Webinar

ULI Toronto 15 minute Communities for the Next 100 Years Seizing the Opportunity to Create Transit Oriented Community Legacies

Date: April 05, 2023

00:00:13 --> 00:00:17:	Good afternoon, everyone. As people are trickling in here, we're
00:00:17 --> 00:00:20:	going to start with our Spring Meeting Conference video and
00:00:20 --> 00:00:23:	we'll get the program going after that.
00:00:25 --> 00:00:27:	I will fly anywhere.
00:00:27 --> 00:00:28:	To go to the next July event.
00:00:49 --> 00:00:52:	Everybody. Your meeting is a good connection for you.
00:01:01 --> 00:01:04:	There is such a welcome knowledge. It's incredible.
00:01:32 --> 00:01:34:	If you are in development, you will lie as your
00:01:34 --> 00:01:35:	best.
00:01:35 --> 00:01:36:	Investment. I'll book my flights tomorrow.
00:01:44 --> 00:01:49:	Thank you and welcome as ULI as Toronto is prepared
00:01:49 --> 00:01:50:	to welcome.
00:01:51 --> 00:01:54:	4000 it says people from across the real estate land
00:01:54 --> 00:01:57:	use industries to to our city this may the 16th
00:01:57 --> 00:02:01:	to the 18th 2023. But the way registrations are tracking,
00:02:01 --> 00:02:05:	we're probably getting close to 5000. It's an amazing response
00:02:05 --> 00:02:08:	to the first time that Urban Land Institute has had
00:02:08 --> 00:02:12:	a conference in Toronto since 1985. This is your chance
00:02:12 --> 00:02:16:	to make valuable connections, listen to unparalleled speakers, and to
00:02:16 --> 00:02:18:	join exclusive tours.
00:02:18 --> 00:02:21:	To learn more about the 2023 ULI Spring meeting in
00:02:21 --> 00:02:24:	Toronto, the links will be put into the chat once
00:02:25 --> 00:02:28:	again. Good afternoon everyone. My name is Richard Joy. I'm
00:02:28 --> 00:02:32:	the executive director of ULI Toronto and pleased to be
00:02:32 --> 00:02:36:	hosting today's webinar 15 minute communities for the next

	100
00:02:36 --> 00:02:41:	years, seizing the opportunity to create transit, Orient transit oriented
00:02:41 --> 00:02:42:	community legacies.
00:02:43 --> 00:02:45:	The Ontario government is in the midst of a $62
00:02:45 --> 00:02:49:	billion investment in transit projects across the greater Golden Horse
00:02:49 --> 00:02:53:	Unit is taking a transit oriented community TOC approach as
00:02:53 --> 00:02:56:	we know in in this jurisdiction, which is defined as
00:02:56 --> 00:03:00:	higher density mixed-use developments that are connected to or within
00:03:00 --> 00:03:04:	a short walk from transit. We've got jurisdictions across the
00:03:04 --> 00:03:07:	world watching as we apply this TOC approach to more
00:03:07 --> 00:03:09:	than 10 communities across the region.
00:03:10 --> 00:03:13:	This is a once in a generation or two opportunity
00:03:13 --> 00:03:17:	to make the most of these historic investments. Today's webinar
00:03:17 --> 00:03:20:	will explore how these TOC's can create a legacy for
00:03:20 --> 00:03:23:	100 years. You'll hear more about the emerging best practices
00:03:24 --> 00:03:27:	that we have lined in the report that we're releasing
00:03:27 --> 00:03:31:	today about TOC and progress and the redevelopment specifically of
00:03:31 --> 00:03:33:	the HERE Ontario Steele's intersection.
00:03:34 --> 00:03:38:	At the shoppers also including the Shoppers World Mall in
00:03:38 --> 00:03:41:	in Brampton ON instigated by the HERE Ontario LRT coming
00:03:41 --> 00:03:45:	N from Mississauga. Before we get into this, as always
00:03:45 --> 00:03:48:	we will begin though with the land acknowledgement. As a
00:03:48 --> 00:03:53:	Toronto region based organization we acknowledge that the land we
00:03:53 --> 00:03:56:	are meeting on virtually is the traditional territory of many
00:03:57 --> 00:04:01:	nations including the Mississaugas of the credit, the Anna Snovic.
00:04:01 --> 00:04:04:	In Chippewa, the Hodnushoni, the when debt people and is
00:04:05 --> 00:04:07:	now home to many diverse First Nation, Inuit and mating
00:04:08 --> 00:04:11:	people, we acknowledge that Toronto is covered by Treaty 13
00:04:11 --> 00:04:14:	with the Mississaugas of the credit. We are all treaty
00:04:14 --> 00:04:17:	people. Many of us have come here as settlers, immigrants
00:04:17 --> 00:04:20:	and newcomers in this generation or generations past. ULI stands
00:04:20 --> 00:04:25:	in solidarity with the indigenous communities demanding action and accountability
00:04:25 --> 00:04:28:	for the ongoing legacy of the residential school system.

00:04:28 --> 00:04:31:	We'd also like to acknowledge and honor those who've come
00:04:31 --> 00:04:36:	here involuntarily, particularly descendants from those who were brought here
00:04:36 --> 00:04:40:	through enslavement. To better understand the meaning behind this land
00:04:40 --> 00:04:44:	acknowledgement, ULIA recommends programs that will put into the chat
00:04:44 --> 00:04:47:	that you can see for free on YouTube. Today's event
00:04:47 --> 00:04:50:	and all other ULI programs just simply would not be
00:04:50 --> 00:04:54:	possible without the support of ULI's annual sponsors, and I'd
00:04:54 --> 00:04:57:	like to thank all the sponsors for that continued support.
00:04:58 --> 00:05:00:	Now more than ever, you and I relies on the
00:05:00 --> 00:05:04:	support of our sponsors to put on high quality programs
00:05:04 --> 00:05:06:	such as this one and to drive our mission to
00:05:06 --> 00:05:10:	shape the future of the built environment for transformative impact
00:05:10 --> 00:05:14:	in communities worldwide. To all our sponsors, we see. Thank
00:05:14 --> 00:05:14:	you.
00:05:16 --> 00:05:20:	Just to set things up quickly again, over the past
00:05:20 --> 00:05:23:	year ULI Toronto and the future of infrastructure group FIG
00:05:23 --> 00:05:28:	has brought together leading experts from the developer and infrastructure
00:05:28 --> 00:05:32:	communities and public sector and academia to host workshops around
00:05:32 --> 00:05:35:	5 themes critical to the success of this idea of
00:05:35 --> 00:05:40:	transit oriented communities and to develop recommendations. All of this
00:05:40 --> 00:05:44:	was chaired by Maddie Simitechi of the UFT Infrastructure Institute.
00:05:45 --> 00:05:49:	Who in turn will be chairing and moderating today's program.
00:05:49 --> 00:05:52:	We grounded our work in one real, real, real time
00:05:53 --> 00:05:57:	TOC opportunity at the intersection of here Ontario and Steeles
00:05:57 --> 00:06:01:	Ave. as I mentioned, it's the boundary of Mississauga and
00:06:01 --> 00:06:05:	Brampton, and it includes the Shoppers World Mall at the
00:06:05 --> 00:06:07:	northwest corner and parking lot.
00:06:09 --> 00:06:11:	And again it's and for many of you just to
00:06:11 --> 00:06:15:	situate as well, it's the northern terminus of the now
00:06:15 --> 00:06:19:	under construction here Ontario LRT line coming N from Port
00:06:19 --> 00:06:23:	Credit. Today we're releasing our report excited to on these
00:06:23 --> 00:06:27:	emerging best practices and the and the lessons that with
00:06:27 --> 00:06:31:	this particular opportunity we think offers more broadly across the

00:06:31 --> 00:06:32:	region.
00:06:33 --> 00:06:37:	We'd very much like to acknowledge the Urban Land Institute
00:06:37 --> 00:06:42:	Curtis Infrastructure Grant for supporting this project and we'll put
00:06:42 --> 00:06:45:	a link into that infrastructure grant program in the chat
00:06:46 --> 00:06:49:	as well for your information. And with that, I will
00:06:49 --> 00:06:52:	now turn over to John Allen, who's going to share
00:06:53 --> 00:06:56:	the highlights of this report. John was one of the
00:06:56 --> 00:07:00:	working group leads from the report and is also vice
00:07:00 --> 00:07:00:	president.
00:07:01 --> 00:07:05:	And national infrastructure practice lead at global public affairs. John
00:07:05 --> 00:07:08:	will be followed by a panel moderated as mentioned by
00:07:08 --> 00:07:12:	Maddie Simateki, director of the Infrastructure Institute at the School
00:07:12 --> 00:07:15:	of Cities at U of T following the panel, we'll
00:07:15 --> 00:07:19:	take some questions from the audience, which John actually has
00:07:19 --> 00:07:22:	graciously offered to to handle. And we encourage you to
00:07:22 --> 00:07:25:	submit those into the Q&A box and also to vote
00:07:25 --> 00:07:28:	up the questions that you most want to have answered.
00:07:28 --> 00:07:29:	So with that, John?
00:07:29 --> 00:07:31:	I will turn it over to you. Thank you.
00:07:32 --> 00:07:36:	Thanks very much Richard and thank you everybody for joining
00:07:36 --> 00:07:40:	us today and for your life for organizing this this
00:07:40 --> 00:07:43:	discussion. So we've been working with ULI as the future
00:07:43 --> 00:07:47:	of infrastructure group for a couple of years now. We've
00:07:47 --> 00:07:52:	really enjoyed the working relationship just bringing together some some
00:07:52 --> 00:07:55:	different perspectives and the the impetus for that was a
00:07:56 --> 00:07:56:	couple of.
00:07:57 --> 00:08:00:	Years ago now having a discussion with government here in
00:08:00 --> 00:08:03:	Ontario, who sort of really asked the question sort of
00:08:03 --> 00:08:06:	why are we not seeing everything, sort of every transit
00:08:06 --> 00:08:09:	station? Why are we not seeing things built above it?
00:08:10 --> 00:08:13:	Which prompted us to to get together with as as
00:08:13 --> 00:08:18:	a great representing infrastructure companies delivering large civil infrastructure and
00:08:18 --> 00:08:22:	other sort of public infrastructure to to have that conversation
00:08:22 --> 00:08:25:	with. With the Oli we organized the workshop which we
00:08:25 --> 00:08:28:	really sort of scratched the surface but looking at that
00:08:28 --> 00:08:30:	one of the sort of key pieces we we sort

00:08:30 --> 00:08:32:	of found was that.
00:08:33 --> 00:08:35:	The the two sectors really are sort of driven by
00:08:36 --> 00:08:39:	different things. So if you look at the infrastructure sector,
00:08:39 --> 00:08:43:	they are basically delivering large complex projects with a real
00:08:43 --> 00:08:46:	sort of view on delivering on time, on budget and
00:08:46 --> 00:08:50:	really minimizing risk. So they don't really want to deviate
00:08:50 --> 00:08:53:	too much from that sort of core function. On the
00:08:53 --> 00:08:56:	flip side to real estate is a lot more flexible.
00:08:57 --> 00:09:00:	But again that that there's a risk element there so
00:09:00 --> 00:09:02:	you know why would you build on top of a
00:09:03 --> 00:09:06:	transit station if there's a risk that that project could
00:09:06 --> 00:09:09:	be delayed which will sort of obviously delay your your
00:09:09 --> 00:09:12:	payday from from building above that station. So that that's
00:09:13 --> 00:09:16:	sort of really scratched the surface. The following year we
00:09:16 --> 00:09:19:	we should have really delved into it more looking at
00:09:19 --> 00:09:23:	4 case studies Eglington, Brampton, Markham and the REM projects
00:09:23 --> 00:09:24:	in in Montreal.
00:09:25 --> 00:09:27:	And you can see here that the, the keys of
00:09:27 --> 00:09:30:	learnings from that are are on this slide, but very
00:09:30 --> 00:09:33:	few of them aren't related to people and processes. So
00:09:33 --> 00:09:37:	you know it's things around sort of fragmentation. If you
00:09:37 --> 00:09:40:	look at the sheer number of people involved in the
00:09:40 --> 00:09:44:	development of these projects, whether it's sort of investors, whether
00:09:44 --> 00:09:48:	it's people building the infrastructure, whether it's people providing approvals,
00:09:49 --> 00:09:51:	that there's just a lot of people with a lot
00:09:51 --> 00:09:53:	of different interests who.
00:09:53 --> 00:09:56:	Ultimately, for the most part, all want to see these
00:09:57 --> 00:10:00:	things succeed. So the real driver for this year was,
00:10:00 --> 00:10:03:	was to sort of go a little bit deeper, look
00:10:03 --> 00:10:06:	at sort of what, what were those barriers and and
00:10:06 --> 00:10:09:	what are the sort of recommendations that we can pull
00:10:09 --> 00:10:12:	out of this experience of Brampton to make things a
00:10:12 --> 00:10:15:	success so we could go to the next slide please
00:10:15 --> 00:10:19:	and why is it important. So Richard sort of mentioned
00:10:19 --> 00:10:20:	it before that.
00:10:21 --> 00:10:25:	Ontario's committed it's it's now up to 70.5 billion for
00:10:25 --> 00:10:28:	transit over the next 10 years. That's a lot of
00:10:28 --> 00:10:32:	trains, regional rail, light rail subways. And this will shape
00:10:32 --> 00:10:35:	a lot of the communities around the GTA, the GTA

00:10:36 --> 00:10:39:	itself for hundreds of years, maybe. Beyond that, if you
00:10:39 --> 00:10:43:	look at sort of how Paris has developed as an
00:10:43 --> 00:10:47:	example, when we're not sort of advocating for a gargoyle
00:10:47 --> 00:10:48:	on each building.
00:10:49 --> 00:10:52:	But decisions made hundreds of years ago have have had
00:10:52 --> 00:10:56:	sort of far reaching implications for the shape of that
00:10:56 --> 00:10:59:	city and you can argue that, you know, this investment
00:10:59 --> 00:11:03:	now is unlikely we'll ever see anything like it again.
00:11:03 --> 00:11:06:	So really for and it's exciting to see the plans
00:11:06 --> 00:11:10:	of places like Brampton using this opportunity to really sort
00:11:10 --> 00:11:13:	of shape their future. So we could look to the
00:11:13 --> 00:11:14:	next slide please.
00:11:18 --> 00:11:22:	So, so looking at Brunson, you can really see that
00:11:22 --> 00:11:25:	the decisions made to the 50-60 years ago on how
00:11:25 --> 00:11:29:	the the the city was planned out was really sort
00:11:29 --> 00:11:33:	of car focused. So you're struggling not to find parking
00:11:33 --> 00:11:36:	at this location. But what we're saying now is, is
00:11:36 --> 00:11:40:	the investment and the the construction of the what was
00:11:40 --> 00:11:44:	a her Ontario light rail line now the Hazel Mccallion
00:11:44 --> 00:11:44:	line.
00:11:45 --> 00:11:48:	Is really seeing a sort of mushroom of mushrooming of
00:11:48 --> 00:11:51:	development along that route and it sort of ties in
00:11:52 --> 00:11:55:	with with a lot of opportunities that are being laid
00:11:55 --> 00:11:58:	out by the city. And I think Brampton is particularly
00:11:58 --> 00:12:02:	interesting because it's, it's the fastest growing big city in
00:12:02 --> 00:12:05:	Canada, but it's also the most diverse. So it's an
00:12:05 --> 00:12:07:	exciting project for us to look at. So we go
00:12:08 --> 00:12:09:	go to the next slide please.
00:12:12 --> 00:12:15:	And when we're looking at transit oriented communities, I think
00:12:15 --> 00:12:18:	this was laid out really by the province as well
00:12:18 --> 00:12:21:	when they sort of changed the name of it from
00:12:21 --> 00:12:25:	transit oriented communities to transit oriented develop, sorry, from transit
00:12:25 --> 00:12:29:	oriented developments to transit oriented communities, it is more than
00:12:29 --> 00:12:32:	just building density. So we can there obviously is the
00:12:32 --> 00:12:35:	need to build huge amounts of housing kind of agreed
00:12:35 --> 00:12:37:	by a million people in 2022. That is I think
00:12:37 --> 00:12:39:	beyond question, but what?
00:12:39 --> 00:12:43:	These communities really need to survive to to thrive and
00:12:43 --> 00:12:46:	survive and be sustainable. Is that balance and it's a
00:12:46 --> 00:12:48:	really sort of is this 3 legged stool. So when

00:12:49 --> 00:12:51:	you look at the density that is sort of really
00:12:51 --> 00:12:55:	enabled by things like diversity that that includes sort of
00:12:55 --> 00:12:58:	open space which we saw was even more important through
00:12:58 --> 00:13:02:	COVID that there's sort of smart designs that encourage people
00:13:02 --> 00:13:05:	to walk and spend time in their local communities.
00:13:05 --> 00:13:09:	That you can't have one without the other if if
00:13:09 --> 00:13:12:	you really want a community to to to thrive going
00:13:12 --> 00:13:15:	forward. So we could go to the next slide please.
00:13:15 --> 00:13:18:	So over the course of 2022 we we did 5
00:13:18 --> 00:13:22:	workshops and I just wanted to give a quick shout
00:13:22 --> 00:13:25:	out to to Yvonne Young who really was the spearheads
00:13:25 --> 00:13:29:	for this and and drove the the content and really
00:13:29 --> 00:13:32:	got us to learn a huge amount about the experience
00:13:32 --> 00:13:33:	of Brampton.
00:13:34 --> 00:13:37:	But we did 5 workshops focused on five themes. So
00:13:37 --> 00:13:39:	this first theme was around this idea of a living
00:13:39 --> 00:13:43:	plan. So when you've got all those different stakeholders involved,
00:13:43 --> 00:13:46:	so you've got the sort of municipality, you've got the
00:13:46 --> 00:13:50:	region, you've got the province, you've got individual developers, you've
00:13:50 --> 00:13:53:	got sort of universities that are sort of going into
00:13:53 --> 00:13:56:	the area. There's a lot of stuff happening. And and
00:13:56 --> 00:13:59:	previously it was very difficult to see what was going
00:13:59 --> 00:14:02:	on beyond your boundary, so you could focus on your
00:14:02 --> 00:14:03:	development.
00:14:03 --> 00:14:07:	But there may be something sort of complementary happening right
00:14:07 --> 00:14:10:	next door. So this idea of a living plan is,
00:14:10 --> 00:14:13:	is essentially something of a sort of digital twin that
00:14:13 --> 00:14:16:	is the sort of incremental, constantly updated focus for planning.
00:14:16 --> 00:14:19:	So it's not just like a paper document that you
00:14:19 --> 00:14:22:	should have dust off and look at occasionally. You can
00:14:22 --> 00:14:25:	work with the city to sort of really see what's
00:14:25 --> 00:14:27:	going on in real time. It's a single source of
00:14:27 --> 00:14:30:	truth and and the benefits of that, I think if
00:14:30 --> 00:14:32:	it's been huge and should really be adopted.
00:14:33 --> 00:14:37:	Across all projects of this nature and sites of this
00:14:37 --> 00:14:40:	nature, but it just enables people to look for those
00:14:40 --> 00:14:47:	coordination, collaboration opportunities, it enables different players sort of whether

00:14:47 --> 00:14:51:	it's sort of people providing permits to neighboring properties.
00:14:51 --> 00:14:55:	Just just to sort of troubleshoot and have conversations earlier
00:14:56 --> 00:14:59:	so things don't become an issue moving forward, but this
00:14:59 --> 00:15:00:	I think was.
00:15:01 --> 00:15:04:	In terms of sort of process, if that's sort of
00:15:04 --> 00:15:06:	what excites you and it does for me unfortunately I
00:15:06 --> 00:15:08:	thought this was really this one of the key learnings
00:15:08 --> 00:15:10:	out of the, the, the workshops.
00:15:10 --> 00:15:10:	That we did.
00:15:11 --> 00:15:14:	If we go to the next slide please, I think
00:15:14 --> 00:15:18:	the most exciting part of it was though this this
00:15:18 --> 00:15:21:	idea of a Community hub. So when you sort of
00:15:21 --> 00:15:26:	building densely around the station being able to sort of
00:15:26 --> 00:15:30:	bring all these community services together under one roof is.
00:15:31 --> 00:15:34:	In one sort of things, just a great use of
00:15:34 --> 00:15:37:	public resources. So you buy some estimations of the city,
00:15:37 --> 00:15:41:	commissioned some research and said it could save $90 million
00:15:41 --> 00:15:45:	just in terms of accelerating the construction but also not
00:15:45 --> 00:15:48:	having to build different amenities. But you've got sort of
00:15:48 --> 00:15:54:	social services, health services, library, educational services, recreation, arts, training,
00:15:54 --> 00:15:55:	culture.
00:15:55 --> 00:15:58:	All under one roof and it really sort of provides
00:15:58 --> 00:16:00:	a hub for that community and helps people sort of
00:16:00 --> 00:16:03:	integrate and belong. And you know, not only is it
00:16:03 --> 00:16:05:	a good thing to do for the Community, it sort
00:16:05 --> 00:16:08:	of brings people to the area, but it saves money.
00:16:08 --> 00:16:10:	So again, this was this was I think a really
00:16:10 --> 00:16:13:	exciting part of what they're doing in Branson and it's
00:16:13 --> 00:16:15:	not just at this level that they, they are doing
00:16:16 --> 00:16:18:	it sort of around economic development as well with an
00:16:18 --> 00:16:21:	innovation cluster and a conversation we had the other week
00:16:21 --> 00:16:24:	that they're looking to do a sort of similar approach.
00:16:25 --> 00:16:29:	Around a a cricket stadium that they're developing in Brampton
00:16:29 --> 00:16:33:	as well. So again I think this was something very
00:16:33 --> 00:16:38:	interesting, very exciting that other sites should look to emulate.
00:16:38 --> 00:16:41:	If we go to the next slide please. So on
00:16:41 --> 00:16:45:	the transit sort of things that the key piece here

00:16:45 --> 00:16:45:	was.
00:16:45 --> 00:16:45:	That.
00:16:46 --> 00:16:49:	Brampton obviously has has been very much focused on the
00:16:50 --> 00:16:53:	car, so 82% of people still travel by car, so.
00:16:53 --> 00:16:57:	To really sort of drive that transformation, the important people
00:16:57 --> 00:17:01:	part is to make make journeys pleasant, pleasant, to make
00:17:01 --> 00:17:04:	it safe, to make it the easy choice for people
00:17:04 --> 00:17:07:	to take, to make it the attractive choice for people
00:17:07 --> 00:17:10:	to make. So it's not only around sort of making
00:17:10 --> 00:17:12:	it easy to switch from a bus to the LRT
00:17:12 --> 00:17:15:	or getting out of your apartment onto the LRT to
00:17:15 --> 00:17:18:	get down to the GO train, but also just making
00:17:18 --> 00:17:19:	sure that.
00:17:20 --> 00:17:23:	Around those areas that the the street is exciting, it
00:17:23 --> 00:17:26:	feels safe, it feels welcoming, just to encourage that sort
00:17:26 --> 00:17:29:	of shift in thinking. And a lot of that sort
00:17:29 --> 00:17:31:	of flowed out of the the vision 2040 that Brampton
00:17:32 --> 00:17:35:	developed that really was, I think, the the North Star
00:17:35 --> 00:17:38:	of what they're looking to do in that community. So
00:17:38 --> 00:17:39:	we go to the next slide, please.
00:17:43 --> 00:17:46:	And then the other sort of key interesting point for
00:17:46 --> 00:17:49:	for Branson is a sort of unique factor around this
00:17:49 --> 00:17:52:	community is the Creek system. So it is something that
00:17:52 --> 00:17:56:	is unique to Branson. It's attractive for people moving to
00:17:56 --> 00:17:59:	the area that there's, there's good park space, there's good
00:18:00 --> 00:18:03:	public space, there's areas for people to exercise, to walk.
00:18:03 --> 00:18:06:	And if you're looking at sort of building density and
00:18:06 --> 00:18:08:	we saw that with COVID, you need.
00:18:09 --> 00:18:11:	That sort of offset of a public space to be
00:18:11 --> 00:18:14:	able to to to build density and not only that
00:18:14 --> 00:18:17:	it's sort of it's attractive for the area, it's attractive
00:18:17 --> 00:18:21:	for companies looking to come into the area, but it's
00:18:21 --> 00:18:24:	also attractive for people looking to to move there. But
00:18:24 --> 00:18:27:	they're also sort of cost benefits as well if using
00:18:27 --> 00:18:31:	those natural natural assets smartly you can connect sort of
00:18:31 --> 00:18:34:	the transit systems and different hubs through the park system,
00:18:34 --> 00:18:37:	which is what they're looking to do in in in
00:18:37 --> 00:18:38:	Brampton.
00:18:39 --> 00:18:42:	But also just in terms of severe flooding and extremes
00:18:42 --> 00:18:46:	of temperature, it helps sort of offset that. So it's
00:18:46 --> 00:18:49:	a good use of public resources as well and it

00:18:49 --> 00:18:53:	also provides a value uplift for the properties around these
00:18:53 --> 00:18:55:	parks. So next slide please.
00:18:57 --> 00:19:00:	And the the final piece I think is is arguably
00:19:00 --> 00:19:03:	that the most important part of of transforming a community
00:19:03 --> 00:19:06:	like Branson is that it it can't just be the
00:19:06 --> 00:19:09:	place where people go to sleep and then travel into
00:19:10 --> 00:19:13:	Toronto to work the economic development plan is, is probably
00:19:13 --> 00:19:16:	the to my mind that sort of critical plank of
00:19:16 --> 00:19:17:	of that sort of.
00:19:18 --> 00:19:22:	Building that sort of vibrant sustainable community and sort of
00:19:22 --> 00:19:27:	quite competitive region between Toronto and Waterloo, there's a lot
00:19:27 --> 00:19:31:	of exciting interesting things going on there in Brampton. So
00:19:31 --> 00:19:35:	you know that the things the first medical school, first
00:19:35 --> 00:19:38:	new medical school for for many, many years going in
00:19:38 --> 00:19:42:	there, innovation clusters. But when you look at sort of
00:19:42 --> 00:19:46:	why companies invest in in areas through all the rankings
00:19:46 --> 00:19:46:	#1.
00:19:47 --> 00:19:50:	For most parts and most considerations is young talent. So
00:19:50 --> 00:19:53:	people want to go somewhere where there's young talent. If
00:19:54 --> 00:19:57:	you look at sort of different reasons why people move
00:19:57 --> 00:20:01:	to communities, it's availability of transit, it's availability of affordable
00:20:01 --> 00:20:04:	housing, it's access to sort of public spaces and amenities.
00:20:05 --> 00:20:07:	People want to sort of lift places where things are
00:20:08 --> 00:20:10:	happening so that all this sort of ties together and
00:20:11 --> 00:20:13:	and so the jobs pieces is very important for making
00:20:14 --> 00:20:15:	sure that that community is.
00:20:16 --> 00:20:19:	The 24 hour community that sort of stands by itself
00:20:19 --> 00:20:22:	as as somewhere that's a destination and an attractive to
00:20:22 --> 00:20:24:	to live, work and play. So we go to the
00:20:24 --> 00:20:27:	last slide I think it is. So you don't have
00:20:27 --> 00:20:30:	to bear my ramblings much longer. So when we looked
00:20:30 --> 00:20:33:	at just sort of summarizing what we learned from Branson,
00:20:33 --> 00:20:36:	there was sort of three key points. So the first
00:20:36 --> 00:20:39:	bit was that clarity piece. So just having that certainty
00:20:39 --> 00:20:42:	up front from this vision 24 that everything sort of
00:20:42 --> 00:20:44:	flowed from that. So when you have.
00:20:44 --> 00:20:47:	Public servants that can look at that and say, okay,
00:20:47 --> 00:20:50:	this is what we want to do. It makes decision
00:20:50 --> 00:20:53:	making a lot smoother on the coordination piece we sort

00:20:53 --> 00:20:56:	of talked about the benefits of that living plan is
00:20:56 --> 00:20:59:	hugely important just in terms of sort of driving those,
00:20:59 --> 00:21:03:	those conversations and making sure that we're delivering them more
00:21:03 --> 00:21:05:	than the sum of the parts, but also just in
00:21:05 --> 00:21:08:	terms of physical assets sort of binding something like a
00:21:09 --> 00:21:13:	community hub that is something that brings different services together.
00:21:13 --> 00:21:17:	Or this innovation district is basically a physical space that
00:21:17 --> 00:21:22:	drives coordination. It encourages different like different public sector service
00:21:22 --> 00:21:25:	providers and and the private sector to maybe sort of
00:21:25 --> 00:21:28:	work together. And the final bit which we didn't really
00:21:28 --> 00:21:31:	go into in huge detail in in this report, but
00:21:31 --> 00:21:34:	maybe it's something we want to look to in future
00:21:34 --> 00:21:36:	is, is that contributions piece so.
00:21:37 --> 00:21:40:	If you build that complete community it's going to have
00:21:40 --> 00:21:43:	an uplift that in value that benefits all. So that's
00:21:43 --> 00:21:45:	so who pays for for some of the elements of
00:21:45 --> 00:21:47:	that. I think this is where it comes a bit
00:21:47 --> 00:21:50:	full circle as well. That by having that clarity of
00:21:50 --> 00:21:53:	this is what we want to achieve. People have the
00:21:53 --> 00:21:55:	developers who have a good vision of sort of this
00:21:55 --> 00:21:58:	is something I want to buy into. This is something
00:21:58 --> 00:22:01:	I want to invest in. But also having something like
00:22:01 --> 00:22:03:	the living plan provides the form to to have those
00:22:03 --> 00:22:06:	conversations to say you know if we do this together.
00:22:07 --> 00:22:09:	We see a benefit coming out of that. So I
00:22:09 --> 00:22:13:	will stop there and hand over to Mattie, who's gonna
00:22:13 --> 00:22:16:	lead the more interesting part of this and not me
00:22:16 --> 00:22:18:	speaking. That's mattie.
00:22:19 --> 00:22:22:	Thank you, John. Good afternoon, everyone. It's really a pleasure
00:22:22 --> 00:22:25:	to be with you today. I'm Maddie simiaticke. I'm the
00:22:25 --> 00:22:28:	director of the Infrastructure Institute and professor of geography at
00:22:28 --> 00:22:30:	the University of Toronto.
00:22:31 --> 00:22:34:	This is such a critical time to be talking about
00:22:34 --> 00:22:38:	transit oriented communities. As John mentioned, we're building a ton
00:22:38 --> 00:22:42:	of transit. This is a generational investment and the impact
00:22:42 --> 00:22:46:	of that investment really is what's at stake right now.
00:22:46 --> 00:22:49:	If we do this right, we will set ourselves on

00:22:49 --> 00:22:53:	a path with thriving transit oriented communities that are connected
00:22:53 --> 00:22:57:	by high quality transit for for generations to come. And
00:22:57 --> 00:23:00:	conversely if if we don't take advantage of what's.
00:23:01 --> 00:23:03:	Being built, we might end up with a lot of
00:23:03 --> 00:23:06:	development and density around transit, but not necessarily with all
00:23:06 --> 00:23:09:	the diversity of uses and high quality designs that make
00:23:10 --> 00:23:10:	for a great.
00:23:10 --> 00:23:13:	Place to live, so this is really a critical moment
00:23:14 --> 00:23:17:	and it's in that moment. It's my great pleasure to
00:23:17 --> 00:23:21:	be speaking about Brampton and Brampton Uptown specifically and more
00:23:21 --> 00:23:25:	broadly about this concept with a group of panelists who
00:23:25 --> 00:23:29:	have a ton of personal experience and professional experience working
00:23:29 --> 00:23:30:	in this space.
00:23:31 --> 00:23:34:	So the panelists for today are Dahlia Bahi, who's the
00:23:34 --> 00:23:38:	acting manager of urban design at the City of Brampton.
00:23:38 --> 00:23:42:	Samantha Bites is the manager of development for Rio can
00:23:42 --> 00:23:46:	and is working specifically on the Shoppers World site in
00:23:46 --> 00:23:49:	Brampton, which is a 20 year transformation of that site.
00:23:50 --> 00:23:54:	Rowan Mills is senior vice president and national Transit sector
00:23:54 --> 00:23:55:	lead at Colliers.
00:23:56 --> 00:23:59:	Which is one of the leading groups working in commercial
00:23:59 --> 00:24:04:	real estate and transit oriented communities and Yvonne Young, Now
00:24:04 --> 00:24:08:	CEO of SGG Strategies and previously head of Urban Design
00:24:08 --> 00:24:11:	at the City of Brampton and Yvonne is also on.
00:24:11 --> 00:24:14:	Also the ULI Curtis Infrastructure Fellow and one of.
00:24:15 --> 00:24:18:	The working group leads and has been deeply involved in
00:24:18 --> 00:24:21:	our engagement as well. So just before we get started,
00:24:21 --> 00:24:23:	I want to thank you Alli and Fig. This has
00:24:23 --> 00:24:27:	been a great collaboration and the work that's come out
00:24:27 --> 00:24:29:	of it in the paper today is, is fantastic. So
00:24:29 --> 00:24:32:	to get us started, Yvonne, I'm going to start with
00:24:32 --> 00:24:35:	you. What is the, what do you see as the
00:24:35 --> 00:24:39:	difference between a transit oriented community and a transit oriented
00:24:39 --> 00:24:39:	development?
00:24:40 --> 00:24:43:	Yeah. Thanks, Maddie. That's a great question. So primarily is

00:24:43 --> 00:24:47:	making the shifts from building buildings to building communities, but
00:24:47 --> 00:24:50:	they are both using mixed users and densification to put
00:24:50 --> 00:24:53:	people close to transit. But what we find is that
00:24:53 --> 00:24:56:	the on the ground application, the resource efficiency and also
00:24:57 --> 00:25:00:	the Community outcome are very different. Tod are primarily infused.
00:25:00 --> 00:25:03:	So the decisions are reactive. They are based on historic
00:25:03 --> 00:25:07:	and current condition. That's why there's a lot of pushback.
00:25:07 --> 00:25:10:	With TLC it take a very future focused approach which
00:25:10 --> 00:25:14:	is based on complete community and infrastructure policy from the
00:25:14 --> 00:25:18:	provincial policy statement. So what it means is that if
00:25:18 --> 00:25:21:	you use TLC you can shift from just dealing with
00:25:21 --> 00:25:24:	infield site plan to use Urban Plan subdivision with mixed-use
00:25:24 --> 00:25:28:	blocks which give you the ability to shape the upstream
00:25:28 --> 00:25:29:	mobility decision.
00:25:29 --> 00:25:33:	So imagine you don't need to build 100 underground parking
00:25:33 --> 00:25:36:	spaces. That can cost you 7 to $10 million, but
00:25:36 --> 00:25:39:	instead you can use it to build a complete street
00:25:40 --> 00:25:44:	with the protector cycling infrastructure in phase one, which also
00:25:44 --> 00:25:48:	give transit the ability to reduce VMT and for developer
00:25:48 --> 00:25:51:	is to show the evidence that your TDM measures really
00:25:51 --> 00:25:54:	work. Another difference is that with TLC.
00:25:55 --> 00:25:58:	You can shift from dealing with just planning in 2D
00:25:58 --> 00:26:01:	to integrating in 3D and I think the living plan
00:26:01 --> 00:26:04:	is emerging trying to show the potential which give you
00:26:04 --> 00:26:07:	the ability to use time and space share as a
00:26:07 --> 00:26:11:	resource. So that means your community infrastructure dollars can go
00:26:11 --> 00:26:14:	further. So instead of putting the money to get land
00:26:14 --> 00:26:18:	which is increasingly getting very expensive, you can use the
00:26:18 --> 00:26:21:	money to get space and make arrangement to expand so
00:26:21 --> 00:26:24:	you don't need to worry about getting portable.
00:26:24 --> 00:26:27:	So that means imagine using a 50 or 100 year
00:26:27 --> 00:26:31:	kind of ground leases and put building the space earlier
00:26:31 --> 00:26:34:	so you can also cut the cost by half because
00:26:34 --> 00:26:38:	you can avoid the land and construction cost escalation. Another
00:26:38 --> 00:26:42:	element is that with the extreme weather, increasing TOC can
00:26:42 --> 00:26:45:	give you the ability to shift from just in time

00:26:45 --> 00:26:48:	to just in case. So what it means is that
00:26:48 --> 00:26:52:	for developer it can help you to protect your property
00:26:52 --> 00:26:52:	assets.
00:26:52 --> 00:26:56:	You can shape the upstream front proofing decision. So instead
00:26:56 --> 00:26:59:	of spending millions of dollars to deal with just one
00:26:59 --> 00:27:03:	event, you can invest in green infrastructure. So imagine building
00:27:03 --> 00:27:05:	an urban park, which is also an urban sponge in
00:27:05 --> 00:27:08:	phase one and it can help you to reduce the
00:27:08 --> 00:27:12:	air temperature, energy load and also building operating costs. Then
00:27:12 --> 00:27:14:	from a resource standpoint for TLC, it can help you
00:27:15 --> 00:27:16:	to shift from operating in a box.
00:27:17 --> 00:27:20:	To creating teams on the fly and give you more
00:27:20 --> 00:27:23:	resources and this is about increasing the ability to increase
00:27:23 --> 00:27:27:	both resource capacity and decision capacity to deal with ongoing
00:27:28 --> 00:27:30:	change and this is constantly happening.
00:27:30 --> 00:27:34:	So imagine if you can form committees to share, budget
00:27:34 --> 00:27:39:	and reposition community infrastructure by pairing up health, education, community
00:27:39 --> 00:27:43:	labor and finance as a workforce strategy. And for environmental
00:27:43 --> 00:27:47:	infrastructure. If you can pair up environmental with public works
00:27:47 --> 00:27:50:	which can provide direction for transit and green streets and
00:27:50 --> 00:27:54:	these has a very positive benefits to the development industry
00:27:54 --> 00:27:55:	in particular.
00:27:55 --> 00:28:00:	And lastly from a decision standpoint, TOC is about committing
00:28:00 --> 00:28:03:	shifting from the past 100 years of very auto dependent
00:28:04 --> 00:28:07:	decision to the next 100 years of 15 minute Community
00:28:07 --> 00:28:11:	decision invented 100 years ago. So it's actually is when
00:28:11 --> 00:28:14:	New York was faced with St. Vitality at the rate
00:28:15 --> 00:28:17:	of one child a day. And today in Ontario we
00:28:17 --> 00:28:21:	have a similar situation and we are actually losing more
00:28:21 --> 00:28:22:	than 1% a day.
00:28:23 --> 00:28:25:	So in order for TLC model to work, it need
00:28:25 --> 00:28:28:	to transcend manager generation. So I think on this call
00:28:28 --> 00:28:31:	in Brandon is Dalia and the team ticket it on.
00:28:31 --> 00:28:34:	But for the rest of GTA, there's tremendous potential for
00:28:34 --> 00:28:37:	everybody on this call today to bring it to your

00:28:37 --> 00:28:40:	community to create your next 100 years of 15 minute
00:28:40 --> 00:28:44:	communities, TLC and for Curtis Infrastructure really releasing a tool
00:28:44 --> 00:28:47:	in a May Spring meeting helping everybody to do that.
00:28:48 --> 00:28:51:	Thank you, Yvonne. So Dahlia, I'll turn to you next.
00:28:51 --> 00:28:54:	We've heard a lot about how planning for transit oriented
00:28:54 --> 00:28:58:	communities is both a technical exercise, but also something that's
00:28:58 --> 00:29:01:	very much about processes and people. And so I'm interested
00:29:01 --> 00:29:04:	in what approaches Brampton is, is using to achieve a
00:29:04 --> 00:29:08:	transit oriented community at Uptown. In particular, what methods are
00:29:08 --> 00:29:11:	being used to coordinate the various land uses into an
00:29:11 --> 00:29:15:	integrated plan and align the various public and private interests?
00:29:16 --> 00:29:19:	Thank you so much for your question. Actually this is
00:29:19 --> 00:29:22:	a great one and thank you so much again for
00:29:22 --> 00:29:25:	giving us the opportunity to show what or to present
00:29:26 --> 00:29:28:	what we are doing in Brampton. So the answer to
00:29:28 --> 00:29:33:	your question actually Brampton has been using different approaches to
00:29:33 --> 00:29:37:	achieve a successful transit oriented community at Uptown, which I
00:29:37 --> 00:29:41:	believe for distinctive approaches has been creatively used.
00:29:42 --> 00:29:46:	So first, Brampton has, as actually John mentioned, created the
00:29:46 --> 00:29:50:	2040 Vision, which is a clear World Vision for how
00:29:50 --> 00:29:54:	it sees community, its community developed. One of the big
00:29:54 --> 00:29:58:	moves actually in the 2040 vision was to turn Uptown
00:29:58 --> 00:30:01:	into a new urban core for the city.
00:30:02 --> 00:30:05:	I don't know if you any of you have the
00:30:05 --> 00:30:08:	chance to look into the 2040 vision, but they are
00:30:08 --> 00:30:13:	actually the vision was clearly communicating how Brampton will build
00:30:13 --> 00:30:16:	a true community with people, live, work and play at
00:30:16 --> 00:30:20:	Uptown. The vision also ensures that all the local decision
00:30:20 --> 00:30:23:	makers are on the same page. The second approach I
00:30:23 --> 00:30:26:	would say also is the use of what we call
00:30:26 --> 00:30:28:	codesign process with the developers.
00:30:29 --> 00:30:35:	This actually was also included in the implementation strategies and
00:30:35 --> 00:30:40:	identified for Uptown in 2040 vision. This codesign process actually

00:30:40 --> 00:30:44:	helped bring the most unique community ideas and images to
00:30:44 --> 00:30:49:	Uptown for locally relevant Brown grant and image and strong
00:30:49 --> 00:30:53:	local appeal. So the focus was on collaboration with the
00:30:53 --> 00:30:58:	applicants and all stakeholders and also we did that in
00:30:58 --> 00:30:59:	the very early.
00:30:59 --> 00:31:03:	Stage of the process so in working with the applicant,
00:31:03 --> 00:31:08:	it was decided early that collaboration would result in a
00:31:08 --> 00:31:13:	better development and quick review process. The city formed a
00:31:13 --> 00:31:14:	core review team.
00:31:16 --> 00:31:20:	With all the stakeholders at the city and external agencies
00:31:20 --> 00:31:24:	as well, the team included even groups not always involved
00:31:24 --> 00:31:28:	in the development review process, but we see that they
00:31:28 --> 00:31:32:	they are being integral to ensuring social infrastructure needs. So
00:31:32 --> 00:31:36:	that's that's why we included them in the process. So
00:31:36 --> 00:31:40:	for example, arts and culture and so on. And this
00:31:40 --> 00:31:44:	actually the collaborative process resulted in a short approval.
00:31:45 --> 00:31:50:	Process for for this such scale large scale development actually
00:31:50 --> 00:31:54:	successfully we have the full zoning by law amendment application
00:31:54 --> 00:31:59:	was approved within approximately one year which I live. For
00:31:59 --> 00:32:02:	an area with large area like that, I think this
00:32:02 --> 00:32:06:	is a great achievement. Thirdly, we actually also work with
00:32:06 --> 00:32:11:	the Community. So we do encourage community engagement beyond even
00:32:11 --> 00:32:13:	the statutory requirements.
00:32:14 --> 00:32:17:	So for the case of shoppers world, as an example,
00:32:17 --> 00:32:23:	we held two additional engagement events during the P consultation
00:32:23 --> 00:32:27:	application stage. The first actually was in a kind of
00:32:27 --> 00:32:31:	charrette format and it was attended by about 100 people,
00:32:32 --> 00:32:34:	which again this is a huge number.
00:32:36 --> 00:32:39:	Second was an open house held at the ball itself,
00:32:39 --> 00:32:45:	where actually the proposed plan resulted from the first engagement.
00:32:45 --> 00:32:49:	Charrette was presented for future feedback. I believe that one
00:32:50 --> 00:32:54:	of the things that worked well was that the engagement
00:32:54 --> 00:32:58:	was done early in the process when the applicant was
00:32:58 --> 00:33:02:	still forming their plans or proposal. Also, it allowed the

00:33:02 --> 00:33:05:	focus to be on asking the public.
00:33:05 --> 00:33:10:	About what they really wanted, rather than just presenting the
00:33:10 --> 00:33:15:	plan the applicant had already decided on. There was actually
00:33:15 --> 00:33:19:	great support for this development in the Community and I
00:33:19 --> 00:33:25:	think the successful engagement contributed to that. Fourthly, Brampton has
00:33:25 --> 00:33:29:	developed a unique living plan as John started to speak
00:33:29 --> 00:33:29:	about.
00:33:30 --> 00:33:34:	So we have this living plan which provides ongoing visibility
00:33:34 --> 00:33:38:	to the development taking place across the Uptown area. This
00:33:38 --> 00:33:43:	living plan enables different local land owners and developers to
00:33:43 --> 00:33:47:	work together to identify when, when, solutions and approach problem
00:33:48 --> 00:33:50:	solving, solving more collaboratively.
00:33:51 --> 00:33:55:	As John mentioned, the living plan is not a formal
00:33:55 --> 00:33:58:	planning document, rather it's it's a tool that the city
00:33:58 --> 00:34:03:	uses to help guide the review, development proposals and infrastructure
00:34:03 --> 00:34:08:	investments. It's actually it's it's a two and three-dimensional model
00:34:08 --> 00:34:12:	of the entire Uptown. The model illustrate the potential future
00:34:12 --> 00:34:13:	built out state following.
00:34:14 --> 00:34:18:	The principles that we already have in the 2040 vision
00:34:18 --> 00:34:23:	and other policy documents in the form of policy documents
00:34:23 --> 00:34:26:	for this area, so as we so, for example, as
00:34:26 --> 00:34:32:	any new development applications or infrastructure projects have come online,
00:34:32 --> 00:34:35:	they are inserted or imported into the model.
00:34:36 --> 00:34:41:	These new projects may sometimes trigger changes in in other
00:34:41 --> 00:34:46:	parts of the plan and these potential offsite consequences. Typically
00:34:46 --> 00:34:49:	we consider it as part of the review of the
00:34:49 --> 00:34:53:	new new projects. So the living plan actually helps us
00:34:53 --> 00:34:58:	to ensure that all the projects are well coordinated and
00:34:58 --> 00:35:02:	working together to achieve the city's objectives for this area.
00:35:04 --> 00:35:08:	If you don't mind, I just wanted to add something
00:35:08 --> 00:35:13:	related to your previous question. So Branson actually managed to
00:35:13 --> 00:35:18:	put community building as one of the core design principles
00:35:18 --> 00:35:22:	of of Uptown. So for example, as again was mentioned

00:35:22 --> 00:35:26:	by John, we set in motion and innovative Community Hub
00:35:26 --> 00:35:26:	project.
00:35:27 --> 00:35:32:	Which will bring together various public space, public services and
00:35:32 --> 00:35:36:	recreation activities under one roof. This will enable people to
00:35:36 --> 00:35:40:	access public services more easily and make the most of
00:35:40 --> 00:35:44:	municipal infrastructure. But this is not only that. The thing
00:35:44 --> 00:35:48:	is that the hub will give the users various reasons
00:35:48 --> 00:35:51:	to be there and promotes the sense of togetherness.
00:35:52 --> 00:35:57:	The community, the feeling that they belong to community. Also,
00:35:57 --> 00:36:01:	Uptown area includes great public spaces, so this will ensure
00:36:02 --> 00:36:06:	that the area feels like real community rather than just
00:36:06 --> 00:36:10:	an isolated concrete jungle. So yeah, that's the idea.
00:36:11 --> 00:36:14:	Thanks, dahlia. That's, that's fantastic. And Samantha, I'll come, I'll
00:36:14 --> 00:36:15:	come to you next.
00:36:16 --> 00:36:19:	What role does the private sector play in the creation
00:36:19 --> 00:36:23:	of transit oriented communities, particularly when the site is privately
00:36:23 --> 00:36:25:	owned? So we've heard a lot about the role of
00:36:25 --> 00:36:28:	process and the role of people and engagement. How does
00:36:29 --> 00:36:32:	the private sector engage and what barriers exist to developing
00:36:32 --> 00:36:34:	these large scale transit oriented sites?
00:36:35 --> 00:36:38:	Yeah. Thank you so much for the question. I would
00:36:38 --> 00:36:41:	first just say that the living plan that the city
00:36:41 --> 00:36:43:	of Brampton is working on, I think it's a tremendous
00:36:43 --> 00:36:46:	initiative. When I look at it from my lens, if
00:36:46 --> 00:36:48:	I were to come up with all that information and
00:36:48 --> 00:36:51:	have an understanding of what's next door, I'd have to,
00:36:51 --> 00:36:52:	you know.
00:36:52 --> 00:36:55:	Talk to our neighbors, look online and see what applications
00:36:56 --> 00:36:59:	are ongoing. Look and see what planning studies are ongoing
00:36:59 --> 00:37:01:	both at the city and the region. So just having
00:37:01 --> 00:37:04:	that all in one plan it it's planning gold and
00:37:04 --> 00:37:07:	it's super exciting. I think it'll be very key in
00:37:07 --> 00:37:10:	creating what will be hopefully amazing transit oriented community.
00:37:12 --> 00:37:15:	As far as the private sector's involvement, I think it's
00:37:15 --> 00:37:19:	pretty critical As for the ones who are going to
00:37:19 --> 00:37:23:	be making the applications and have ownership over the land
00:37:23 --> 00:37:26:	to see these projects through. We in order to align

00:37:26 --> 00:37:29:	the private and public interest. I think what we use
00:37:29 --> 00:37:33:	is the planning application processes that are in place. So
00:37:33 --> 00:37:38:	whether that's the plan of subdivision application, the rezoning, your
00:37:38 --> 00:37:41:	site plan approval, that's really our our way.
00:37:41 --> 00:37:45:	Of facilitating that and I think specifically in terms of
00:37:45 --> 00:37:49:	master planning large communities, it really is the plan of
00:37:49 --> 00:37:53:	subdivision where this will help identify the overall phasing for
00:37:53 --> 00:37:57:	the entire master plan as well as setting the location
00:37:57 --> 00:38:00:	and timing of many Community elements such as the Community
00:38:00 --> 00:38:04:	hub, different services parks, open space and the road network.
00:38:05 --> 00:38:08:	So that's where I really see the majority of our
00:38:08 --> 00:38:10:	involvement happening is through through the processes.
00:38:10 --> 00:38:11:	That do exist today.
00:38:12 --> 00:38:15:	In terms of the barriers that we face and building
00:38:15 --> 00:38:19:	these large transit oriented sites, one of the biggest ones
00:38:19 --> 00:38:23:	is really that we're working in today's market conditions with
00:38:23 --> 00:38:26:	tomorrow's goals in mind. So as much as we are
00:38:26 --> 00:38:29:	looking forward to the ultimate state of this Community, getting
00:38:30 --> 00:38:33:	there is going to have its challenges that must be
00:38:33 --> 00:38:34:	overcome in parts over time.
00:38:35 --> 00:38:38:	So as an example, the Shoppers Rd. site, it's currently
00:38:38 --> 00:38:41:	home to an active and existing mall with tenants that
00:38:41 --> 00:38:44:	hold 20 to 30 year long leases that Rio can
00:38:44 --> 00:38:46:	must adhere to. So we need to constantly be keeping
00:38:47 --> 00:38:49:	these things in the back of our mind when we're
00:38:49 --> 00:38:52:	determining where we would like to develop 1st and 2nd
00:38:52 --> 00:38:55:	and along how with the remainder of the master plan
00:38:55 --> 00:38:58:	and how it's all going to be based out over
00:38:58 --> 00:38:58:	time.
00:38:59 --> 00:39:03:	We also need to be considering parking requirements. So being
00:39:03 --> 00:39:06:	part of this transit oriented community and having connection to
00:39:06 --> 00:39:10:	transit is a tremendous benefit. It's basically why we're able
00:39:10 --> 00:39:12:	to have this amount of density here in the 1st
00:39:13 --> 00:39:16:	place. However, we are still currently seeing the high demands
00:39:16 --> 00:39:20:	for residential parking spaces today. So the hope is obviously
00:39:20 --> 00:39:22:	that this will phase out over time once the LRT
00:39:22 --> 00:39:26:	is operational and our travel habits start to adapt and

00:39:26 --> 00:39:28:	change based on that. But however until that.
00:39:29 --> 00:39:32:	Actually happens, we still must find a way to cater
00:39:32 --> 00:39:35:	to our current parking needs. And similarly, the phase nature
00:39:35 --> 00:39:39:	of this sort of development and it's large scale means
00:39:39 --> 00:39:42:	that elements that are typically provided all at once in
00:39:42 --> 00:39:45:	a smaller project is going to be more piecemeal and
00:39:45 --> 00:39:49:	interim in nature. So this will require input and agreement
00:39:49 --> 00:39:53:	along many stakeholders, but basically the common theme here is
00:39:53 --> 00:39:56:	that with help from the public, all the stakeholders.
00:39:56 --> 00:39:59:	The developer in the city will really have to work
00:39:59 --> 00:40:02:	hand in hand to think of creative solutions that overcome
00:40:02 --> 00:40:05:	barriers in the short term to eventually meet that long
00:40:05 --> 00:40:08:	term objective of creating again this transit oriented community that
00:40:08 --> 00:40:10:	we hope to see soon.
00:40:11 --> 00:40:14:	Thanks, Samantha. Rowan, I'll turn to you next.
00:40:16 --> 00:40:18:	So we're in the midst of a housing crisis. I
00:40:18 --> 00:40:22:	think that's widely acknowledged. What strategies are available to accelerate
00:40:22 --> 00:40:26:	the planning and development of transitoriented communities that can, as
00:40:26 --> 00:40:29:	Samantha mentioned, can take many years to come to fruition?
00:40:29 --> 00:40:31:	And I'll pick up on some of the questions in
00:40:31 --> 00:40:33:	the Q&A as well to ask you, how do we
00:40:33 --> 00:40:37:	ensure that there's affordable housing built into these projects at
00:40:37 --> 00:40:39:	scale as we try to go quickly, as we try
00:40:39 --> 00:40:42:	to leverage the benefits of public transit, but also make
00:40:42 --> 00:40:44:	sure that these communities are affordable?
00:40:45 --> 00:40:49:	Thanks, Maddie. That's a, I mean it's a very topical
00:40:49 --> 00:40:52:	question and a really quite a good one. I think,
00:40:52 --> 00:40:55:	you know, as these communities are being developed, I think
00:40:55 --> 00:40:59:	clear definition of, you know, what is affordable and we've
00:40:59 --> 00:41:03:	heard terms around things like attainable housing and affordable housing,
00:41:03 --> 00:41:06:	but there's also what kind of affordable do you meet?
00:41:07 --> 00:41:11:	Right. So, so do we talk about workforce housing for
00:41:11 --> 00:41:14:	example, do we talk about student housing or are we
00:41:14 --> 00:41:18:	talking about social housing. All three of those carry different
00:41:18 --> 00:41:22:	sort of weights in the marketplace and different meanings to
00:41:22 --> 00:41:27:	a planning sort of perspective and you know design

	differently,
00:41:27 --> 00:41:30:	built differently. So I think to to make sure that
00:41:30 --> 00:41:32:	we're protecting it.
00:41:32 --> 00:41:35:	You know or is is first to understand what it
00:41:35 --> 00:41:38:	is that we're actually trying to to do and have
00:41:38 --> 00:41:42:	good definition around it. Once I think that's established, then
00:41:42 --> 00:41:45:	I think you can look at contributions that can be
00:41:45 --> 00:41:49:	made through the uplift of the introduction of transit and
00:41:49 --> 00:41:52:	how that can be you know reprofiled or encumbered into
00:41:52 --> 00:41:56:	sites to redevelopment agreements as as the sites are developed.
00:41:57 --> 00:42:00:	Right. So we've seen examples of that across the across
00:42:00 --> 00:42:04:	Toronto and the GTA where provisions for 20% affordable to
00:42:05 --> 00:42:08:	meet definitions have been created. And as long as the
00:42:08 --> 00:42:12:	rules of the game are clear at the beginning, it
00:42:12 --> 00:42:16:	can be worked into a real estate transaction and accounted
00:42:16 --> 00:42:19:	for. Where some of the some of these barriers or
00:42:19 --> 00:42:23:	some of the challenges we've seen is, is when things
00:42:23 --> 00:42:24:	are not clear.
00:42:25 --> 00:42:28:	And when some of these provisions are raised very late
00:42:28 --> 00:42:32:	in planning processes or even into construction processes for long
00:42:32 --> 00:42:35:	build outs, that can be really quite a cause for
00:42:35 --> 00:42:40:	consternation between municipality that's trying to protect its interest and
00:42:40 --> 00:42:44:	represent its constituents and developers who are also trying to
00:42:44 --> 00:42:47:	build these communities. So again all of that to link
00:42:47 --> 00:42:50:	back to some of what's been sort of said earlier
00:42:50 --> 00:42:53:	you know with Dahlia and and Samantha is.
00:42:54 --> 00:42:57:	Is that connection between what's the vision, what's the the
00:42:57 --> 00:43:01:	actual, what are the needs of the community and then
00:43:01 --> 00:43:04:	how is it actually going to be implemented? Is is
00:43:04 --> 00:43:07:	really the most critical part and that's, you know, we
00:43:07 --> 00:43:11:	would support the living plan and plans and frameworks similar
00:43:11 --> 00:43:14:	to that as it allows everybody to engage in a
00:43:14 --> 00:43:18:	process to understand what's actually happening as the community develops.
00:43:19 --> 00:43:22:	Thanks, Rowan. Delia, maybe I'll come back to you just
00:43:22 --> 00:43:25:	as a hot pursuit on that is, how is Brampton
00:43:25 --> 00:43:29:	working to address affordability and affordable housing in the Uptown
00:43:29 --> 00:43:31:	project as it's being developed and rolled out?

00:43:33 --> 00:43:37:	That's really great question. So I just wanted to to
00:43:37 --> 00:43:41:	say that when we look to affordable housing, we shouldn't
00:43:41 --> 00:43:45:	look into it from only the building perspective, we should,
00:43:45 --> 00:43:49:	we should look into it from the neighborhood perspective or
00:43:49 --> 00:43:53:	the overarching perspective. So the good thing about Uptown is
00:43:53 --> 00:43:57:	that we started to look into this, this I would
00:43:57 --> 00:44:01:	say issue from neighborhood perspective rather than from the local
00:44:01 --> 00:44:02:	or the buildings.
00:44:04 --> 00:44:08:	Perspective. So first let you have transit oriented community, meaning
00:44:08 --> 00:44:11:	that the people who will be living there will I
00:44:11 --> 00:44:13:	would say will not have to spend all this money
00:44:13 --> 00:44:16:	that they have to spend in commuting. So that's a
00:44:16 --> 00:44:19:	plus. The other thing that we have all the services
00:44:19 --> 00:44:23:	within I would say walking distance through them. So again
00:44:23 --> 00:44:25:	this is this will save them money and they can
00:44:25 --> 00:44:29:	just have all that they need within their community. So
00:44:29 --> 00:44:32:	again you are saving you know through them all the
00:44:32 --> 00:44:33:	money that could be wasted.
00:44:34 --> 00:44:37:	In commuting when it comes to a specific I would
00:44:37 --> 00:44:40:	say project. So this is something of course we are
00:44:41 --> 00:44:44:	working on. But but again as I mentioned we are
00:44:44 --> 00:44:49:	looking into affordability from the neighborhood perspective not from the
00:44:49 --> 00:44:53:	building perspective which will come I would say in the
00:44:53 --> 00:44:57:	future stages. But for now we still working on it,
00:44:57 --> 00:44:58:	it's still working.
00:44:59 --> 00:45:02:	Thank you, dahlia. Yvonne, I'll come back to you. I'm,
00:45:02 --> 00:45:05:	I'm now reading from the Q&A. So if people have
00:45:05 --> 00:45:08:	questions, please put them in the Q&A. We're moving into
00:45:08 --> 00:45:11:	the Lightning round. We have about 10 minutes left. So
00:45:11 --> 00:45:14:	I'll ask for short, fairly short answers from our panelists
00:45:14 --> 00:45:16:	and and we can try to get to as many
00:45:16 --> 00:45:19:	of these as possible. Yvonne, a questionable built form from
00:45:19 --> 00:45:20:	from Gil Panalosa.
00:45:22 --> 00:45:25:	Gil talks about getting the same density from mid Rise
00:45:25 --> 00:45:28:	Building 6 to 12 story buildings that are are near
00:45:28 --> 00:45:31:	each other as the taller built form. How do you
00:45:31 --> 00:45:35:	think about built form in these transit oriented communities where
00:45:35 --> 00:45:38:	in the Ontario context we tend to see them mainly

00:45:38 --> 00:45:41:	with tall and with the taller built form rather than
00:45:41 --> 00:45:43:	a more mid rise form. How do you think about
00:45:43 --> 00:45:46:	built form and building scale in in these type of
00:45:46 --> 00:45:49:	mixed-use communities and maybe some of the trade-offs?
00:45:50 --> 00:45:53:	So with respect to using meat rice as a standard,
00:45:53 --> 00:45:58:	it definitely has positive particularly for pedestrian experience and energy
00:45:58 --> 00:46:01:	low and all that is more sustainable. The issue we're
00:46:01 --> 00:46:04:	dealing with in Ontario is that you have fragmented ownership.
00:46:04 --> 00:46:07:	So in other words not all the land already have
00:46:07 --> 00:46:10:	the entitlement and has a right to do and also
00:46:10 --> 00:46:13:	the hot infrastructure means like what does any sewer to
00:46:13 --> 00:46:14:	make those happen.
00:46:15 --> 00:46:18:	So if you can break that bottleneck, it would make
00:46:18 --> 00:46:22:	sense to use me, right? And I think you can
00:46:22 --> 00:46:26:	easily absorb a lot more density and units right along
00:46:26 --> 00:46:27:	all the transit corridors.
00:46:28 --> 00:46:32:	Thanks, Yvonne. Samantha, I'm going to come to you next
00:46:32 --> 00:46:35:	with a question from Annie, who works for northcrest developments.
00:46:36 --> 00:46:39:	Annie asks how do you develop, how do you implement
00:46:39 --> 00:46:43:	transit oriented community concepts to areas with multiple land owners?
00:46:43 --> 00:46:47:	And ensure that Community priorities are delivered. So there's obviously
00:46:47 --> 00:46:50:	a lot that we we heard about the requirement to
00:46:50 --> 00:46:53:	that there's a benefit to coordination, but also developers may
00:46:53 --> 00:46:56:	be they may also be your competitors on certain days
00:46:56 --> 00:46:59:	depending if you're selling the same product. So how do
00:46:59 --> 00:47:02:	you coordinate and make sure that you're all rowing in
00:47:02 --> 00:47:05:	the same direction to achieve that synergy that delivers a
00:47:05 --> 00:47:07:	true transit oriented community.
00:47:08 --> 00:47:12:	Yeah. We often keep track obviously of those applications ongoing
00:47:12 --> 00:47:16:	nearby and we do have relationships with different ownerships that
00:47:16 --> 00:47:20:	are adjacent to our properties. I think that's important in
00:47:20 --> 00:47:23:	having those good relationships. We are wary of, you know,
00:47:23 --> 00:47:27:	separation distances and shadowing and how the road network will
00:47:27 --> 00:47:30:	align with the adjacent sites to us. I think it's
00:47:30 --> 00:47:33:	just a matter of having that coordination and that open

00:47:33 --> 00:47:37:	communication and transparency between different different owners.
00:47:38 --> 00:47:41:	Right. Thanks, Rowan. I'll come to you with a question
00:47:41 --> 00:47:44:	about governance and I see it's from, there's one from
00:47:45 --> 00:47:48:	Henry Tang and one from Darren. Similar questions about what
00:47:48 --> 00:47:52:	role the province plays and Metrolinx, Ministry of Infrastructure, Ministry
00:47:52 --> 00:47:57:	of Transportation and others. We've heard the municipal perspective. What
00:47:57 --> 00:48:00:	role do provincial agencies play in the successful development of
00:48:01 --> 00:48:02:	transit oriented communities?
00:48:03 --> 00:48:06:	Yeah, thanks man. I mean like a huge role to
00:48:06 --> 00:48:09:	be honest. I mean the initial business cases for the
00:48:10 --> 00:48:13:	investment for transit is is more often driven at the
00:48:13 --> 00:48:17:	provincial level than anywhere else. You know, they're the ones
00:48:17 --> 00:48:21:	who are ultimately paying for these very expensive systems to
00:48:21 --> 00:48:25:	be put into communities. So the station planning and the
00:48:25 --> 00:48:28:	network planning is often done very much at a provincial
00:48:28 --> 00:48:31:	level and rightly so, I think it's.
00:48:31 --> 00:48:35:	They're thinking about it. If an organization like Metrolinx, they're
00:48:35 --> 00:48:39:	thinking about operating up a network across a very large
00:48:39 --> 00:48:43:	geographic region, right. So and that's where the intersection comes
00:48:43 --> 00:48:46:	is that I think you've got the province who is
00:48:46 --> 00:48:50:	currently committed a historic amount of spend on introducing higher
00:48:50 --> 00:48:53:	order transit into a number of communities. And the role
00:48:53 --> 00:48:57:	between the province and the municipality is to make each
00:48:57 --> 00:49:00:	one of the station location successful. And so I think.
00:49:01 --> 00:49:05:	Where from my perspective the province is saying what is
00:49:05 --> 00:49:08:	going to be success when we introduced this transit and
00:49:08 --> 00:49:12:	the municipality, as we've seen through this example here is,
00:49:12 --> 00:49:15:	is got a duty to come up with what are
00:49:15 --> 00:49:18:	the needs of the Community and and what will make
00:49:18 --> 00:49:21:	that transit station accepted. If they can get that right
00:49:21 --> 00:49:25:	through that discussion, you're going to have people who want
00:49:25 --> 00:49:28:	to be in that community and are going to use
00:49:28 --> 00:49:30:	the transit that has been built.

00:49:31 --> 00:49:33:	And that will be acceptance of the of the actual
00:49:33 --> 00:49:36:	transit R&D community, which is actually the success.
00:49:37 --> 00:49:40:	Fantastic. Thanks. Rowan Dolly, a question for you from Heather
00:49:40 --> 00:49:43:	Finley. It's a question about the living plan and how
00:49:43 --> 00:49:47:	the living plan update gets updated when there's new information.
00:49:47 --> 00:49:50:	Can you share some a bit more information about how
00:49:50 --> 00:49:53:	nimble the city of Branton isn't updating it and then
00:49:53 --> 00:49:56:	how does that feed into your site plans and?
00:49:56 --> 00:50:00:	Your subdivision plans when when the living plan is updated
00:50:00 --> 00:50:03:	based on new proposals and new developments.
00:50:04 --> 00:50:07:	Just simple, we have the base already built. So once
00:50:07 --> 00:50:11:	we receive any new application we inserted in 3D model
00:50:11 --> 00:50:14:	immediately next to this plan and we'll start to have
00:50:14 --> 00:50:17:	as I mentioned some meetings with the applicant or the
00:50:17 --> 00:50:20:	stick holder just to have a meaningful, I would say
00:50:20 --> 00:50:23:	discussion and the plan actually help or the 3D model
00:50:23 --> 00:50:26:	help everyone to understand where we are the.
00:50:26 --> 00:50:30:	Apps where are for example the needs, for example for
00:50:30 --> 00:50:34:	extra services. Also how we can compare, for example how
00:50:34 --> 00:50:37:	can we reach out the, I would say the most.
00:50:38 --> 00:50:40:	Or the best I would say built for more than
00:50:40 --> 00:50:43:	this area and so on. So it's a once as
00:50:43 --> 00:50:47:	I mentioned, once we receive these new applications or even
00:50:47 --> 00:50:51:	if it's a very early stage, we immediately the urban
00:50:51 --> 00:50:54:	designer looking after this area insert this 3D model to
00:50:55 --> 00:50:58:	the to the existing living plan and take it from
00:50:58 --> 00:51:02:	there. It's it's very simple because actually the hard work
00:51:02 --> 00:51:06:	has been done which building the the living plan itself.
00:51:06 --> 00:51:07:	So it is the hard work.
00:51:07 --> 00:51:10:	Finished. So it's very simple after that, yeah.
00:51:11 --> 00:51:15:	Fantastic. Thanks, dahlia. Samantha, question for you from Fatima Lee
00:51:15 --> 00:51:19:	is about the commercial properties. So you're redeveloping a shopping
00:51:19 --> 00:51:23:	mall. How will you be handling the existing tenants and
00:51:23 --> 00:51:27:	making sure that there's still commercial space, that this is
00:51:27 --> 00:51:30:	truly mixed-use type of development? What happens?
00:51:31 --> 00:51:34:	With the commercial spaces as you redevelop this into that
00:51:34 --> 00:51:37:	has a space that has more residential on site as
00:51:37 --> 00:51:37:	well.
00:51:38 --> 00:51:41:	Yeah. We do have a large amount of transparency with

00:51:41 --> 00:51:46:	our tenants. We've had public engagement sessions throughout our rezoning
00:51:46 --> 00:51:48:	and we actually have inside of the mall there is
00:51:49 --> 00:51:51:	a hub area which is kind of poster boards and
00:51:51 --> 00:51:53:	illustration of what the site will be.
00:51:54 --> 00:51:59:	We do keep notices ongoing to update the tenants with
00:52:00 --> 00:52:05:	updates for the development and as far as integrating it
00:52:05 --> 00:52:09:	into our our end goal master plan we we will
00:52:09 --> 00:52:10:	have.
00:52:11 --> 00:52:15:	Retail spaces amongst our community, our overall community sites that
00:52:15 --> 00:52:18:	we we do offer tenants if they want to come
00:52:18 --> 00:52:21:	back and use those spaces in the end depended on
00:52:21 --> 00:52:24:	the conditions of their lease. But that is that is
00:52:24 --> 00:52:27:	a way that we facilitate maintaining those uses and it
00:52:27 --> 00:52:30:	is a a long master plan. So there will be
00:52:30 --> 00:52:34:	those commercial uses on site while we're also developing. So
00:52:34 --> 00:52:37:	there will be commercial on site for a long time.
00:52:38 --> 00:52:41:	Great. So, Yvonne, I'm going to come to you next
00:52:41 --> 00:52:45:	with a question from Michael Mannett, which is about resident
00:52:45 --> 00:52:49:	and ratepayer opposition. We know that development is often opposed
00:52:50 --> 00:52:54:	by those in the surrounding neighborhoods and especially when it
00:52:54 --> 00:52:58:	adds significant density. So how can municipalities and developers come
00:52:58 --> 00:53:02:	up with strategies to bring people on board or at
00:53:02 --> 00:53:06:	least make their projects have the least amount of opposition?
00:53:06 --> 00:53:08:	What strategies can they follow?
00:53:09 --> 00:53:13:	So we're increasingly seeing that both municipality and also developer
00:53:13 --> 00:53:16:	like Real can is taking proactive approach to engage with
00:53:16 --> 00:53:19:	the community, particularly using visual.
00:53:19 --> 00:53:24:	Because words, people interpret words differently, but once they can
00:53:24 --> 00:53:27:	see they can relay how they can benefit with the
00:53:27 --> 00:53:30:	at the surface it's a much more positive conversation. So
00:53:30 --> 00:53:34:	one of the test sets some municipalities, including Brampton at
00:53:34 --> 00:53:37:	that time tested is that finding a space so that
00:53:38 --> 00:53:40:	people can really go in and see. It can be

00:53:40 --> 00:53:44:	a physical model or it could be other digital resources,
00:53:44 --> 00:53:47:	but having a open dialogue and making that relating to
00:53:47 --> 00:53:49:	the people in the local area.
00:53:49 --> 00:53:50:	That is important.
00:53:51 --> 00:53:54:	Thanks, Yvonne. And we're just in the last two minutes
00:53:54 --> 00:53:57:	row and maybe I'll ask Corbin Seligman's question to you,
00:53:57 --> 00:54:00:	which is about the streetscape. What do we do at
00:54:00 --> 00:54:03:	the streetscape level? We talk a lot often about massing
00:54:03 --> 00:54:05:	and density and I think it's been in recent times
00:54:05 --> 00:54:08:	that we start to really focus on design. How do
00:54:08 --> 00:54:10:	we ensure that the quality of the design is there
00:54:11 --> 00:54:14:	in these spaces to make them really inviting and enjoyable
00:54:14 --> 00:54:14:	places to be?
00:54:16 --> 00:54:19:	Well I I mean I think everybody who's who's building
00:54:20 --> 00:54:23:	and and living in these communities cares about the experience
00:54:24 --> 00:54:26:	at St. level. I think I think it would be
00:54:26 --> 00:54:30:	wrong to make an assumption that developers in the private
00:54:30 --> 00:54:33:	sector don't care about how people in it enter their
00:54:33 --> 00:54:37:	buildings. They do, they they care deeply. Right. I think
00:54:37 --> 00:54:40:	the the function is is the density and the massing
00:54:40 --> 00:54:44:	is really that drives the performer right. Like that's that's
00:54:44 --> 00:54:46:	where the money is and.
00:54:46 --> 00:54:48:	What we need to do a better job of, I
00:54:49 --> 00:54:52:	would agree that we haven't done a great job traditionally,
00:54:52 --> 00:54:57:	is having that meaningful discussion about what does the streetscape
00:54:57 --> 00:55:00:	look like? Are we talking about 3 meter wide sidewalks?
00:55:00 --> 00:55:03:	Are we talking about 6 meter wide sidewalks? How does
00:55:03 --> 00:55:07:	that impact city operations for snow clearing and those types
00:55:07 --> 00:55:11:	of issues? I think the living plan that Brampton has
00:55:11 --> 00:55:14:	championed here is a good framework to leap off for
00:55:14 --> 00:55:14:	that. But.
00:55:15 --> 00:55:18:	Overall, I'll go back to my earlier comment. If you
00:55:18 --> 00:55:21:	can create a desirable place that people want to be,
00:55:21 --> 00:55:25:	that ultimately drives value for everybody and that's ultimately what
00:55:25 --> 00:55:27:	we want to see out of the living, out of
00:55:27 --> 00:55:29:	transit oriented communities.
00:55:30 --> 00:55:33:	Thanks, Rowan. So that brings us to the end of
00:55:33 --> 00:55:37:	our discussion today. I want to thank Samantha, Yvonne, Dahlia
00:55:37 --> 00:55:41:	and Rowan for really an insightful conversation. And I'm now

00:55:41 --> 00:55:43:	going to turn it over to John Allen to for
00:55:44 --> 00:55:47:	some closing remarks. John, over to you. Thanks everyone.
00:55:49 --> 00:55:52:	Thanks, Matt, and thank you to to all the panelists
00:55:52 --> 00:55:55:	for giving it this time today. I think it's really
00:55:55 --> 00:55:58:	insightful, interesting conversation. So thank you for that.
00:55:59 --> 00:56:03:	I'd also just quickly like to thank ULI for for
00:56:03 --> 00:56:07:	putting this event on today. We had a good turnout,
00:56:07 --> 00:56:11:	but also Richard and Alex all the the time they've
00:56:11 --> 00:56:16:	put into this collaboration over the year, plus Matty of
00:56:16 --> 00:56:21:	course Yvonne who who really sort of spearheaded everything, Ken
00:56:21 --> 00:56:23:	Greenberg and Rowan.
00:56:24 --> 00:56:27:	He sort of led things from the future of infrastructure
00:56:27 --> 00:56:30:	group sides and my colleagues Jess Nielsen, who unfortunately left,
00:56:30 --> 00:56:33:	left to to become a lawyer, but we will forgive
00:56:33 --> 00:56:35:	her for that but she really sort of.
00:56:35 --> 00:56:38:	Put in a lot of hard work to draft the
00:56:38 --> 00:56:41:	first version of the report, my colleague Alex as well,
00:56:42 --> 00:56:45:	but thank you for that and for everybody for joining
00:56:45 --> 00:56:48:	us. Just a quick plug for some upcoming events for
00:56:48 --> 00:56:52:	the Urban Land Institute. They put on a great set
00:56:52 --> 00:56:56:	of programs, a lot of learning opportunities. Just some examples
00:56:56 --> 00:56:56:	here.
00:56:58 --> 00:57:00:	And hopefully you can join us soon, but just to
00:57:00 --> 00:57:02:	sign off to say thank you very much everybody for
00:57:02 --> 00:57:05:	joining us today and have a good rest of the
00:57:05 --> 00:57:07:	day and stay dry if you're in the Toronto area.
00:57:11 --> 00:57:12:	Thank you so much. Thank you. Bye.
00:57:14 --> 00:57:16:	Thanks everyone. Thank you. Bye, bye, bye, bye, bye.