



Webinar

ULI Toronto: Transit Oriented Communities

Date: January 13, 2022

00:00:06 --> 00:00:10: Hello everyone, good afternoon and welcome.

00:00:10 --> 00:00:12: As people start to trickle in,

00:00:12 --> 00:00:16: we're going to play you Ellis,

00:00:16 --> 00:00:19: Toronto's new member. And then we'll get started.

00:00:36 --> 00:00:39: Having the ability to. Exchange stories,

00:00:39 --> 00:00:43: exchange ideas and and really sort of find mentors in

00:00:43 --> 00:00:46: the industry via ULI was a huge plus for me.

00:00:46 --> 00:00:48: So one of the things that I first started doing

00:00:48 --> 00:00:48: with you,

00:00:48 --> 00:00:51: a lie in terms of active engagement with their urban

00:00:51 --> 00:00:52: planning program.

00:00:52 --> 00:00:53: And for me that's they.

00:00:53 --> 00:00:56: They basically go into schools and work with them.

00:00:56 --> 00:00:58: Young people in junior high and high schools.

00:00:58 --> 00:01:00: One of the great things about you lie is that

00:01:00 --> 00:01:03: it provides a great platform for public sector and private

00:01:03 --> 00:01:07: sector interests to meet with an opportunity to connect with

00:01:07 --> 00:01:09: a variety of people from a variety of different disciplines.

00:01:09 --> 00:01:11: So I work in real estate development,

00:01:11 --> 00:01:14: but it's useful and important to get to know people

00:01:14 --> 00:01:15: in other aspects of city building,

00:01:15 --> 00:01:20: opportunity, get recognition the opportunity to participate in

00:01:20 --> 00:01:23: and give back in a way all of those things

00:01:23 --> 00:01:26: have enhanced my career and I think enhance what I'm

00:01:26 --> 00:01:28: able to offer the industry.

00:01:28 --> 00:01:30: And I'm really excited to be part

00:01:30 --> 00:01:34: of your life, Toronto. And really advancing my leadership

00:01:35 --> 00:01:39: skills

00:01:35 --> 00:01:39: and foster my connections and really just advancing my

mission

00:01:39 --> 00:01:42: for city building was a young professional.

00:01:42 --> 00:01:44: View to the province, and I found you a lie

00:01:44 --> 00:01:48: and other kind of similar organizations really helpful in terms

00:01:48 --> 00:01:50: of bridging connections and networking.

00:01:50 --> 00:01:55: There's an opportunity to connect with people who have questions.

00:01:56 --> 00:01:58: Who are who have not quite figured out how to

00:01:58 --> 00:01:59: do things,

00:01:59 --> 00:02:01: and I liked how hands on you could be as

00:02:01 --> 00:02:02: a member.

00:02:02 --> 00:02:03: You could get involved immediately.

00:02:03 --> 00:02:05: You can volunteer for me,

00:02:05 --> 00:02:08: you'll. I is one of the greatest organizations in the

00:02:08 --> 00:02:09: world,

00:02:09 --> 00:02:12: and certainly in Toronto to connect to learn.

00:02:12 --> 00:02:15: And to become a part of an organization that really

00:02:15 --> 00:02:17: values its people and its members.

00:02:35 --> 00:02:38: Fantastic, well for all of you who are members of

00:02:39 --> 00:02:39: ULI.

00:02:39 --> 00:02:41: Welcome for those of you who aren't yet.

00:02:41 --> 00:02:45: We encourage you to join you lie and continue to

00:02:45 --> 00:02:48: take part in these kinds of discussions that.

00:02:48 --> 00:02:53: But really are leading the charge and how we think

00:02:53 --> 00:02:58: about you know the future of cities and so very

00:02:58 --> 00:03:00: interesting stuff going on.

00:03:00 --> 00:03:02: I'm so happy you've all joined us today.

00:03:02 --> 00:03:05: My name is Olivia Mcangus and I'm chief development officer

00:03:05 --> 00:03:08: at Colliers project leaders and chair of the Future of

00:03:08 --> 00:03:09: Infrastructure Group.

00:03:09 --> 00:03:12: And I'll be your host today.

00:03:12 --> 00:03:14: I'm here on behalf of not one,

00:03:14 --> 00:03:18: but two organisations who are behind the report and the

00:03:18 --> 00:03:20: at the foundation of today's webinar.

00:03:20 --> 00:03:25: Those are ULI Toronto and the future of infrastructure group.

00:03:25 --> 00:03:31: Today's webinar topic. Transit oriented communities has clearly capped significant

00:03:31 --> 00:03:34: industry interests with over 350 registrations.

00:03:38 --> 00:03:41: We're going to start off today's event with a land

00:03:41 --> 00:03:43: acknowledgement as Toronto,

00:03:43 --> 00:03:47: because you Ally is a Toronto region based organization you

00:03:47 --> 00:03:51: Ally acknowledges and we all acknowledge the land that we're

00:03:51 --> 00:03:55: meeting on virtually today is the traditional territory of many
00:03:55 --> 00:03:59: nations, including the Mississauga's of the credit.
00:03:59 --> 00:04:03: The back the Chippewa. The whole day,
00:04:03 --> 00:04:07: no snow day and the wind at peoples.
00:04:07 --> 00:04:10: And is now home to many diverse First Nations,
00:04:10 --> 00:04:15: Inuit and Metis people. We also acknowledge that Toronto is
00:04:15 --> 00:04:20: covered by Treaty 13 with the Mississauga of credit.
00:04:20 --> 00:04:23: We're all treating people. Many of us have come here
00:04:23 --> 00:04:23: as settlers,
00:04:23 --> 00:04:29: immigrants, and newcomers in this generation or generations
00:04:29 --> 00:04:32: past.
00:04:29 --> 00:04:32: You like Toronto, stands in solidarity with indigenous
00:04:32 --> 00:04:38: communities,
00:04:32 --> 00:04:38: demanding action and accountability for the ongoing legacy
00:04:38 --> 00:04:40: of the
00:04:38 --> 00:04:40: residential school system.
00:04:40 --> 00:04:43: We'd like to also acknowledge and honor those who came
00:04:43 --> 00:04:44: here involuntarily.
00:04:44 --> 00:04:49: Particularly descendants from those who were brought here
00:04:49 --> 00:04:52: through enslavement.
00:04:49 --> 00:04:52: To better understand the meaning behind this lens
00:04:52 --> 00:04:56: acknowledgement,
00:04:52 --> 00:04:56: we recommend four programs that you lie has uploaded to
00:04:56 --> 00:04:59: YouTube and you can find links in the chat.
00:04:59 --> 00:05:01: They're available for you to view.
00:05:01 --> 00:05:08: I'd highly recommend that. Before we start a few
00:05:08 --> 00:05:10: housekeeping
00:05:08 --> 00:05:10: items number one,
00:05:10 --> 00:05:13: everybody will automatically be muted throughout the
00:05:13 --> 00:05:17: session.
00:05:13 --> 00:05:17: To avoid audio interference. We are going to make closed
00:05:17 --> 00:05:19: captioning available for this session.
00:05:19 --> 00:05:23: You can access it via the button along the bottom
00:05:23 --> 00:05:24: of the zoom platform.
00:05:24 --> 00:05:26: If you have any questions,
00:05:26 --> 00:05:30: please use the Q&A function to input them or to
00:05:30 --> 00:05:35: upvote other people's questions by pressing the thumbs up
00:05:35 --> 00:05:38: button.
00:05:35 --> 00:05:38: This is a recorded session and the recording will be
00:05:38 --> 00:05:39: sent to you after the session.
00:05:39 --> 00:05:42: And if you'd like to take the conversation online,
00:05:42 --> 00:05:45: please tag you ally with the handle ULI at you
00:05:45 --> 00:05:48: like Toronto or with the hashtag.
00:05:48 --> 00:05:51: Ask great questions. All one word.

00:05:54 --> 00:05:58: This event would not be possible without or sponsors today's.
00:06:00 --> 00:06:04: Event was sponsored by Alice Stone and a number of
00:06:04 --> 00:06:07: other sponsors that you see
00:06:07 --> 00:06:08: up here on your screen.
00:06:10 --> 00:06:12: I would like to thank all the sponsors for their
00:06:12 --> 00:06:14: support now more than ever.
00:06:14 --> 00:06:17: You like, Toronto relies on support of sponsors to put
00:06:17 --> 00:06:20: on high quality programs and to drive their mission to
00:06:20 --> 00:06:24: shape the future of the built environment for transformative
impact
00:06:24 --> 00:06:28: in communities worldwide. To all the sponsors,
00:06:28 --> 00:06:35: we say thank you. And now onto the panel discussion.
00:06:35 --> 00:06:38: It's my pleasure to introduce you to Rowan Mills,
00:06:38 --> 00:06:42: who's chaired year one of the Joint Life initiative that
00:06:42 --> 00:06:45: led to the report and you can find the link
00:06:45 --> 00:06:47: for that report in the chat.
00:06:47 --> 00:06:51: This past summer I was very pleased when Rowan joined
00:06:51 --> 00:06:54: me at Colliers at where he now leads our infrastructure
00:06:54 --> 00:06:56: advisory business across Canada.
00:06:56 --> 00:07:00: More details about Ron's bio and that of our other
00:07:00 --> 00:07:03: speakers will be posted in the chat.
00:07:03 --> 00:07:06: Ronald Walk us through the highlights of the report and
00:07:06 --> 00:07:08: then introduce the moderate our expert panel.
00:07:08 --> 00:07:11: I'll be back around 10 to the hour to facilitate
00:07:11 --> 00:07:14: a couple of questions that get posted in the Q&A
00:07:14 --> 00:07:15: box,
00:07:15 --> 00:07:18: and I also encourage you to submit and or upvote
00:07:18 --> 00:07:21: for the questions that you would have me select.
00:07:21 --> 00:07:24: Most likely there will be more questions coming in then
00:07:24 --> 00:07:26: we'll have time to answer,
00:07:26 --> 00:07:28: but these are still very important for us as we
00:07:28 --> 00:07:30: continue our work in this space.
00:07:30 --> 00:07:32: So with that I'll hand the mic over to you
00:07:32 --> 00:07:33: Roman.
00:07:34 --> 00:07:38: Thanks Olivia, and it's it's so nice to be here
00:07:38 --> 00:07:41: with everyone today so we just move on to the
00:07:41 --> 00:07:43: next slide please.
00:07:43 --> 00:07:46: And as Olivia was talking about,
00:07:46 --> 00:07:49: you know over the past over a year now you'll
00:07:49 --> 00:07:54: I and the future of infrastructure group have have teamed
00:07:54 --> 00:07:57: up to to really have a look at transit oriented
00:07:57 --> 00:08:01: communities. And in the GTA region then.

00:08:01 --> 00:08:03: And the way in which we sort of went about
00:08:03 --> 00:08:06: doing that was we got involved with the Curtis Infrastructure
00:08:06 --> 00:08:06: Initiative,
00:08:06 --> 00:08:11: which is a sort of a North American initiative and
00:08:11 --> 00:08:12: we're granted.
00:08:12 --> 00:08:15: We were given a small grant to to look at
00:08:15 --> 00:08:16: this project.
00:08:16 --> 00:08:21: So really the bringing together of Urban Land Institute with
00:08:21 --> 00:08:24: its its eminent domain expertise in in good land use
00:08:24 --> 00:08:30: planning and and community building alongside the future of
00:08:30 --> 00:08:34: infrastructure
00:08:30 --> 00:08:34: group which really brings strong commercial and financial
00:08:34 --> 00:08:37: acumen,
00:08:34 --> 00:08:37: was really the genesis for wider.
00:08:37 --> 00:08:39: Why TOC was a good thing for us to look
00:08:39 --> 00:08:39: at.
00:08:39 --> 00:08:42: So the reports been issued next slide please.
00:08:45 --> 00:08:46: You know the Curtis Infrastructure,
00:08:46 --> 00:08:48: an issue. We just want to give a nod to
00:08:48 --> 00:08:49: our colleagues.
00:08:49 --> 00:08:51: You know, we weren't the only ones we were working
00:08:51 --> 00:08:54: also with the different chapters of ULI,
00:08:54 --> 00:08:56: Cincinnati, Dallas, Fort Worth, Louisiana,
00:08:56 --> 00:09:00: Minnesota and San Antonio all had different focus areas and
00:09:00 --> 00:09:01: of which we were part.
00:09:01 --> 00:09:04: But we were certainly feeding into that that broader area,
00:09:04 --> 00:09:07: and so we've certainly very appreciative to to the Curtis
00:09:07 --> 00:09:10: Infrastructure Initiative for making this possible for us.
00:09:10 --> 00:09:15: Next slide, please. So what was this really all about
00:09:15 --> 00:09:18: was was that we are seeing,
00:09:18 --> 00:09:19: you know, the the GTA?
00:09:19 --> 00:09:22: We've heard this many times before.
00:09:22 --> 00:09:24: You know it is just one of the fastest growing
00:09:24 --> 00:09:27: Metropolis region Metropolis regions in North America.
00:09:27 --> 00:09:30: We're just a huge influx of people coming to this
00:09:30 --> 00:09:32: region and our and our city is really across the
00:09:33 --> 00:09:33: region,
00:09:33 --> 00:09:36: are growing at extraordinary rates.
00:09:36 --> 00:09:39: And with that comes, you know,
00:09:39 --> 00:09:43: a huge amount of investment that's required to to.
00:09:43 --> 00:09:46: Sort of accommodate all of those people who are leaving
00:09:46 --> 00:09:46: here,
00:09:46 --> 00:09:50: but also to facilitate economic growth and and maintain

standard
of living.

00:09:50 --> 00:09:51: So what we really were seeing is,
00:09:51 --> 00:09:54: you know, 4 levels of government municipalities,
00:09:54 --> 00:09:57: transit agencies, you know, Metrolinx infrastructure,
00:09:57 --> 00:10:00: Ontario really grappling with. How do we expand our transit
00:10:00 --> 00:10:04: networks and how do we really wrap that into community
00:10:04 --> 00:10:07: building?
00:10:07 --> 00:10:07: And that was really kind of,
00:10:07 --> 00:10:09: you know. Really, the focus of this report is is
00:10:09 --> 00:10:12: we'd really like to see this.
00:10:12 --> 00:10:14: This in sort of investment in in transit infrastructure lead
00:10:14 --> 00:10:18: to really complete communities being built and how,
00:10:18 --> 00:10:19: how that can catalyze that growth.
00:10:19 --> 00:10:22: Next slide, please. And so as we as I was
00:10:22 --> 00:10:25: sort of saying,
00:10:25 --> 00:10:29: you know there's there's just huge levels of investment that's
00:10:29 --> 00:10:30: going on 62 billion in just in transit infrastructure alone,
00:10:30 --> 00:10:34: over 145 billion in other infrastructure.
00:10:34 --> 00:10:37: So there is just massive growth and opportunity for
00:10:37 --> 00:10:40: revitalization.
00:10:40 --> 00:10:47: And renewal of what communities want to be and where
00:10:47 --> 00:10:51: they want to go.
00:10:51 --> 00:10:52: And sort of as we see broader and broader parts
00:10:52 --> 00:10:55: of of the GTA start to get connected to higher
00:10:55 --> 00:10:58: order transit opportunities to rethink some of the things that
00:10:58 --> 00:11:03: have happened traditionally. I think the other part of this
00:11:03 --> 00:11:07: is this investment is happening.
00:11:07 --> 00:11:10: We recognize that it's a point in time.
00:11:10 --> 00:11:12: And you know, with this historic in investment that's being
00:11:12 --> 00:11:16: made,
00:11:16 --> 00:11:16: I think we wanna see lasting benefits for everyone.
00:11:16 --> 00:11:20: So the focus of this report was really around.
00:11:20 --> 00:11:24: Trying to find actionable and implementable ways that
00:11:24 --> 00:11:29: governments and
00:11:29 --> 00:11:34: and the private sector could make sure that communities are
00:11:34 --> 00:11:39: built around transit investment that actually are going to
00:11:39 --> 00:11:41: serve
00:11:39 --> 00:11:41: the community in the long term.
00:11:41 --> 00:11:47: Next slide, please. So, so really,
00:11:47 --> 00:11:50: the the report what we decided to do was we
00:11:50 --> 00:11:55: we wanted to look at four different locations or future
00:11:55 --> 00:11:56: teody,

00:11:56 --> 00:11:58: so TOC sites and we wanted to sort of examine
00:11:58 --> 00:12:01: them in some detail to see you know what's really
00:12:01 --> 00:12:02: happening.
00:12:02 --> 00:12:05: And so the four that we selected was the Uptown
00:12:05 --> 00:12:05: Brampton.
00:12:05 --> 00:12:08: Here, Ontario Steel, TOC side.
00:12:08 --> 00:12:11: We had a look at the Eglinton Crosstown,
00:12:11 --> 00:12:13: particularly the Don Mills side,
00:12:13 --> 00:12:16: at the Ontario Science Centre.
00:12:16 --> 00:12:21: We looked at the the Markham Union Ville station as
00:12:21 --> 00:12:25: a side of future TOC on the heavy rail network
00:12:26 --> 00:12:31: operated by Metrolinx and we looked at the render list.
00:12:31 --> 00:12:36: A project in Montreal that's being delivered through a more
00:12:36 --> 00:12:42: interesting delivery agency with CDPQ working with the
government to
00:12:42 --> 00:12:44: extend the network.
00:12:44 --> 00:12:46: So we looked at some very different settings.
00:12:46 --> 00:12:49: We looked at sort of not only downtown urban,
00:12:49 --> 00:12:51: but we looked at more suburban settings.
00:12:51 --> 00:12:54: We looked at residential versus,
00:12:54 --> 00:12:58: you know, some more traffic dense areas.
00:12:58 --> 00:13:02: We looked at Masterplan versus site specific and what we
00:13:02 --> 00:13:03: were trying to learn was,
00:13:03 --> 00:13:07: you know, areas in which these projects have success and
00:13:07 --> 00:13:10: where there are some of them are challenged,
00:13:10 --> 00:13:11: and so if we move to the next slide.
00:13:16 --> 00:13:20: You know it, it was really interesting to us through
00:13:20 --> 00:13:23: the conversation about how many things.
00:13:23 --> 00:13:27: Were different yet common at the same time?
00:13:27 --> 00:13:30: And so we were looking at issues of affordable housing.
00:13:30 --> 00:13:32: We were looking at station connections.
00:13:32 --> 00:13:34: We were looking at, you know,
00:13:34 --> 00:13:39: bus connections, roadway, urban realm improvements in
those types of
00:13:39 --> 00:13:39: things.
00:13:39 --> 00:13:45: So the report itself identified 7 areas of opportunity or
00:13:45 --> 00:13:51: or seven things that we'd like to see to further
00:13:51 --> 00:13:56: improve how TOC is delivered across the region.
00:13:56 --> 00:13:59: So just to quickly go through them.
00:13:59 --> 00:14:02: This I think the first thing we we found was
00:14:02 --> 00:14:05: the shared vision to deliver effectively was one thing that
00:14:05 --> 00:14:06: was really,

00:14:06 --> 00:14:10: really required is that you know we found that municipal
00:14:10 --> 00:14:11: governments,
00:14:11 --> 00:14:18: provincial agencies, provincial governments. You know
regional authorities need to
00:14:18 --> 00:14:21: really come together and develop a shared vision,
00:14:21 --> 00:14:25: and that shared vision can actually lead to efficiency and
00:14:25 --> 00:14:26: delivery.
00:14:26 --> 00:14:29: Going along with that, we found that clear governance and
00:14:29 --> 00:14:33: dedicated resources were required by each of those groups
coming
00:14:33 --> 00:14:33: together.
00:14:34 --> 00:14:38: We found often that while one party could be.
00:14:38 --> 00:14:42: You know very well resourced other parties were not unable
00:14:42 --> 00:14:44: to keep up in the conversation,
00:14:44 --> 00:14:45: which leads to timing issues.
00:14:45 --> 00:14:50: So at the outset, having clear governance and who's making
00:14:50 --> 00:14:52: decisions about what areas,
00:14:52 --> 00:14:56: but also having the appropriately dedicated resources was
important.
00:14:56 --> 00:15:00: We'd like to sort of see governments think about that.
00:15:00 --> 00:15:01: We'd still have we really.
00:15:01 --> 00:15:05: What we heard time and time again was successful.
00:15:05 --> 00:15:10: TOC really comes when there's thoughtful and meaningful
action given
00:15:10 --> 00:15:13: to the integration of stations into the Community,
00:15:13 --> 00:15:15: and that it really has two sides to it.
00:15:15 --> 00:15:17: And I'm sure we'll get to it in the panel
00:15:17 --> 00:15:19: discussion a little bit a little bit later,
00:15:19 --> 00:15:23: but you know, municipalities understanding what is right for
their
00:15:23 --> 00:15:26: communities and what they want for their communities,
00:15:26 --> 00:15:30: as well as you know transit agencies.
00:15:30 --> 00:15:33: Being flexible and adaptable enough to be able to allow
00:15:33 --> 00:15:35: for that development to happen,
00:15:35 --> 00:15:38: and then developers who are willing to take on the
00:15:38 --> 00:15:42: challenge of of really blending into the Community to see
00:15:42 --> 00:15:43: the benefits of it.
00:15:43 --> 00:15:48: We found that in all cases that you know TOC,
00:15:48 --> 00:15:51: one of the big challenges was the transition from cars
00:15:51 --> 00:15:52: to pedestrians.
00:15:52 --> 00:15:57: And and really, designing and getting the thinking aligned for
00:15:57 --> 00:16:01: you know that trend that mode shift from how we
00:16:01 --> 00:16:06: think about cars in using these areas away from and

00:16:06 --> 00:16:09: and and more to pedestrian and other forms of of
00:16:10 --> 00:16:12: of transit while the intent is great,
00:16:12 --> 00:16:15: we found in many cases people often naturally wanted to
00:16:15 --> 00:16:16: do these things.
00:16:16 --> 00:16:21: We found often that approvals and planning weren't
necessarily keeping
00:16:21 --> 00:16:22: pace with it,
00:16:22 --> 00:16:25: so. Which which really can be a roadblock for the
00:16:25 --> 00:16:29: success of a lot of these projects and building onto
00:16:29 --> 00:16:32: that was building and adaptability we we.
00:16:32 --> 00:16:36: We recognize that it's very difficult from a planning
perspective.
00:16:36 --> 00:16:40: To say exactly what's gonna happen in 20 years from
00:16:40 --> 00:16:40: now.
00:16:40 --> 00:16:45: And it was very difficult to commercially write contracts that
00:16:45 --> 00:16:49: govern the delivery of these these investments.
00:16:49 --> 00:16:52: And for seeing everything that's going to come up so
00:16:52 --> 00:16:55: the adaptability was was a big issue that came up
00:16:55 --> 00:16:57: and we'd like to see not only contracts,
00:16:57 --> 00:16:59: but but processes and approvals.
00:16:59 --> 00:17:03: Processes have a degree of flexibility and adaptability in
them
00:17:03 --> 00:17:07: to account for those changes so that the developers and
00:17:07 --> 00:17:11: the municipalities and the community themselves can can
shift and
00:17:11 --> 00:17:16: move and change their minds without huge cost projects.
00:17:16 --> 00:17:20: We heard we found that capturing the value was was
00:17:20 --> 00:17:24: a common theme which is there is value being created
00:17:24 --> 00:17:27: by the the introduction of higher order transit,
00:17:27 --> 00:17:30: but the mechanisms for the value capture and who is
00:17:30 --> 00:17:33: benefiting from the capture of that value.
00:17:33 --> 00:17:37: Was was unclear. We think you know when that can
00:17:37 --> 00:17:41: be articulated early in the process that it is much
00:17:41 --> 00:17:46: more enticing for people to participate in that process,
00:17:46 --> 00:17:51: 'cause they'll understand exactly what what they're driving at.
00:17:51 --> 00:17:53: And then lastly and by no means the least of
00:17:53 --> 00:17:56: importance was was the building of communities,
00:17:56 --> 00:18:00: because this is from our opinion what it's really kind
00:18:00 --> 00:18:03: of about is the success of a station or the
00:18:03 --> 00:18:07: success of a transit network really is related to the
00:18:07 --> 00:18:11: Community that it's serving. It's the generator or its
passengers
00:18:11 --> 00:18:13: that are using the transit network.

00:18:13 --> 00:18:16: But it's also the home and the place of the
00:18:16 --> 00:18:19: supporting infrastructure that goes around it,
00:18:19 --> 00:18:22: so you know. We wanted to.
00:18:22 --> 00:18:26: You see more of a focus on thinking about stations
00:18:26 --> 00:18:31: as communities and and placemaking rather than stations
that with
00:18:31 --> 00:18:34: with parking lots that feed networks.
00:18:36 --> 00:18:40: So, so that was the the sort of the the
00:18:40 --> 00:18:40: calls,
00:18:40 --> 00:18:42: notes version of the report.
00:18:42 --> 00:18:45: I think Alex is pop pop to link into the
00:18:45 --> 00:18:47: to the chat where you can read that report.
00:18:47 --> 00:18:49: I encourage you to read it.
00:18:49 --> 00:18:52: I encourage you to give us your feedback if you
00:18:52 --> 00:18:53: have thoughts about it.
00:18:53 --> 00:18:55: It's been a long year.
00:18:55 --> 00:18:57: It's been a year for us through COVID 2 to
00:18:57 --> 00:18:59: develop it and and you know,
00:18:59 --> 00:19:03: we think we're hoping that this is something that helps
00:19:03 --> 00:19:06: us all think about TOC a little bit differently and
00:19:06 --> 00:19:08: hopefully for the better.
00:19:08 --> 00:19:13: So. Next slide, please. So with that,
00:19:13 --> 00:19:16: I'd like to introduce my colleagues who I've worked with
00:19:17 --> 00:19:18: over the last year,
00:19:18 --> 00:19:23: who were all instrumental in helping us develop these
findings.
00:19:23 --> 00:19:27: So we're going to have a little panel session now,
00:19:27 --> 00:19:29: so Yvonne Young, who is a manager of urban design,
00:19:29 --> 00:19:32: the city of Brampton, Ken Greenberg,
00:19:32 --> 00:19:37: principle of Greenberg consultants and and urban planner
extraordinaire Maddie
00:19:37 --> 00:19:40: Symantec is professor at University of Toronto and well,
00:19:40 --> 00:19:43: well known voice. For, for urbanism,
00:19:43 --> 00:19:47: and and thoughtful and infrastructure development and
Randy Pettigrew,
00:19:47 --> 00:19:50: who is the executive Vice president of land development,
00:19:50 --> 00:19:53: the Remington Group are joining us now.
00:19:58 --> 00:20:03: Great hi guys. So, uhm.
00:20:03 --> 00:20:05: You know, first of all,
00:20:05 --> 00:20:10: it's with. Thanks that you were all working with us
00:20:10 --> 00:20:15: over the past year to develop this report.
00:20:15 --> 00:20:18: There was a lot of really interesting topics that were
00:20:18 --> 00:20:21: debated through the workshops and through the analysis that

we
00:20:22 --> 00:20:22: did.
00:20:22 --> 00:20:23: Randy, I wanted to start with you.
00:20:26 --> 00:20:28: To have a talk about,
00:20:28 --> 00:20:31: you know, to have a some commentary on how transit
00:20:31 --> 00:20:34: has changed the way we think about communities,
00:20:34 --> 00:20:37: and particularly as your role as a developer,
00:20:37 --> 00:20:41: how now you're thinking about what a what a station,
00:20:41 --> 00:20:43: or what a access to a higher order transit network
00:20:43 --> 00:20:44: really means to you.
00:20:47 --> 00:20:49: Yeah, good afternoon. It's it's an interesting question and you
00:20:49 --> 00:20:50: know,
00:20:50 --> 00:20:53: I reflect back when we started talking about this.
00:20:53 --> 00:20:56: To when I started working in what we're now calling
00:20:56 --> 00:20:58: a transit oriented community.
00:20:58 --> 00:21:02: And I I look at my own evolution of thinking,
00:21:02 --> 00:21:06: and it is actually quite staggering to me how in
00:21:06 --> 00:21:11: the last 10 years my thoughts have completely changed.
00:21:11 --> 00:21:15: You know we're all used to the previous station setup
00:21:15 --> 00:21:18: where you had a sea of parking and a little
00:21:18 --> 00:21:22: building in the middle of a field that was dispensing
00:21:22 --> 00:21:25: tickets and people would drive park,
00:21:25 --> 00:21:27: get on the train and go somewhere.
00:21:27 --> 00:21:29: Now we're looking at a completely different.
00:21:29 --> 00:21:32: I mean, we look at it and we say,
00:21:32 --> 00:21:35: OK, great, the station is there.
00:21:35 --> 00:21:39: I'm very careful that the station doesn't become the center
00:21:39 --> 00:21:40: of the community.
00:21:40 --> 00:21:42: It is an integral part of the community.
00:21:42 --> 00:21:44: But at the end of the day,
00:21:44 --> 00:21:47: we're trying to create a community around a station or
00:21:47 --> 00:21:48: with a station.
00:21:48 --> 00:21:49: To me I look at and say OK,
00:21:49 --> 00:21:52: how do I measure my success?
00:21:52 --> 00:21:56: My success is by the actual boots on the ground.
00:21:56 --> 00:21:59: The actual people in that area,
00:21:59 --> 00:22:01: you know you can build great buildings,
00:22:01 --> 00:22:03: you can build, you know,
00:22:03 --> 00:22:08: terrific open spaces, streets that are fantastic,
00:22:08 --> 00:22:10: but if there's no people,
00:22:10 --> 00:22:12: it's not going to sustain itself.
00:22:12 --> 00:22:16: Transit gives us that ability now to connect and to

00:22:16 --> 00:22:19: get people to come from all over,
00:22:19 --> 00:22:20: but what are they coming to?
00:22:20 --> 00:22:23: So the interesting thing is,
00:22:23 --> 00:22:24: you know we're going to put all this density around
00:22:24 --> 00:22:25: transit station,
00:22:25 --> 00:22:28: which is terrific, but what I want to see is
00:22:28 --> 00:22:33: that someone's decision to live in those buildings around a
00:22:33 --> 00:22:37: transit station is not because they want to commute.
00:22:37 --> 00:22:39: It's not because I want to make their life easier,
00:22:39 --> 00:22:42: it's because there's something else in that community that is
00:22:42 --> 00:22:43: attracting them.
00:22:43 --> 00:22:45: To want to live and it just so happens that
00:22:45 --> 00:22:49: there's a great transit system that they can get on
00:22:49 --> 00:22:51: and go to Mississauga and to go to Brampton,
00:22:51 --> 00:22:52: go to city of Toronto.
00:22:52 --> 00:22:56: Yes, I'm sorry, but we've moved past that now.
00:22:56 --> 00:22:58: Now we got to take the next step and say,
00:22:58 --> 00:23:02: look, we've got the north South all day service.
00:23:02 --> 00:23:04: It's great, it's really robust.
00:23:04 --> 00:23:07: It's getting there. Let's start looking east West.
00:23:07 --> 00:23:09: How do my people get to Mississauga?
00:23:09 --> 00:23:11: How does Mississauga get to Markham?
00:23:11 --> 00:23:14: That is the next logical step.
00:23:14 --> 00:23:18: And it's really, really encouraging that we're having these
discussions,
00:23:18 --> 00:23:20: and we're not talking about,
00:23:20 --> 00:23:21: you know. How do we get people to the goal
00:23:21 --> 00:23:22: station?
00:23:22 --> 00:23:24: How do we get people to park and to get
00:23:24 --> 00:23:26: in on the train and go downtown that's passed?
00:23:26 --> 00:23:29: That conversation is gone and I'm so happy about it.
00:23:29 --> 00:23:32: So Randy, I'll just I'll turn it over to Maddy,
00:23:32 --> 00:23:36: then in terms of you know you've been watching and
00:23:36 --> 00:23:41: commenting on community building in the GTA for a number
00:23:41 --> 00:23:41: of years.
00:23:41 --> 00:23:44: Do you think that you know,
00:23:44 --> 00:23:47: uh, a transit center is still the cornerstone of building
00:23:47 --> 00:23:49: community or or do you see as Randy sort of
00:23:49 --> 00:23:51: pointing out that it's a bit more than that these
00:23:51 --> 00:23:52: days?
00:23:54 --> 00:23:58: Thanks Roman. Hi everyone, it's it's great being with you
00:23:58 --> 00:23:58: today.

00:23:58 --> 00:24:01: You know I think Randy put his finger on it
00:24:02 --> 00:24:06: with the personal anecdote of how he's experienced his own
00:24:06 --> 00:24:07: transformation on this.
00:24:07 --> 00:24:10: I think if you look at the language that we
00:24:10 --> 00:24:10: use,
00:24:10 --> 00:24:13: you can start to see what Randy is talking about
00:24:13 --> 00:24:17: for the longest time we talked about this as transit
00:24:17 --> 00:24:18: oriented development,
00:24:18 --> 00:24:21: we explicitly used the word transit oriented development and
we
00:24:21 --> 00:24:24: spoke about that in terms of and what that connotes
00:24:24 --> 00:24:25: or evokes in your mind.
00:24:25 --> 00:24:27: Is bringing greater density around transit?
00:24:27 --> 00:24:30: It was about getting people beside transit.
00:24:30 --> 00:24:32: You've noted in the last number of years that the
00:24:32 --> 00:24:33: language has changed.
00:24:33 --> 00:24:37: We talked about transit oriented communities very explicitly
that the
00:24:37 --> 00:24:40: transit is the vehicle that allows the Community to thrive,
00:24:40 --> 00:24:42: and I think that's what Randy spoke about,
00:24:42 --> 00:24:45: and I think that's what our report shows is that
00:24:45 --> 00:24:48: the transit is the catalyst that unlocks all of the
00:24:48 --> 00:24:49: potential of those communities.
00:24:49 --> 00:24:52: And what you're seeing in the spaces that are doing
00:24:52 --> 00:24:55: this well is that they're bringing together.
00:24:55 --> 00:24:59: Higher order transit. That's that's well situated within the
community
00:24:59 --> 00:25:02: and they're connecting it with the civic institutions,
00:25:02 --> 00:25:04: the private spaces, the restaurants,
00:25:04 --> 00:25:07: the shops, as well as all of the public uses.
00:25:07 --> 00:25:09: The libraries, the daycares, the rec centers,
00:25:09 --> 00:25:12: the schools. All of that is being brought together in
00:25:12 --> 00:25:14: a way that that you would think of as being
00:25:14 --> 00:25:16: the foundations for a great community.
00:25:16 --> 00:25:19: Now the key that has come about more recently is
00:25:19 --> 00:25:20: a matter of timing.
00:25:20 --> 00:25:22: When do these different pieces come together?
00:25:22 --> 00:25:26: Because again, historically, what happened was the transit
went in.
00:25:26 --> 00:25:29: And all of the development and density happened and then
00:25:29 --> 00:25:32: very quickly we tried to retrofit those communities and
shoehorn
00:25:32 --> 00:25:34: in all of the civic spaces that that make a

00:25:34 --> 00:25:38: term development into community. I think what's happening in this

00:25:38 --> 00:25:41: region now is a much more strategic rethink about how

00:25:41 --> 00:25:42: you accelerate.

00:25:42 --> 00:25:45: The community features bring them forward to the beginning so

00:25:46 --> 00:25:49: that people can see themselves in those communities earlier on.

00:25:49 --> 00:25:51: And it also shapes the development.

00:25:51 --> 00:25:54: Very importantly, if you have a school earlier in the

00:25:54 --> 00:25:54: community,

00:25:54 --> 00:25:55: if you have a library,

00:25:55 --> 00:25:59: a daycare. A rec center that will encourage the developers

00:25:59 --> 00:26:02: to build for for those types of family units.

00:26:02 --> 00:26:05: For people with kids or spaces where they're seniors housing,

00:26:05 --> 00:26:08: they will build the unit that match those types of

00:26:08 --> 00:26:10: community assets and you'll end up with these much more

00:26:11 --> 00:26:14: complete communities than how we had thought about transit oriented

00:26:14 --> 00:26:17: development in the past. So I think there's really been

00:26:17 --> 00:26:17: an evolution,

00:26:17 --> 00:26:21: and Randy highlighted that in his notes as well.

00:26:22 --> 00:26:25: Thanks Mattie, I may be to have on now,

00:26:25 --> 00:26:29: you know at the City of Brampton with with your

00:26:29 --> 00:26:32: sites that you've been sort of working with.

00:26:32 --> 00:26:36: Are you seeing that from from the your constituents and

00:26:36 --> 00:26:40: and what you're trying to achieve with the here?

00:26:40 --> 00:26:42: Ontario and steals developments?

00:26:43 --> 00:26:44: Yeah, absolutely.

00:26:44 --> 00:26:47: I think there's a huge alignment picking up on what

00:26:47 --> 00:26:51: Randy at Maddie has talked about to make walkable neighborhood

00:26:51 --> 00:26:51: work.

00:26:51 --> 00:26:53: You do need the daytime population,

00:26:53 --> 00:26:55: you need a lot of pedestrian traffic and I think

00:26:55 --> 00:26:56: what we are observing,

00:26:56 --> 00:27:00: which is very interesting and it's a huge advantage,

00:27:00 --> 00:27:02: which is the demographic is changing,

00:27:02 --> 00:27:05: so half of the population is coming from places that

00:27:05 --> 00:27:07: doesn't require driving,

00:27:07 --> 00:27:10: so they're looking for the walkable neighborhood model.

00:27:10 --> 00:27:12: Secondly, is that at two third of our growth?

00:27:12 --> 00:27:18: They are. Young families, they are people with entrepreneurial job skills.

00:27:18 --> 00:27:19: skills.

00:27:19 --> 00:27:23: They're coming here looking for a way to increase the vibrancy of the daytime neighborhood,

00:27:23 --> 00:27:26: so they have international businesses.

00:27:26 --> 00:27:28: So what it means from our perspective is that the expectation for the ground floor is much more vibrant.

00:27:28 --> 00:27:31: And what is interesting, the data is also showing us that half of the job is projected to be local jobs to be occur in Walker.

00:27:32 --> 00:27:35: People were still picking up what Randy is talking about.

00:27:35 --> 00:27:39: Is that? It's not meant to use transit as a.

00:27:39 --> 00:27:42: As a matter of creating commute town, but to create our local jobs.

00:27:42 --> 00:27:44: It's a it's a core component,

00:27:44 --> 00:27:47: so just to give you a sense of scale over the past year,

00:27:47 --> 00:27:50: our population within the city has grown by 54,000.

00:27:50 --> 00:27:53: So during time of covert,

00:27:53 --> 00:27:55: so this is how fast that the growth is happening.

00:27:55 --> 00:27:57: So I think it's a combination of these factors combined with a very strong articulated.

00:27:57 --> 00:28:00: Vision 2040 and rapid transit investment that is really drawing 60 million square feet of high density development and all come together with adjacency that has a critical mass that allow us to make this shape.

00:28:00 --> 00:28:01: So I think this is a very interesting moment that for the public sector we can be a lot more tangible and proactive to show the result in a meaningful way.

00:28:01 --> 00:28:05: Thanks Yvonne, so Ken, I'll just turn it to you now.

00:28:05 --> 00:28:07: We've we've heard Randy is a developer.

00:28:07 --> 00:28:10: Maddie is an academic. Avant is a is a municipality sort of talk about this.

00:28:10 --> 00:28:13: Need to think about and and and Bill complete communities from your perspective.

00:28:13 --> 00:28:15: I, I'd like to hear what your thoughts on what a shared vision means to bring all of those parties together and and how critical it is to ATOD or TOC.

00:28:15 --> 00:28:19: TOC.

00:28:19 --> 00:28:23: TOC.

00:28:23 --> 00:28:27: TOC.

00:28:27 --> 00:28:29: TOC.

00:28:29 --> 00:28:32: TOC.

00:28:32 --> 00:28:35: TOC.

00:28:35 --> 00:28:39: TOC.

00:28:39 --> 00:28:40: TOC.

00:28:40 --> 00:28:41: TOC.

00:28:41 --> 00:28:45: TOC.

00:28:45 --> 00:28:45: TOC.

00:28:45 --> 00:28:48: TOC.

00:28:48 --> 00:28:52: TOC.

00:28:52 --> 00:28:54: TOC.

00:28:54 --> 00:28:58: TOC.

00:28:58 --> 00:29:00: TOC.

00:29:00 --> 00:29:03: TOC.

00:29:03 --> 00:29:06: TOC.

00:29:06 --> 00:29:10: TOC.

00:29:10 --> 00:29:10: TOC.

00:29:12 --> 00:29:16: I think Ron it really is a case of it
00:29:16 --> 00:29:18: takes a village.
00:29:18 --> 00:29:20: No one party acting alone,
00:29:20 --> 00:29:24: the private sector, the transportation.
00:29:24 --> 00:29:30: Authority the city. The municipality can create a transit oriented
00:29:30 --> 00:29:36: community on its own really takes that extraordinary partnership which
00:29:36 --> 00:29:40: also includes a community and the NGOs and over iety
00:29:41 --> 00:29:44: of other actors. And the key is to have a
00:29:44 --> 00:29:48: shared vision and I'll put the emphasis on shared.
00:29:48 --> 00:29:52: How do all those groups that have different roles to
00:29:52 --> 00:29:56: play come together around a shared vision and it's on.
00:29:56 --> 00:30:02: Act of cocreation I love that shared vision.
00:30:02 --> 00:30:05: The themes that you identified role in that we found
00:30:05 --> 00:30:06: did not.
00:30:06 --> 00:30:07: In looking at our four cases,
00:30:07 --> 00:30:11: are indeed common to all of the situations.
00:30:12 --> 00:30:16: But what's different is that every case poses a unique
00:30:16 --> 00:30:18: design problem,
00:30:18 --> 00:30:21: a unique context, a unique set of circumstances.
00:30:21 --> 00:30:23: There really is no cookie cutter.
00:30:23 --> 00:30:24: That applies to all of them.
00:30:24 --> 00:30:27: So if I just look quickly at the four pieces
00:30:27 --> 00:30:30: we looked at and this would apply to any others.
00:30:30 --> 00:30:36: Uptown Brampton. We started with a conversion of a mid
00:30:36 --> 00:30:38: 1960 shopping mall.
00:30:38 --> 00:30:41: And the arrival of light rail.
00:30:41 --> 00:30:43: And then we ended up with 10 developers.
00:30:43 --> 00:30:48: Now who are all developing in that vicinity and what's
00:30:48 --> 00:30:51: really needed is a public realm plan.
00:30:51 --> 00:30:53: In the broadest sense of the word parks,
00:30:53 --> 00:30:56: open space in the streets and blocks and so on
00:30:56 --> 00:31:01: that no single development entity would be capable of
00:31:01 --> 00:31:01: creating
00:31:01 --> 00:31:01: on its own.
00:31:01 --> 00:31:03: But when you put the puzzle pieces together,
00:31:03 --> 00:31:07: it can make that neighborhood that we were looking at
00:31:08 --> 00:31:12: on the slide earlier on the Edmonton Crosstown another
00:31:12 --> 00:31:17: unique
00:31:17 --> 00:31:21: problem and the City of Toronto had identified the idea
00:31:17 --> 00:31:21: of Edmonton connects a Carter running east West right
across

00:31:21 --> 00:31:22: the city.

00:31:22 --> 00:31:26: How do you align that with major development initiatives around

00:31:26 --> 00:31:30: the conversion of what was a very significant office park?

00:31:30 --> 00:31:36: The Ontario Science Center? Two corners of a major intersection

00:31:36 --> 00:31:38: of arterials yet to come.

00:31:38 --> 00:31:41: How do you think ahead and get those pieces to

00:31:41 --> 00:31:42: fit together?

00:31:42 --> 00:31:46: Markham Center is an entirely different kind of problem,

00:31:46 --> 00:31:50: negotiation, which really was is a park and ride station.

00:31:50 --> 00:31:52: At the moment, how do you get what Randy was

00:31:52 --> 00:31:53: talking about?

00:31:53 --> 00:31:55: How do you get that actual?

00:31:55 --> 00:31:59: Community that intensity their life and activity to occur.

00:31:59 --> 00:32:03: And in that case it's a complex 3 dimensional design

00:32:03 --> 00:32:04: problem.

00:32:04 --> 00:32:07: You're dealing with topography. You're dealing with creating an intermodal

00:32:07 --> 00:32:07: hub,

00:32:07 --> 00:32:11: weaving the pieces together, and finally Montreal,

00:32:11 --> 00:32:15: which is a very interesting and different situation.

00:32:15 --> 00:32:18: You're looking at 23 stations over 34 kilometers that are

00:32:18 --> 00:32:22: literally going to transform the east side Of Montreal,

00:32:22 --> 00:32:25: which has really been lacking in this transit infrastructure.

00:32:25 --> 00:32:29: So aligning the city and the only spa the various

00:32:30 --> 00:32:32: governments along the way,

00:32:32 --> 00:32:34: the local communities with CDQ.

00:32:34 --> 00:32:37: Infrastructure. To pull that off,

00:32:37 --> 00:32:41: neither party being able to do it alone is the

00:32:41 --> 00:32:41: key,

00:32:41 --> 00:32:45: so I think again what's common here to all of

00:32:45 --> 00:32:48: these examples is getting people out of silos.

00:32:48 --> 00:32:53: We keep coming back to that expression to unlock the

00:32:53 --> 00:32:54: shared vision,

00:32:54 --> 00:32:57: and I think what we learned in the course of

00:32:57 --> 00:33:00: looking at these four examples is that this means a

00:33:00 --> 00:33:04: profoundly different way of working a different way of thinking.

00:33:04 --> 00:33:08: The challenges a lot. Of the practices and assumptions that

00:33:08 --> 00:33:10: we were making in the past.

00:33:11 --> 00:33:15: Yeah, thanks Ken. It's really interesting point I.

00:33:15 --> 00:33:18: I think you know stemming from that.

00:33:18 --> 00:33:21: Then Yvonne. We I know that Brampton has been working
00:33:21 --> 00:33:24: on what they're calling and the living plan.
00:33:24 --> 00:33:26: Which is, uh, you know,
00:33:26 --> 00:33:27: I'll let you explain better,
00:33:27 --> 00:33:30: but is really Brampton's attempt to sort of coming up
00:33:31 --> 00:33:32: with that vision.
00:33:32 --> 00:33:33: Maybe? Do you want to sort of elaborate on how
00:33:33 --> 00:33:35: brampton's tackling that issue?
00:33:35 --> 00:33:38: Sure, so from a public sector perspective,
00:33:38 --> 00:33:40: our role is to protect both the short term and
00:33:40 --> 00:33:42: long term Community interest.
00:33:42 --> 00:33:44: But very often those are not obvious,
00:33:44 --> 00:33:47: and in order to drive change we need to start
00:33:47 --> 00:33:48: with the upstream,
00:33:48 --> 00:33:50: but at the same time we have very little time
00:33:50 --> 00:33:52: to make the downstream decision.
00:33:52 --> 00:33:54: So what we did is there's two components.
00:33:54 --> 00:33:58: Is a 2D and three dimensional living plan combined with
00:33:58 --> 00:34:03: a weekly TOC cohort and it's important that that include
00:34:03 --> 00:34:04: the non planners.
00:34:04 --> 00:34:06: So even recreation, culture library,
00:34:06 --> 00:34:08: economic development, public health and transportation.
00:34:08 --> 00:34:12: Transit is all in the same room in the same
00:34:12 --> 00:34:12: table.
00:34:12 --> 00:34:16: And what we strategically position is that how we can
00:34:16 --> 00:34:19: use this dedicated team combine with this living plan as
00:34:19 --> 00:34:23: a value creation tool so that everybody can use a
00:34:23 --> 00:34:24: common platform to think ahead.
00:34:24 --> 00:34:28: So for example, transportation can say this makes sense at
00:34:28 --> 00:34:29: a broad scale,
00:34:29 --> 00:34:31: and let's see how I can prepare this.
00:34:31 --> 00:34:34: When we remove the minimum parking requirement,
00:34:34 --> 00:34:37: how we can do role die at the same time
00:34:37 --> 00:34:40: culture and economic development is going to say let's see
00:34:41 --> 00:34:44: about setting up a BIA and really pairing up and
00:34:44 --> 00:34:47: making all of these non residential ground floor users to
00:34:47 --> 00:34:48: be very,
00:34:48 --> 00:34:52: very active. So this achieve a much faster way of
00:34:52 --> 00:34:55: driving changes at different levels.
00:34:55 --> 00:34:58: And also giving our colleagues a lot of good news
00:34:58 --> 00:35:00: story on their report card.
00:35:00 --> 00:35:05: Both of the policy for development services for transportation

and
00:35:05 --> 00:35:06: also for for developer.
00:35:06 --> 00:35:07: There's a lot of benefits too.
00:35:07 --> 00:35:10: So one of the key thing that we did is
00:35:10 --> 00:35:13: that on top of the formal application review process we
00:35:13 --> 00:35:15: have a codesign with developer.
00:35:15 --> 00:35:19: Sometimes we bring in multiple developer at the same time
00:35:19 --> 00:35:21: and what we hear is that they find this and
00:35:21 --> 00:35:25: normally benefit beneficial to them because it provides
certainty.
00:35:25 --> 00:35:28: It helps them to understand certain things that they can
00:35:28 --> 00:35:29: leverage on,
00:35:29 --> 00:35:31: and they can hear them feel the temperature of the
00:35:31 --> 00:35:35: room because those are decision makers that are constantly
trying
00:35:35 --> 00:35:37: to innovate and drive better change.
00:35:37 --> 00:35:40: So I think it gives us a climate for very
00:35:40 --> 00:35:43: quick looking at from pre call into building permit.
00:35:43 --> 00:35:47: It could be within two years and it's really intense
00:35:47 --> 00:35:51: and using this energy to shift the thinking or peel
00:35:51 --> 00:35:55: region too because all these changes very real and I
00:35:55 --> 00:35:59: think. This is now a tremendous opportunity to continue
testing
00:35:59 --> 00:36:01: this to build momentum.
00:36:02 --> 00:36:04: Thanks, maybe I'll turn to Randy then,
00:36:04 --> 00:36:07: you know, from a from a developer's perspective,
00:36:07 --> 00:36:10: you know timing and timing approvals is.
00:36:10 --> 00:36:13: Is is often make or break for your development.
00:36:13 --> 00:36:16: You know what are your thoughts about sort of working
00:36:17 --> 00:36:20: in these new frameworks that are starting to appear?
00:36:20 --> 00:36:22: For how you bring your developments forward and how you
00:36:22 --> 00:36:23: deliver them.
00:36:23 --> 00:36:26: Well, let me start off by saying I'll frame it
00:36:26 --> 00:36:28: this way and then I'll get to a point that
00:36:28 --> 00:36:31: Ken made that I think is very critical to this.
00:36:31 --> 00:36:34: So I I'm fortunate and I will always say I'm
00:36:34 --> 00:36:37: very fortunate to be working in Markham.
00:36:37 --> 00:36:40: With a team that has changed over the years,
00:36:40 --> 00:36:43: but the one consistency is that we have shared a
00:36:43 --> 00:36:44: vision,
00:36:44 --> 00:36:45: our ways of getting there,
00:36:45 --> 00:36:46: and perhaps are a little bit different.
00:36:46 --> 00:36:49: Which is fine. You need a little bit of tension.

00:36:49 --> 00:36:53: And we've had a very cooperative approach from staff to
00:36:53 --> 00:36:56: Council to even the area that people who live in
00:36:56 --> 00:36:56: the area.
00:36:56 --> 00:36:59: I'm very sensitive to people who are there first because,
00:36:59 --> 00:37:02: you know, we are coming in and developing in a
00:37:02 --> 00:37:05: community that was there long before we started this.
00:37:05 --> 00:37:08: So that's very interesting, and it's great to have Mark
00:37:08 --> 00:37:09: come on side to help us along.
00:37:09 --> 00:37:12: But then you get to the silos.
00:37:12 --> 00:37:14: And then you know every time we bring a building
00:37:14 --> 00:37:14: forward,
00:37:14 --> 00:37:17: we have to get approvals from different agencies who are
00:37:17 --> 00:37:18: not as connected.
00:37:18 --> 00:37:22: To that community. And that's where we that's where the
00:37:23 --> 00:37:25: timeline start to slip and slide,
00:37:25 --> 00:37:28: and the longer it takes us to get a building
00:37:28 --> 00:37:29: into the market,
00:37:29 --> 00:37:31: the more money it costs.
00:37:31 --> 00:37:33: The more that we have to sell it for.
00:37:33 --> 00:37:35: And you know, I I.
00:37:35 --> 00:37:39: I I'm going to relate this to affordable housing.
00:37:39 --> 00:37:41: And I'm I'm sure I'm going to get some mail
00:37:42 --> 00:37:42: on this one,
00:37:42 --> 00:37:45: but when I look at all the initiatives on affordable
00:37:45 --> 00:37:46: housing,
00:37:46 --> 00:37:48: I I say great, you know it's welcomed.
00:37:48 --> 00:37:51: We need to have some sort of thought process about
00:37:51 --> 00:37:53: how to deliver affordable housing,
00:37:53 --> 00:37:54: but at the end of the day,
00:37:54 --> 00:37:58: as a builder developer, if I am required to give
00:37:58 --> 00:37:58: 10%
00:37:58 --> 00:38:00: of my units or allocate 10%
00:38:00 --> 00:38:02: of my units for affordable housing.
00:38:02 --> 00:38:07: Theoretically, I'm going to be accepting less profit or revenue
00:38:07 --> 00:38:08: on those units.
00:38:08 --> 00:38:11: I have to offset it with the other 90%
00:38:11 --> 00:38:12: of the building or 90%
00:38:12 --> 00:38:15: of the units. What is going to end up happening
00:38:15 --> 00:38:18: is we're going to be driving a bigger gap.
00:38:18 --> 00:38:24: Between. Housing that is on the market and these affordable
00:38:24 --> 00:38:24: units.
00:38:24 --> 00:38:26: What is critical to this in my mind is to

00:38:26 --> 00:38:27: look at these transit,
00:38:27 --> 00:38:31: develop communities and go. How do we get product on
00:38:31 --> 00:38:32: the market quicker?
00:38:32 --> 00:38:33: How do we get them?
00:38:33 --> 00:38:37: And to a point? Or how do we get supply?
00:38:37 --> 00:38:39: I'm sorry to a point where it matches demand.
00:38:39 --> 00:38:42: Once you start seeing that it's not rocket science as
00:38:42 --> 00:38:43: far as I'm concerned.
00:38:43 --> 00:38:47: Is that a moderation of price increase is a function
00:38:48 --> 00:38:49: of demand and supply.
00:38:49 --> 00:38:52: If you have a. My supply that matches your demand
00:38:52 --> 00:38:56: you're gonna start moderating prices and you're gonna start
building
00:38:56 --> 00:38:58: in some inherent affordability.
00:38:58 --> 00:39:01: So I welcome affordable initiatives we have to do IT
00:39:01 --> 00:39:02: industry.
00:39:02 --> 00:39:04: Our industry has to be pushed to get involved,
00:39:04 --> 00:39:07: but it's not the solution to it all.
00:39:07 --> 00:39:10: You need to get permits quicker and these transit
communities
00:39:10 --> 00:39:11: are the places to do it.
00:39:13 --> 00:39:16: Thanks Randy. At this point,
00:39:16 --> 00:39:20: I'll just remind the audience that we are taking questions.
00:39:20 --> 00:39:22: I can't promise that we'll get to answering all of
00:39:23 --> 00:39:24: them in the time that we have,
00:39:24 --> 00:39:27: but your questions are really important to us,
00:39:27 --> 00:39:30: and you know, as we move forward with this work,
00:39:30 --> 00:39:32: we do take note of these things.
00:39:32 --> 00:39:33: So if you do have questions,
00:39:33 --> 00:39:35: please feel free to pop them in the chat.
00:39:35 --> 00:39:39: So Maddie with Dad I I wanted to sort of
00:39:39 --> 00:39:44: change the the the conversation a little bit to talk
00:39:44 --> 00:39:44: about.
00:39:44 --> 00:39:48: We talked a little bit earlier about the changing needs
00:39:48 --> 00:39:49: of communities,
00:39:50 --> 00:39:53: and I wondered if you sort of want what did
00:39:53 --> 00:39:57: you see or what are your thoughts about the impact
00:39:57 --> 00:39:58: of COVID-19?
00:39:58 --> 00:40:01: And even more broadly, the you know climate action that
00:40:01 --> 00:40:04: we're starting to see in in how our communities are
00:40:04 --> 00:40:07: thought about and what are the and how people are
00:40:07 --> 00:40:11: choosing to live as it relates to things like TOC.
00:40:13 --> 00:40:16: The understatement of the century is that COVID-19 has

been

00:40:16 --> 00:40:17: a huge disruption.

00:40:17 --> 00:40:22: Disruptor and demand has caused major transformations in the ideas

00:40:22 --> 00:40:24: of the way people are living,

00:40:24 --> 00:40:26: and even where they want to live.

00:40:26 --> 00:40:28: You've heard all of these stories about an outflow of

00:40:28 --> 00:40:29: people from cities,

00:40:29 --> 00:40:33: people looking for lower density housing,

00:40:33 --> 00:40:36: and some of the statistics around traffic on our highways

00:40:36 --> 00:40:40: is showing that traffic has really rebounded quite quickly,

00:40:40 --> 00:40:42: and in fact, in some cases even higher on our

00:40:42 --> 00:40:43: major highways.

00:40:43 --> 00:40:46: In a pre pandemic at the same time,

00:40:46 --> 00:40:48: transit ridership is way down,

00:40:48 --> 00:40:51: so we are really in a moment of flux and

00:40:51 --> 00:40:52: a moment of risk.

00:40:52 --> 00:40:54: A risk that we will end up with a car

00:40:54 --> 00:40:58: based recovery and recovery that is based around land use

00:40:58 --> 00:41:01: patterns that we know have caused challenges in the past

00:41:01 --> 00:41:05: around eating into farmland around,

00:41:05 --> 00:41:09: making them deeply auto oriented and then all of the

00:41:09 --> 00:41:14: challenges with climate change and being at the wildlife urban.

00:41:14 --> 00:41:16: Interface where you end up with challenging around flooding,

00:41:16 --> 00:41:19: fires and all sorts of other issues related to climate

00:41:19 --> 00:41:19: change.

00:41:19 --> 00:41:22: So we are at a moment of great flux and

00:41:22 --> 00:41:23: great risk.

00:41:23 --> 00:41:26: I think transit oriented communities are actually in many ways

00:41:26 --> 00:41:27: the response to this,

00:41:27 --> 00:41:30: and they allow us to concentrate and use the land

00:41:30 --> 00:41:34: that we have available within our existing growth areas much

00:41:34 --> 00:41:38: more efficiently and to create the types of sustainable communities

00:41:38 --> 00:41:40: sustainable in terms of their mixing of uses,

00:41:40 --> 00:41:44: their mixing of people, and financially sustainable.

00:41:44 --> 00:41:46: So that the infrastructure can be supported over the long

00:41:47 --> 00:41:49: term that transit oriented communities bring this all together.

00:41:49 --> 00:41:51: Now to me the major one of the major risks

00:41:51 --> 00:41:54: that has come out of the pandemic is affordability and

00:41:54 --> 00:41:56: everyone has been talking about this.

00:41:56 --> 00:41:58: I wanted to just return to this for a moment

00:41:58 --> 00:42:01: because I in my view transit oriented communities in and
00:42:01 --> 00:42:04: of themselves will not be provided affordable housing this this
00:42:04 --> 00:42:07: will not happen naturally. This has to be explicitly and
00:42:07 --> 00:42:11: intentionally planned for and this is where that collaboration
that
00:42:11 --> 00:42:14: everyone has been talking about is going to be so
00:42:14 --> 00:42:16: important. What types of policies?
00:42:16 --> 00:42:19: How can we leverage density and the revenues that get
00:42:19 --> 00:42:24: generated through intensification and capture some of that
revenue and
00:42:24 --> 00:42:28: allocate that towards the types of affordability both for people
00:42:28 --> 00:42:31: who are key workers who maybe can't afford a home
00:42:31 --> 00:42:34: in the region and then those who are in much
00:42:34 --> 00:42:39: greater need and and require much more heavily subsidized
housing?
00:42:39 --> 00:42:41: We're going to need to get creative and start offsetting
00:42:41 --> 00:42:44: and using the levers that we have around speed of
00:42:44 --> 00:42:44: permitting.
00:42:44 --> 00:42:47: Also, around intensification to in order to ensure that the
00:42:48 --> 00:42:51: types of transit oriented communities that we're building don't
displace
00:42:51 --> 00:42:54: people and rather do the opposite of creating a complete
00:42:54 --> 00:42:56: and inclusive communities.
00:42:58 --> 00:43:01: I mean, well, I mean can't I'd be interested in
00:43:01 --> 00:43:02: in your thoughts on that,
00:43:02 --> 00:43:05: and then maybe to expand a little bit about the
00:43:05 --> 00:43:08: idea of you know hubs and how communities act as
00:43:08 --> 00:43:09: hubs.
00:43:11 --> 00:43:17: Yeah, thanks Ron, I I will just support what Mattie
00:43:17 --> 00:43:18: has said.
00:43:18 --> 00:43:23: I I don't discount Randy's supply demand and supply
argument,
00:43:23 --> 00:43:26: but I think it only takes us so far.
00:43:26 --> 00:43:27: And I think beyond that,
00:43:27 --> 00:43:30: and in the case of Brampton,
00:43:30 --> 00:43:35: for example, Peel region which is responsible for developing
affordable
00:43:35 --> 00:43:37: housing strategy,
00:43:37 --> 00:43:41: has been very much part of the discussion around Uptown,
00:43:41 --> 00:43:43: and I think it has to be a critical part
00:43:43 --> 00:43:47: of the discussion around every one of these communities so
00:43:47 --> 00:43:50: that we take advantage of this enormous wave of growth
00:43:50 --> 00:43:54: that this region in the greater golden horseshoe is
experiencing,

00:43:54 --> 00:43:56: so that we're not creating.

00:43:56 --> 00:44:03: A polarized region where we're segregating people by postal code

00:44:03 --> 00:44:04: and.

00:44:04 --> 00:44:07: Creating a vast amount of inequity,

00:44:07 --> 00:44:09: so I think that's really important,

00:44:09 --> 00:44:12: but I I want to come back to something else

00:44:12 --> 00:44:12: and that is.

00:44:12 --> 00:44:15: And that applies to every one of these examples,

00:44:15 --> 00:44:19: and that's getting the right table to have the right

00:44:19 --> 00:44:21: discussion at the right time.

00:44:21 --> 00:44:25: The issue around governance, so to speak,

00:44:25 --> 00:44:29: both formal and informal. The relationships and I I have

00:44:30 --> 00:44:34: always been interested in the work of James Wiki,

00:44:34 --> 00:44:37: who wrote the column on economics for The New Yorker

00:44:37 --> 00:44:40: and wrote a great book called The Wisdom of Crowds,

00:44:40 --> 00:44:43: and his contention was if you got the right group

00:44:43 --> 00:44:46: of people around the right table,

00:44:46 --> 00:44:48: the group would be smarter than any individual.

00:44:48 --> 00:44:50: Sitting at the table and I,

00:44:50 --> 00:44:55: I think that really describes this situation that we're in,

00:44:55 --> 00:44:56: and I'm going. I I,

00:44:56 --> 00:44:59: as it turns out, I've been involved in three out

00:44:59 --> 00:45:02: of the four examples that we've talked about,

00:45:02 --> 00:45:05: but one that's really interesting is Montreal,

00:45:05 --> 00:45:11: where CDPQ infrastructure has set up a committee of experts

00:45:11 --> 00:45:13: that I'm part of.

00:45:13 --> 00:45:18: 12 people representing the province representing the City Of Montreal,

00:45:18 --> 00:45:25: representing the design team also representing civil society.

00:45:25 --> 00:45:30: Putting our heads together to try and deal with these

00:45:30 --> 00:45:35: very complex and difficult issues of alignment of city building.

00:45:35 --> 00:45:42: With efficient and rapid creation of transportation infrastructure.

00:45:42 --> 00:45:47: It's certainly not easy, but the conversations that happen around

00:45:47 --> 00:45:52: that table to me illustrates the enormous advantage of creating

00:45:52 --> 00:45:56: those kind of models of interaction among the the key

00:45:56 --> 00:46:00: parties who have to deliver on these visions and in

00:46:00 --> 00:46:05: every one of our four examples there was some version

00:46:05 --> 00:46:07: of that that was being applied.

00:46:10 --> 00:46:13: Thanks Ken. I mean Randy.

00:46:13 --> 00:46:16: I mean you, you spoke about your relationship with Markham.

00:46:16 --> 00:46:19: And how how fortunate you feel.

00:46:19 --> 00:46:23: With that you know what are the things that you

00:46:23 --> 00:46:27: would like to see from other municipalities or even from

00:46:27 --> 00:46:32: marking themselves to further enhance that relationship that Ken is

00:46:32 --> 00:46:36: alluding to there to sort of quickly and effectively create

00:46:36 --> 00:46:38: visions that can be shared

00:46:39 --> 00:46:41: so you know we are in a transition period.

00:46:41 --> 00:46:46: We are in the 905 communities we are changing from

00:46:46 --> 00:46:47: the 905 mentality.

00:46:47 --> 00:46:50: To you know more of an urban,

00:46:50 --> 00:46:55: whatever that means mentality. The difficulty is is that a

00:46:55 --> 00:46:59: lot of the instruments that are available to the planners

00:46:59 --> 00:47:04: and the city officials and other officials are lagging behind

00:47:04 --> 00:47:06: and I'm talking about simple tools.

00:47:06 --> 00:47:08: I mean, it's it's not a lot of there's a

00:47:08 --> 00:47:11: lot of what I like to call low hanging fruit

00:47:11 --> 00:47:12: that can be dealt with.

00:47:12 --> 00:47:14: Parking standards in transit areas.

00:47:14 --> 00:47:17: I mean, I still go to community meetings and I

00:47:17 --> 00:47:19: hear people complain about traffic,

00:47:19 --> 00:47:22: so you know around these transit communities.

00:47:22 --> 00:47:24: There's still complaining about traffic and I said,

00:47:24 --> 00:47:26: well, let's reduce parking standards.

00:47:26 --> 00:47:28: Then people don't have cars,

00:47:28 --> 00:47:31: no cars, less traffic. It's simple,

00:47:31 --> 00:47:32: it's not. It's not a big thing,

00:47:32 --> 00:47:34: but I still get pushed back where people go.

00:47:34 --> 00:47:36: Well, you can't reduce parking standards.

00:47:36 --> 00:47:39: 'cause then people are just going to park on the

00:47:39 --> 00:47:39: streets.

00:47:39 --> 00:47:44: OK, so you know it's a slow process right of

00:47:45 --> 00:47:45: ways.

00:47:45 --> 00:47:49: My right of ways in Markham are still dictated by

00:47:49 --> 00:47:52: the peak period travel demands.

00:47:52 --> 00:47:53: I thought we'd moved past that.

00:47:53 --> 00:47:55: We have to move past that.

00:47:55 --> 00:47:56: Municipalities have to say, yeah,

00:47:56 --> 00:47:59: you know, we're committed to building these communities just as

00:47:59 --> 00:48:00: much as you are.

00:48:00 --> 00:48:01: I'm the one going to the banks.

00:48:01 --> 00:48:03: I'm the one getting, you know,

00:48:03 --> 00:48:06: \$100 million loan to build a building.

00:48:06 --> 00:48:07: I am. I think I,

00:48:07 --> 00:48:10: as a developer we're doing our part municipalities now have

00:48:10 --> 00:48:12: to start changing standards,

00:48:12 --> 00:48:13: being a little bit more flexible,

00:48:13 --> 00:48:17: understanding that city building. Is not a static process.

00:48:17 --> 00:48:21: There's a lot of organic growth in developing these communities

00:48:21 --> 00:48:24: that you allow have to allow to happen.

00:48:24 --> 00:48:26: I don't want to have to go back and amend

00:48:26 --> 00:48:28: official plan every time I get a new type of

00:48:29 --> 00:48:29: user.

00:48:29 --> 00:48:31: I mean, it's it's. It's really,

00:48:31 --> 00:48:33: really interesting when somebody comes along,

00:48:33 --> 00:48:35: we have a case, I'll just give it a little

00:48:35 --> 00:48:37: short case to see what time you can see.

00:48:37 --> 00:48:41: What I'm talking about. Zoning bylaws by their nature are

00:48:41 --> 00:48:43: restrictive and negative documents.

00:48:43 --> 00:48:48: They list permitted uses. We have a situation where we

00:48:48 --> 00:48:52: have a luxury car dealer who wants to come and

00:48:52 --> 00:48:55: set up shop in the ground floor of a condo.

00:48:55 --> 00:48:59: We built this terrific retail space,

00:48:59 --> 00:49:02: all glass. He wants to put in a showroom because

00:49:02 --> 00:49:06: the the new idea with car dealers are that you

00:49:06 --> 00:49:10: go in and you shop essentially virtually in their showroom.

00:49:10 --> 00:49:13: They can build you a car in three dimensions and

00:49:13 --> 00:49:14: you can.

00:49:14 --> 00:49:16: They'll have a few samples in the windows.

00:49:16 --> 00:49:18: The response back I got was,

00:49:18 --> 00:49:22: well, a car dealership is not permitted in your downtown

00:49:22 --> 00:49:23: area.

00:49:23 --> 00:49:25: OK, I understood where it came from.

00:49:25 --> 00:49:26: They didn't want to see,

00:49:26 --> 00:49:29: you know, big car dealerships with all these cars,

00:49:29 --> 00:49:30: but that's a simple thing.

00:49:30 --> 00:49:32: I mean, we have to get past that.

00:49:32 --> 00:49:34: We have to start looking at these things and saying

00:49:34 --> 00:49:37: how do we build in inherent flexibility to allow the

00:49:37 --> 00:49:39: process to keep going.

00:49:39 --> 00:49:42: We can't keep slowing down and dealing with nonsensical items.

00:49:44 --> 00:49:46: Yeah it it it, and I think that's in our

00:49:46 --> 00:49:47: report.

00:49:47 --> 00:49:50: We saw that with the need to be flexible and

00:49:50 --> 00:49:53: adaptable in our approaches,

00:49:53 --> 00:49:56: you know, and particularly in some of the commercial agreements

00:49:56 --> 00:49:57: that we're we're agreeing to write,

00:49:58 --> 00:50:01: we saw that there was a disparity between the large

00:50:01 --> 00:50:06: civil infrastructure and their timelines and their processes with you

00:50:06 --> 00:50:10: know what we would consider good practices in Community building.

00:50:10 --> 00:50:14: They're on different timelines, and there's no way to reconcile.

00:50:14 --> 00:50:16: I'm I'm sure we could go on,

00:50:16 --> 00:50:19: and as we've done on many meetings before for quite

00:50:19 --> 00:50:20: a long time talking about this,

00:50:20 --> 00:50:23: but I did want to take the opportunity to turn

00:50:23 --> 00:50:23: over,

00:50:23 --> 00:50:27: bring Olivia back and and have a few questions posed

00:50:27 --> 00:50:30: to the panel 'cause I see we have a few

00:50:30 --> 00:50:33: so I don't know if Olivia do you want to

00:50:33 --> 00:50:35: pick out a couple of ones that we have so

00:50:35 --> 00:50:36: we're covered?

00:50:37 --> 00:50:41: Yeah, we've had some great questions and a whole range.

00:50:41 --> 00:50:44: One of the ones that kind of jumped out to

00:50:44 --> 00:50:45: me.

00:50:45 --> 00:50:46: I'm just gonna find it here in the list.

00:50:46 --> 00:50:51: As you know, we talked a little bit about transit being important.

00:50:51 --> 00:50:52: But really, thinking about it as a catalyst for the

00:50:52 --> 00:50:54: development of the community,

00:50:54 --> 00:50:56: right? The community being at the heart of what we're

00:50:56 --> 00:50:58: trying to get at here,

00:50:58 --> 00:50:59: and one of our viewers asks,

00:50:59 --> 00:51:05: you know how how does this all tie in with

00:51:05 --> 00:51:09: other other newer forms of shared transportation?

00:51:09 --> 00:51:14: Anybody have any views on that?

00:51:14 --> 00:51:15: Anybody have any views on that?

00:51:15 --> 00:51:18: I see Maddie and Randy nodding.

00:51:18 --> 00:51:19: Yeah, I'll just jump in.

00:51:19 --> 00:51:20: Yeah, I'll just jump in.

00:51:20 --> 00:51:23: I know now and our our new condos that were

00:51:23 --> 00:51:27: developing and they're still on the drawing board.
00:51:27 --> 00:51:31: We are making provision for a lot more E type
00:51:31 --> 00:51:32: vehicles,
00:51:32 --> 00:51:35: whether they be scooters or bikes or cars.
00:51:35 --> 00:51:38: I mean cars. Yes, we all know that is a
00:51:38 --> 00:51:38: trend,
00:51:38 --> 00:51:42: but the scooters and the bikes offer a really interesting
00:51:42 --> 00:51:44: opportunity and I'm hoping that.
00:51:44 --> 00:51:47: With that evolution, we can move some of the engineering
00:51:47 --> 00:51:51: departments to understand you don't need to have four lanes
00:51:51 --> 00:51:52: and you know all these.
00:51:52 --> 00:51:54: All this room for cars anymore.
00:51:54 --> 00:51:56: We can start, you know,
00:51:56 --> 00:51:58: really, really getting creative with some of this stuff.
00:51:58 --> 00:52:00: It's a terrific development. I mean,
00:52:00 --> 00:52:02: it's it's. It's going to have some hiccups along the
00:52:02 --> 00:52:03: way for sure,
00:52:03 --> 00:52:05: but we see it as a definite trend.
00:52:07 --> 00:52:10: Then just jump in and mention new old form of
00:52:10 --> 00:52:11: transportation which is our feet.
00:52:14 --> 00:52:18: Aki, I'm I'm. You know being a little funny about
00:52:18 --> 00:52:18: this.
00:52:18 --> 00:52:22: But the key to this is walkability and mixed use.
00:52:22 --> 00:52:24: And in every one of these cases,
00:52:24 --> 00:52:28: getting the right kind of balance between places where
00:52:28 --> 00:52:29: people
00:52:28 --> 00:52:29: work shop.
00:52:29 --> 00:52:33: Live there kids can walk to school or bike to
00:52:33 --> 00:52:34: school.
00:52:34 --> 00:52:37: You can have access to a local Community Center,
00:52:37 --> 00:52:41: library, healthcare so you don't have to.
00:52:41 --> 00:52:43: Neither do you have to get into a car,
00:52:43 --> 00:52:47: nor do you necessarily have to get into a transit
00:52:47 --> 00:52:52: vehicle to access many of those aspects of our daily
00:52:52 --> 00:52:52: lives.
00:52:52 --> 00:52:57: And this is something historically which people enjoyed in
00:52:57 --> 00:52:58: towns
00:52:57 --> 00:52:58: and cities,
00:52:58 --> 00:53:00: and I think it's a.
00:53:00 --> 00:53:04: Very very important part of this whole equation.
00:53:05 --> 00:53:07: Yeah Olivia would like to add to that one of
00:53:07 --> 00:53:11: the elements we're looking at is combining walking and
cycling.

00:53:11 --> 00:53:13: So instead of calling that a sidewalk is the main
00:53:13 --> 00:53:14: walk,
00:53:14 --> 00:53:18: so it's a 6 metre unobstructed from a building phase
00:53:18 --> 00:53:21: all the way to a planter with seating with a
00:53:21 --> 00:53:25: lot of greenery to use that as a new driver
00:53:25 --> 00:53:28: and also having that in the ground early on.
00:53:28 --> 00:53:32: Combined with the urban community hub with the walkable
location
00:53:32 --> 00:53:32: to schools,
00:53:32 --> 00:53:35: library, community facilities is a combined of all those.
00:53:35 --> 00:53:38: Users how it can benefit both public and private development
00:53:38 --> 00:53:40: and deliver at the same time?
00:53:40 --> 00:53:41: I think that's critical.
00:53:42 --> 00:53:45: Yo, I'm sorry I can't just jump in on that
00:53:45 --> 00:53:46: one point.
00:53:46 --> 00:53:48: I've I've on I, I think that's great.
00:53:48 --> 00:53:51: You know the six metre sidewalk but I can tell
00:53:51 --> 00:53:53: you right now if I tried to do something like
00:53:53 --> 00:53:53: that.
00:53:53 --> 00:53:55: My first comment back would be operations.
00:53:55 --> 00:53:59: Doesn't have a sidewalk cloud wide enough to plow it
00:53:59 --> 00:54:02: and I wouldn't be able to get it done.
00:54:02 --> 00:54:04: And Brampton is different. I get it.
00:54:04 --> 00:54:07: You know that's just one of the real day adventures
00:54:07 --> 00:54:08: I have to go through.
00:54:10 --> 00:54:13: With the interesting things that comes in portrait and it's
00:54:13 --> 00:54:16: it's one of the things that kind of is weeds
00:54:16 --> 00:54:18: through the conversation here today is,
00:54:18 --> 00:54:22: you know, how do we create the governance models that
00:54:22 --> 00:54:24: allow for this?
00:54:24 --> 00:54:26: The change that we know we need to get to
00:54:26 --> 00:54:28: to create the the cities of the future?
00:54:28 --> 00:54:31: How do we? How do we enable that to happen?
00:54:31 --> 00:54:33: And Maddie you were talking about?
00:54:33 --> 00:54:36: You know even just getting back like the pandemic,
00:54:36 --> 00:54:40: resurfacing these questions about you know whether
returning to.
00:54:40 --> 00:54:43: Car modes of transportation and other questions.
00:54:43 --> 00:54:46: You know what? What do we need to do in
00:54:46 --> 00:54:49: terms of the government governance around these things to
kind
00:54:49 --> 00:54:51: of crunch these these issues as we go forward?
00:54:53 --> 00:54:56: Well, I think what's interesting is in this region we

00:54:56 --> 00:54:58: have all the plans you could possibly meet.

00:54:58 --> 00:55:01: We have plans that talk about transit oriented communities.

00:55:01 --> 00:55:04: We have then municipal plans that highlight where they should go.

00:55:04 --> 00:55:04: go.

00:55:04 --> 00:55:07: We have the transit Oriented Communities Act.

00:55:07 --> 00:55:09: We have the building transit faster act we have.

00:55:09 --> 00:55:13: We have reams of rules and regulations and plans.

00:55:13 --> 00:55:15: We need to get on with this and the way that you do that is in the collaborations and is in creating the spaces where people build trust.

00:55:15 --> 00:55:17: They build relationships so that when an issue comes up.

00:55:17 --> 00:55:20: Like what Randy described there where perhaps the plow is not big enough that doesn't become the impediment to great planning.

00:55:20 --> 00:55:23: That should never something like that should never be the impediment to doing the right thing,

00:55:23 --> 00:55:26: and that's a probably a small tiny example of what happens over and over and over again,

00:55:26 --> 00:55:29: and ultimately locks in the status quo.

00:55:29 --> 00:55:30: I think at this point we also need to think from a governance perspective about the three orders of government working much more closely together.

00:55:30 --> 00:55:33: Each order of government has their own plans.

00:55:33 --> 00:55:34: They now need to coordinate the federal government through CMHC.

00:55:34 --> 00:55:37: And other programs can be bringing to bear huge amounts of funding that is connected with good planning.

00:55:37 --> 00:55:39: The provincial government is bringing in regulations and trying to focus on concentrating growth and municipalities examining where this activity happens,

00:55:39 --> 00:55:41: we have everything we need.

00:55:41 --> 00:55:44: We need to bring people together and get on with it.

00:55:41 --> 00:55:44: Yeah, I think those are.

00:55:44 --> 00:55:47: Those are all fantastic points.

00:55:44 --> 00:55:47: But just just looking at the clock I, I think let's let's end it there.

00:55:47 --> 00:55:49: I wanna make sure that we finish on time out of respect for our people who are on their lunch

00:56:29 --> 00:56:30: hours.
00:56:30 --> 00:56:31: But I I just from.
00:56:31 --> 00:56:34: From my perspective I just want to thank all of
00:56:34 --> 00:56:35: our panelists,
00:56:35 --> 00:56:38: not only for today, but for for working with me
00:56:38 --> 00:56:41: and and working with you lie and Fig.
00:56:41 --> 00:56:42: Over the last, you know,
00:56:42 --> 00:56:45: year and a half. It's been a it's been a
00:56:45 --> 00:56:49: pleasure to chair this report and and this work and.
00:56:49 --> 00:56:52: And also just to let the viewers know that this
00:56:52 --> 00:56:54: work doesn't stop here,
00:56:54 --> 00:56:58: we actually in conjunction again with the Courtesy
Infrastructure Institute,
00:56:58 --> 00:57:00: are continuing on this work and that's why we're keen
00:57:00 --> 00:57:01: to see your questions.
00:57:01 --> 00:57:03: We maybe didn't answer them today,
00:57:03 --> 00:57:06: but we are taking note of them for future work
00:57:06 --> 00:57:10: and I'm and I'm I'm pleased to sort of announce
00:57:10 --> 00:57:10: that.
00:57:10 --> 00:57:15: Actually, Maddie has kindly agreed to chair the next phase
00:57:15 --> 00:57:20: of work which will be looking much more in depth.
00:57:20 --> 00:57:23: And there's sort of a specific community level about how
00:57:23 --> 00:57:26: we actually implement a lot of these changes at a
00:57:26 --> 00:57:26: much,
00:57:26 --> 00:57:28: much more sort of granular level.
00:57:28 --> 00:57:32: So again, thanks for from me for for working with
00:57:32 --> 00:57:32: us,
00:57:32 --> 00:57:36: and I think we've we've moved the needle as they
00:57:36 --> 00:57:37: say.
00:57:39 --> 00:57:43: Fantastic, well on behalf of you Ally and future Infrastructure
00:57:43 --> 00:57:44: Group,
00:57:44 --> 00:57:46: I want to thank. All of our panelists,
00:57:46 --> 00:57:48: everyone for joining us today.
00:57:48 --> 00:57:50: That's all the time we have and we look forward
00:57:50 --> 00:57:51: to seeing you at the next webinar.

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