01:41 --> 01:01:43: Whether it's on demand, microtransit,
01:01:43 --> 01:01:47: whether it's, whether it's micro mobility in the form of
01:01:48 --> 01:01:52: regular or electric bikes or electric scooters to high frequency
01:01:52 --> 01:01:53: transit service,
01:01:53 --> 01:01:57: so they are in a place where they don't have
01:01:57 --> 01:01:58: that access,

01:01:58 --> 01:02:02: but through one of these other mobility options they can
01:02:02 --> 01:02:02: get.
01:02:02 --> 01:02:07: To transit service, and I think that is a that's
01:02:07 --> 01:02:08: a way in which.
01:02:08 --> 01:02:10: Uh.
01:02:10 --> 01:02:15: I think a lot of people are looking both at
01:02:15 --> 01:02:16: how to.
01:02:16 --> 01:02:20: Provide a little more density in places and create these
01:02:20 --> 01:02:24: nodes of some activity that includes convenient
transportation so that
01:02:24 --> 01:02:27: more people have some of this access,
01:02:27 --> 01:02:31: but it's probably happening more in suburban locations in my
01:02:31 --> 01:02:35: experience than than traditional highly urban locations.
01:02:35 --> 01:02:38: So I'm going to just switch over and this will
01:02:39 --> 01:02:42: be our last question from the audience and then it
01:02:42 --> 01:02:44: will have a closing question,
01:02:44 --> 01:02:47: but topic to discuss, but I'm going to this is
01:02:47 --> 01:02:50: a question from Brian he says and he suspects that
01:02:50 --> 01:02:54: there are every situation is different and that the answers
01:02:54 --> 01:02:56: will be very possibly localized.
01:02:56 --> 01:02:59: But this and I think this is kind of the
01:02:59 --> 01:03:00: interim space.
01:03:00 --> 01:03:02: So we talk about the vision,
01:03:02 --> 01:03:04: more dense suburbs. In the interim,
01:03:04 --> 01:03:07: right? There will be a need and there will be
01:03:08 --> 01:03:09: a need for transit,
01:03:09 --> 01:03:13: but the density and ridership may not.
01:03:13 --> 01:03:16: Financially, sort of on the balance sheet enable you to
01:03:16 --> 01:03:18: afford or make the case.
01:03:18 --> 01:03:21: I think Jeff you talked about making the case that
01:03:21 --> 01:03:25: Transit is a good investment relative to the suburbs,
01:03:25 --> 01:03:29: but I think Brian is positing the positing the question,
01:03:29 --> 01:03:32: yes, but it takes awhile to build ridership it,
01:03:32 --> 01:03:35: which means it takes awhile to build that revenue,
01:03:35 --> 01:03:38: which is the kind of financial model I think is
01:03:39 --> 01:03:40: what he's asking.
01:03:40 --> 01:03:43: How do we sort of transition so that there's enough?
01:03:43 --> 01:03:47: Density, and by virtue of that revenue or tax base
01:03:47 --> 01:03:51: to support the creation of new lines and to expand
01:03:51 --> 01:03:52: transit.
01:03:54 --> 01:03:57: So you know who would like to try?
01:03:57 --> 01:03:58: Give a try at that.

01:04:00 --> 01:04:04: I think the answer depends on what you're the problem
01:04:04 --> 01:04:05: you're trying to solve.
01:04:05 --> 01:04:08: If you're trying to say hey look,
01:04:08 --> 01:04:11: I've noticed in this pandemic that a lot of workers
01:04:11 --> 01:04:15: who have to show up in person were really having
01:04:15 --> 01:04:18: a lot of difficulty getting to their jobs when transit
01:04:18 --> 01:04:21: service went, went went, went down.
01:04:21 --> 01:04:26: You know when when certain lines were shuttered and transit
01:04:26 --> 01:04:29: agencies tried to cut costs.
01:04:29 --> 01:04:32: Ann and people lost hours in jobs or lost jobs
01:04:32 --> 01:04:36: altogether and maybe weren't able to continue to use
automobiles
01:04:37 --> 01:04:38: that they couldn't pay for.
01:04:38 --> 01:04:42: You know, suddenly a whole bunch of people are really
01:04:42 --> 01:04:45: in desperate situations in the economy,
01:04:45 --> 01:04:48: right? So I think the the you know to go
01:04:48 --> 01:04:50: back to this American jobs plan.
01:04:50 --> 01:04:54: It's very different than anything we've ever seen out of
01:04:54 --> 01:04:56: the federal government before,
01:04:56 --> 01:04:58: where it's proposes to expand.
01:04:58 --> 01:05:02: Transit service to serve people who currently don't have any
01:05:02 --> 01:05:03: access to transit.
01:05:03 --> 01:05:07: So we're looking at you suburban locations and a lot
01:05:07 --> 01:05:09: of in a lot of instances an an when it
01:05:09 --> 01:05:11: comes to roads and bridges.
01:05:11 --> 01:05:15: Just maintain what we have not continually expand our roads
01:05:15 --> 01:05:15: and bridges,
01:05:15 --> 01:05:19: but really add that transit service so that people have
01:05:19 --> 01:05:21: lower cost ways to access the economy.
01:05:21 --> 01:05:24: So to me that is night and day different than
01:05:24 --> 01:05:26: what we've ever done before.
01:05:26 --> 01:05:28: And you know, I can't wait to see.
01:05:28 --> 01:05:30: You know to see where it goes.
01:05:30 --> 01:05:31: I'm hoping it gets funded in the Congress.
01:05:31 --> 01:05:34: That's the big question.
01:05:34 --> 01:05:36: Thanks Harriet Jeff for Ivan.
01:05:39 --> 01:05:40: Anything to add? I mean,
01:05:40 --> 01:05:41: if not, we can move on.
01:05:41 --> 01:05:43: I think bottled up and add good.
01:05:43 --> 01:05:45: Good answer here.
01:05:45 --> 01:05:48: Got Ivan, yeah, I just have a quick thought.
01:05:48 --> 01:05:50: I think part of that is attitude.

01:05:50 --> 01:05:53: So if we see active transportation as a core bloodline
01:05:54 --> 01:05:56: so it needs to be up front is so important
01:05:56 --> 01:05:59: to have that up front and also at the same
01:05:59 --> 01:06:02: time we're thinking about how we can capture the value
01:06:02 --> 01:06:03: of time.
01:06:03 --> 01:06:07: So it's really deliberately thinking about the resources very
scarce
01:06:07 --> 01:06:10: so we spend it now versus when we spend it
01:06:10 --> 01:06:11: 5 or 10 years down the road.
01:06:11 --> 01:06:14: Very likely we will be spending a lot more for
01:06:14 --> 01:06:15: the same product.
01:06:15 --> 01:06:17: But at the same time,
01:06:17 --> 01:06:19: by spending that early on,
01:06:19 --> 01:06:22: we can use that to amplify the outcome.
01:06:22 --> 01:06:25: The quality of life. So I think we need to
01:06:25 --> 01:06:29: be very deliberate in terms of shifting the thinking Anna
01:06:29 --> 01:06:31: parties to make that happen.
01:06:31 --> 01:06:34: Yeah, I think her it just to just as we
01:06:34 --> 01:06:39: close off this question just from my observations of Ontario
01:06:39 --> 01:06:43: and here in the Greater Toronto Hamilton Area where a
01:06:43 --> 01:06:47: significant amount of investment has come.
01:06:47 --> 01:06:50: In in transit, I think the thing that I would
01:06:50 --> 01:06:53: on the horizon of where the US is sitting now
01:06:53 --> 01:06:57: where it sees this large appetite to invest.
01:06:57 --> 01:07:00: The one piece I would sort of make sure that
01:07:00 --> 01:07:04: you pay attention to is the steel and wheels of
01:07:04 --> 01:07:06: those projects are important,
01:07:06 --> 01:07:08: but of course we know two things.
01:07:08 --> 01:07:11: The first mile, last line Matt last mile.
01:07:11 --> 01:07:15: The door to door is equally investment in that and
01:07:15 --> 01:07:16: that's Ivan.
01:07:16 --> 01:07:22: Point about active transportation, but also investment in the
community.
01:07:22 --> 01:07:26: That supports an X and gains value from those investments
01:07:26 --> 01:07:26: as well.
01:07:26 --> 01:07:30: There's job creation. There's all kinds of domino pieces which
01:07:30 --> 01:07:33: I think if you take a holistic view to it,
01:07:33 --> 01:07:36: you can really let every dollar go even further.
01:07:36 --> 01:07:39: It doesn't just.
01:07:39 --> 01:07:41: Train car or a bus in stealing wheels.
01:07:41 --> 01:07:45: Amazing so I have a closing question for for all
01:07:45 --> 01:07:49: of you and it's a straightforward question on one hand,
01:07:49 --> 01:07:53: but I might add moderators prerogative to ask you to

01:07:53 --> 01:07:55: touch on another aspect,
01:07:55 --> 01:07:57: or if you'd like on it.
01:07:57 --> 01:08:00: So the question is simply how do you think,
01:08:00 --> 01:08:04: and I think some of you have already spoken to
01:08:04 --> 01:08:05: this issue already.
01:08:05 --> 01:08:09: How do you think the suburbs would change will change?
01:08:09 --> 01:08:11: In the next five years,
01:08:11 --> 01:08:15: and maybe because there were a couple threads in the
01:08:15 --> 01:08:16: Q&A and in the chat,
01:08:16 --> 01:08:20: if you could, if you would like if you could
01:08:20 --> 01:08:26: speak about any implications implications it would have for
higher
01:08:26 --> 01:08:27: education.
01:08:27 --> 01:08:30: No one's talked about technology relative to transit yet,
01:08:30 --> 01:08:33: so I I don't know if you might want to
01:08:33 --> 01:08:36: talk about a future in five years with regard to
01:08:36 --> 01:08:40: transit and technology and then some of you alluded earlier
01:08:40 --> 01:08:44: to the importance of addressing and how suburbs can be
01:08:44 --> 01:08:46: part of addressing issues of equity.
01:08:46 --> 01:08:50: So in your painting of the picture of five years
01:08:50 --> 01:08:51: from now.
01:08:51 --> 01:08:55: Maybe talk a little bit about what you think will
01:08:55 --> 01:09:00: you will see both aspirational and maybe more realistically.
01:09:04 --> 01:09:06: Anyone can go first.
01:09:09 --> 01:09:12: I can hear the gears turning in everybody's head.
01:09:16 --> 01:09:19: Well, I would say that the.
01:09:19 --> 01:09:23: Suburbs are going to continue to get more economically.
01:09:23 --> 01:09:26: An ethnically diverse. This is not a.
01:09:26 --> 01:09:29: This is not a something that's starting right now.
01:09:29 --> 01:09:31: This has been a, you know,
01:09:31 --> 01:09:35: many years long trend. I think we're going to see
01:09:35 --> 01:09:37: more transit.
01:09:37 --> 01:09:41: We're going to see more nodes of density and suburban
01:09:41 --> 01:09:43: locations again,
01:09:43 --> 01:09:45: not not high density locations,
01:09:45 --> 01:09:50: but but more density. I think we're going to see
01:09:50 --> 01:09:55: more diversity and housing in part because of the.
01:09:55 --> 01:09:59: You know the growing understanding that.
01:09:59 --> 01:10:04: Large lot single family zoning everywhere is exclusionary,
01:10:04 --> 01:10:08: so you know having some of it might make sense,
01:10:08 --> 01:10:10: but we you know every city,
01:10:10 --> 01:10:15: every region. It has that as its largest residential land

01:10:15 --> 01:10:16: use,
01:10:16 --> 01:10:19: which you know. Does all kinds of things to where
01:10:19 --> 01:10:22: where people can live where opportunity is,
01:10:22 --> 01:10:25: but I think what's really one of the things that's
01:10:25 --> 01:10:29: really interesting is something that Jeff is doing which is
01:10:29 --> 01:10:31: partnering with institutions.
01:10:31 --> 01:10:34: You know, one of the things that you align Members
01:10:34 --> 01:10:35: will really understand.
01:10:35 --> 01:10:39: Anne, Anne, Anne, Anne, Anne observe from their own
experiences
01:10:40 --> 01:10:42: that you know land uses get obsolete.
01:10:42 --> 01:10:45: Right, and that is what we're looking at.
01:10:45 --> 01:10:48: We had a couple of questions about higher Ed and
01:10:48 --> 01:10:50: one of the questions was are we going to,
01:10:50 --> 01:10:53: you know, as you know or what what's going to
01:10:53 --> 01:10:56: happen with higher Ed because of the pandemic?
01:10:56 --> 01:10:59: I mean. One of the issues is,
01:10:59 --> 01:11:00: at least in the US,
01:11:00 --> 01:11:03: is the enormously high cost of education.
01:11:03 --> 01:11:07: People somebody smarter than me told me once that that
01:11:07 --> 01:11:11: the model that's coming our way is some kind of
01:11:11 --> 01:11:14: hybrid where there's an intense 12 or 18 month period
01:11:14 --> 01:11:19: of on campus collaborating. You know meeting your.
01:11:19 --> 01:11:23: Forming peer relationships that might last your whole life,
01:11:23 --> 01:11:25: but a lot of the rest of it is going
01:11:25 --> 01:11:29: to be remote and a lot more affordable for those
01:11:29 --> 01:11:30: parts of it.
01:11:30 --> 01:11:33: And that means that there are some institutions that may
01:11:33 --> 01:11:36: not make it an we will have new sites coming.
01:11:36 --> 01:11:40: You know, coming along, and that's a land use that
01:11:40 --> 01:11:43: might be obsolete in some parts of the country,
01:11:43 --> 01:11:47: often in suburban locations we've seen it before with regional
01:11:47 --> 01:11:47: malls,
01:11:47 --> 01:11:50: and that is continuing to happen,
01:11:50 --> 01:11:52: and with all kinds of other.
01:11:52 --> 01:11:57: Large institutional uses, even religious orders in the
neighborhood that
01:11:57 --> 01:12:00: I live in are now Co developing some of their
01:12:00 --> 01:12:04: very large sites because you know they they aren't
sustainable
01:12:04 --> 01:12:08: otherwise. So I think a lot of that partnering with
01:12:08 --> 01:12:11: institutions is going to be very important as these land
01:12:11 --> 01:12:15: uses transition and I think they also have the opportunity

01:12:15 --> 01:12:18: to show an example of sensitive.

01:12:20 --> 01:12:24: Amenity rich development that could be models for you know

01:12:24 --> 01:12:28: for other other sites and could spread out from a

01:12:28 --> 01:12:32: core of something really good like one of just project.

01:12:32 --> 01:12:35: Thanks and so Jeff and Ivan were running rapidly out

01:12:35 --> 01:12:36: of time.

01:12:36 --> 01:12:40: I don't know if you can do the Coles notes

01:12:40 --> 01:12:42: of your prediction.

01:12:42 --> 01:12:45: Well, I'll do. I'll try to go really quick.

01:12:45 --> 01:12:48: I think that what what I've seen and what I

01:12:48 --> 01:12:51: think will continue to see is a lot of suburban

01:12:51 --> 01:12:56: communities that that think teody is about architecture or you

01:12:56 --> 01:12:57: know.

01:12:57 --> 01:13:01: It's just about it's just about density Ann and what

01:13:01 --> 01:13:04: I think we need to do for the suburban communities

01:13:04 --> 01:13:08: to be successful is that it's really a systemic approach

01:13:08 --> 01:13:13: to looking at infrastructure and land use in the relationships

01:13:13 --> 01:13:18: between the two and how infrastructure fundamentally should

serve.

01:13:18 --> 01:13:24: To make land use work efficiently and effectively.

01:13:24 --> 01:13:27: But the communities that I think try to approach it

01:13:27 --> 01:13:30: one dimensionally are going to miss it and waste a

01:13:30 --> 01:13:31: lot of time.

01:13:31 --> 01:13:34: And probably a lot of money in doing that.

01:13:34 --> 01:13:37: And so I think it's incumbent too.

01:13:37 --> 01:13:39: I think this is a call for you.

01:13:39 --> 01:13:42: A lie to keep that dialogue going and making sure

01:13:42 --> 01:13:46: that we make that we have that conversation about what

01:13:46 --> 01:13:49: systemically it's going to take to change and make our

01:13:49 --> 01:13:52: our suburban communities more resilient.

01:13:52 --> 01:13:53: OK, give on your up,

01:13:53 --> 01:13:56: thanks. Last word. If on an I think technology is

01:13:56 --> 01:13:59: going to play a very key role in terms of

01:13:59 --> 01:14:02: helping us to accelerate the change in terms of creating

01:14:02 --> 01:14:05: conduction. So I think there will be a new attitude.

01:14:05 --> 01:14:08: For example, looking at broadband 5G as.

01:14:08 --> 01:14:12: Same as important as water main and sewer is

fundamentally

01:14:12 --> 01:14:16: particularly important in transition places like sub urbia,

01:14:16 --> 01:14:19: because we're going through that change.

01:14:19 --> 01:14:23: So I see that accelerating and the rethinking of the

01:14:23 --> 01:14:25: single users are grateful.

01:14:25 --> 01:14:27: That is unlocking by transit.
01:14:27 --> 01:14:29: Why we still looking at single users?
01:14:29 --> 01:14:34: We should really deliberately very quickly introduce other mix of
01:14:34 --> 01:14:35: users.
01:14:35 --> 01:14:37: Amazing thank you. So first of all,
01:14:37 --> 01:14:41: by vote of clapping, a round of applause for our
01:14:41 --> 01:14:42: panel,
01:14:42 --> 01:14:45: I'd like to thank everyone and I'm going to turn
01:14:46 --> 01:14:48: it over to Matt now to close us off.
01:14:48 --> 01:14:50: Alright, thank you so much,
01:14:50 --> 01:14:53: Leslie and thank you again to this wonderful panel.
01:14:53 --> 01:14:55: Leslie, Harriet, Jeff, and Yvonne.
01:14:55 --> 01:14:58: They've graciously offered to share their contact information,
01:14:58 --> 01:15:01: which you can see on the screen here,
01:15:01 --> 01:15:04: so please feel free to reach out with any additional
01:15:04 --> 01:15:04: questions.
01:15:04 --> 01:15:07: And again please, if you have the chance to take
01:15:07 --> 01:15:10: the just a couple of minutes to share your feedback
01:15:10 --> 01:15:12: on the link that I shared through the chat on
01:15:12 --> 01:15:15: today's program and I just wanted to say to share
01:15:15 --> 01:15:19: one more time that the slides with some additional
01:15:19 --> 01:15:19: information
01:15:19 --> 01:15:19: and.
01:15:19 --> 01:15:23: Recording will be available to all the attendees after the
01:15:23 --> 01:15:25: program online and via email,
01:15:25 --> 01:15:27: and I think that's it.
01:15:27 --> 01:15:30: So again, just one more virtual round of applause for
01:15:30 --> 01:15:32: this fantastic panel.
01:15:32 --> 01:15:35: Participants from two countries I I think you know.
01:15:35 --> 01:15:38: I hope everyone is inspired as I am to get
01:15:38 --> 01:15:41: out there and to continue moving all this work forward.
01:15:41 --> 01:15:44: So thanks again and.
01:15:44 --> 01:15:46: Has a great weekend.

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