

# Webinar

## Building Transit-Oriented Suburban Communities

Date: April 09, 2021

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

00:02:07 --> 00:02:11: which explores how cities are adapting public spaces in the

00:02:11 --> 00:02:12: era of social distancing.

00:02:12 --> 00:02:14: Next is small vehicles big impact,

00:02:14 --> 00:02:18: which highlights how developers and cities can maximize the benefits

00:02:18 --> 00:02:21: of micro mobility and the last one is changed for

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

00:02:21 --> 00:02:25: which summarizes a two year long partnership on health with

00:02:25 --> 00:02:27: you lie just for councils.

00:02:27 --> 00:02:30: And now I'm pleased to introduce our moderator for today,

00:02:30 --> 00:02:34: Leslie will. Leslie is the CEO at Civic Action based

00:02:34 --> 00:02:35: in Toronto,

00:02:35 --> 00:02:39: Canada. Civic Action is a Premier civic engagement organization that

00:02:39 --> 00:02:42: convenes established and rising leaders from all sectors,

00:02:42 --> 00:02:47: backgrounds and experiences. Leslie is a trisector athlete with experience

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

00:13:05 --> 00:13:08: and I think what is very interesting about this context

00:13:08 --> 00:13:11: is that it is also situated within the broader context,

00:13:11 --> 00:13:14: where the whole entire region is also going through the

00:13:14 --> 00:13:16: same paradigm shift,

00:13:16 --> 00:13:18: guided by freaky policy. So the first ones places to

00:13:19 --> 00:13:19: grow,

00:13:19 --> 00:13:22: which is directing the growth to the transit lines.

00:13:22 --> 00:13:25: The big move. So which is investing in cross regional

00:13:25 --> 00:13:26: transit infrastructure,

00:13:26 --> 00:13:29: including the LLT that we're going to talk about today

00:13:29 --> 00:13:32: and also the Greenbelt which is about containing the.

00:13:32 --> 00:13:36: Roll away from the belt of protected natural area and

00:13:36 --> 00:13:40: what is interesting about this from a design and planning

00:13:40 --> 00:13:43: perspective is that we start to see a multi centers

00:13:43 --> 00:13:47: of Regional City that is creating and is really shaping

00:13:47 --> 00:13:51: at different scale at different parts of this broader picture.

00:13:51 --> 00:13:55: In 2018 the City Council of City of Brampton has

00:13:55 --> 00:13:59: endorsed a very progressive vision is called a Brampton 2040

00:13:59 --> 00:14:02: Vision and the vision is directing making the shift.

00:14:02 --> 00:14:06: From a car oriented edge city of around point 7,000,000

00:14:06 --> 00:14:09: people to a city of transit oriented communities of over

00:14:10 --> 00:14:13: 1,000,000 people and focus is to address freaky bottom

00:14:13 --> 00:14:17: lines,

00:14:17 --> 00:14:19: health, social and economic. And for health we're looking at

00:14:19 --> 00:14:21: a population with 60%

00:14:21 --> 00:14:23: that are considered obese or overweight.

00:14:23 --> 00:14:27: There's also issue about diabetes.

00:14:27 --> 00:14:30: So what we're doing is that we're focusing on working

00:14:31 --> 00:14:34: with public health in the physical design on our built

00:14:34 --> 00:14:38: environment and also providing access to open spaces.

00:14:38 --> 00:14:40: For social we are working with population that has 55%

00:14:40 --> 00:14:42: that is born outside of Canada,

00:14:42 --> 00:14:46: so it's very culturally diverse.

00:14:46 --> 00:14:51: From that standpoint, we're focusing on in creating inclusive

00:14:51 --> 00:14:55: city,

00:14:55 --> 00:14:59: creating innovation district and supporting intergenerational

00:14:59 --> 00:15:00: living,

00:15:00 --> 00:15:04: and using that to provide opportunities for new immigrants.

00:15:04 --> 00:15:08: For economic, we are focusing on changing and diversifying the

00:15:08 --> 00:15:12: kind of jobs,

00:15:12 --> 00:15:16: looking at a 41% of population that are under 29



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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

00:16:53 --> 00:16:56: model and using that for testing scenarios and testing ideas.

00:16:56 --> 00:16:59: And primarily what we learned is that to make this

00:17:00 --> 00:17:03: paradigm shift what it means is that all the Department

00:17:03 --> 00:17:07: and agencies need to rethink about their current performance metrics

00:17:07 --> 00:17:09: an the effective way to do it.

00:17:09 --> 00:17:12: Is to share the common model using the model to

00:17:12 --> 00:17:16: think about how we can transition through different time frame

00:17:16 --> 00:17:19: and also through different scales at the same time from

00:17:19 --> 00:17:22: a health perspective under the key thing that we learned

00:17:22 --> 00:17:25: is that one of the things through at the pandemic

00:17:25 --> 00:17:28: is talking about the access to open space is,

00:17:28 --> 00:17:32: so we're focusing on creating cognitive friendly communities.

00:17:32 --> 00:17:35: So what it means is that is changing the relationship

00:17:35 --> 00:17:37: between development and value lens,

00:17:37 --> 00:17:41: so some of the diagrams in here is really showing

00:17:41 --> 00:17:43: a proactive role to making that happen.

00:17:43 --> 00:17:47: And most importantly is to provide a critical elements in

00:17:47 --> 00:17:49: the early on in the heart of the community.

00:17:49 --> 00:17:52: So we are focusing on creating this critical piece of

00:17:52 --> 00:17:56: infrastructure and we call that urban community hub and which

00:17:56 --> 00:17:59: is the idea of providing a one stop shop for

00:17:59 --> 00:18:01: families to meet their holistic needs.

00:18:01 --> 00:18:04: So we're going beyond the step of just colocation,

00:18:04 --> 00:18:08: but looking at the opportunities for full integration and focusing

00:18:08 --> 00:18:09: on delivering A3 performance,

00:18:09 --> 00:18:13: the first one is providing opportunity for lifelong learning.

00:18:13 --> 00:18:17: And on site working, so we're designing this prototype with

00:18:17 --> 00:18:18: school Board,

00:18:18 --> 00:18:21: library board agencies and it's a very exciting way of

00:18:21 --> 00:18:23: looking at education from a holistic way.

00:18:23 --> 00:18:27: Secondly, is really amplifying a program that we are currently

00:18:27 --> 00:18:28: running.

00:18:28 --> 00:18:30: It's called a walking school bus,

00:18:30 --> 00:18:32: so that is making walk to school as a daily

00:18:33 --> 00:18:36: family activities and what we learn through the pandemic is

00:18:36 --> 00:18:39: that a lot of families they are spending a lot

00:18:39 --> 00:18:42: of time working from home and at the same time

00:18:42 --> 00:18:44: need to take care of the kids.

00:18:44 --> 00:18:46: So the lifestyle is getting changed.

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

00:20:50 --> 00:20:55: Rapid Transit as the appropriate technology for a city of  
00:20:55 --> 00:20:57: our of our size.

00:20:59 --> 00:21:02: It took many years to get there,  
00:21:02 --> 00:21:05: as I'm sure many on the web and R can  
00:21:05 --> 00:21:10: appreciate actually just launched the first VRT line about six  
00:21:10 --> 00:21:13: months prior to the start of the pandemic,  
00:21:13 --> 00:21:17: which has been a challenge not only for all of  
00:21:17 --> 00:21:17: us,  
00:21:17 --> 00:21:20: but the transit agency as well,  
00:21:20 --> 00:21:24: but it was the nation's first BRT powered corridor.  
00:21:24 --> 00:21:27: And so as we have.  
00:21:27 --> 00:21:31: Completed that work and have continued to stay involved in  
00:21:31 --> 00:21:36: trying to advocate for location appropriate teody and best  
practices.

00:21:36 --> 00:21:41: We also started working with a Indian's largest health  
system,  
00:21:41 --> 00:21:47: Indiana University Health. Which has a regional.  
00:21:47 --> 00:21:50: A destination Medical Center that they are in the process  
00:21:50 --> 00:21:53: of planning and building which will be about a \$2  
00:21:54 --> 00:21:58: billion Medical Center and home to the Indiana University  
School  
00:21:58 --> 00:22:02: of Medicine, which is the US is largest medical school.  
00:22:02 --> 00:22:06: That Medical Center happens to be along that first BRT  
00:22:06 --> 00:22:09: line that I mentioned called the Red Line,  
00:22:09 --> 00:22:12: and when we did the planning for that,  
00:22:12 --> 00:22:14: we looked at employment density,  
00:22:14 --> 00:22:19: which is such an important driver in determining the viability  
00:22:19 --> 00:22:24: of transit and consciously looked at linkages of anchor  
institutions  
00:22:24 --> 00:22:25: up and down the quarter.  
00:22:25 --> 00:22:28: When I say anchor institutions,  
00:22:28 --> 00:22:32: I mean colleges, universities, academic medical centers,  
00:22:32 --> 00:22:36: cultural institutions. Is a way to start to connect people  
00:22:36 --> 00:22:36: to jobs,  
00:22:36 --> 00:22:40: people to resources, health care as well as other assets  
00:22:40 --> 00:22:42: in the community?  
00:22:42 --> 00:22:44: And as we started to dig into the planning for  
00:22:45 --> 00:22:48: the health system and connect that to our work around  
00:22:48 --> 00:22:50: transit oriented development,  
00:22:50 --> 00:22:52: one of the things that we found is we were  
00:22:52 --> 00:22:56: looking at the social determinants of health and health  
outcomes  
00:22:56 --> 00:23:00: of the people that were living and working along this

00:23:00 --> 00:23:05: transit corridor. Was a shocking disparity of life expectancy.

00:23:05 --> 00:23:09: There was a 20 year difference in life expectancy between

00:23:09 --> 00:23:13: folks in the in the northern suburban communities and folks

00:23:13 --> 00:23:14: in downtown.

00:23:14 --> 00:23:17: And that is really become a primary focus of our

00:23:17 --> 00:23:20: firm in terms of how we start to look at

00:23:20 --> 00:23:21: that.

00:23:21 --> 00:23:23: To address issues of diversity,

00:23:23 --> 00:23:27: equity and inclusion. Because this health outcomes also

00:23:27 --> 00:23:28: have a

00:23:28 --> 00:23:32: strong,

00:23:32 --> 00:23:36: very strong correlation to other socioeconomic.

00:23:36 --> 00:23:40: Factors. The other thing that we've we've realized is that

00:23:40 --> 00:23:43: communities big and small around the country around the

00:23:43 --> 00:23:48: world

00:23:48 --> 00:23:50: have anchor institutions is an important part of their.

00:23:50 --> 00:23:54: Their economy is an important part of their community fabric,

00:23:54 --> 00:23:58: and so one of the ways that we were thinking

00:23:58 --> 00:24:01: about how do we leverage development in the suburbs or

00:24:01 --> 00:24:05: urban areas is around smarter planning and partnership with

00:24:05 --> 00:24:09: anchor

00:24:09 --> 00:24:13: institutions. And so.

00:24:13 --> 00:24:17: I'll stop there and get back to Leslie.

00:24:17 --> 00:24:20: Thanks so much, Jeff. And if I can ask the

00:24:20 --> 00:24:22: panelists to re join me on the screen and we're

00:24:22 --> 00:24:26: going to.

00:24:26 --> 00:24:30: Kick ourselves off into a round of questions and my

00:24:30 --> 00:24:34: first question is really to you,

00:24:34 --> 00:24:36: Harriet.

00:24:36 --> 00:24:38: What do you think will be the long term effects

00:24:38 --> 00:24:40: of increased numbers of numbers of people working from

00:24:40 --> 00:24:43: home?

00:24:43 --> 00:24:47: You alluded to that a bit in your presentation already,

00:24:47 --> 00:24:51: and you know how will.

00:24:51 --> 00:24:53: How will transit be affected?

00:24:53 --> 00:24:57: This is a three part question.

00:24:57 --> 00:25:01: And what are the implications for the 2/3 or more

00:25:01 --> 00:25:05: of those workers that can't actually work from home?

00:25:05 --> 00:25:09: And I'm going to invite the Yvonne and Jeff after

00:25:09 --> 00:25:13: her.

00:25:13 --> 00:25:17: It gets us going.

00:25:17 --> 00:25:21: So I think in many communities one of the things

00:25:21 --> 00:25:25: that we saw happening even before the pandemic was that

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

00:27:04 --> 00:27:08: Thanks here. It's Ivan. Did you want to add to  
00:27:08 --> 00:27:09: that or Jeff?  
00:27:09 --> 00:27:13: Sure, I think we're going to see three major changes.  
00:27:13 --> 00:27:16: One is there is going to be increased demand for  
00:27:16 --> 00:27:17: development,  
00:27:17 --> 00:27:21: offering family lifestyle. That's also is convenient to amenity.  
00:27:21 --> 00:27:24: So that means we're going to see a proposal looking  
00:27:25 --> 00:27:27: at larger units in urban form,  
00:27:27 --> 00:27:30: looking at larger balconies at the extension of the living  
00:27:30 --> 00:27:31: room,  
00:27:31 --> 00:27:34: and so really focusing on how to use the ground  
00:27:34 --> 00:27:36: floor to create a sense of community.  
00:27:36 --> 00:27:40: So we already see developer coming in creative ideas.  
00:27:40 --> 00:27:42: To create a ground floor is the kind of like  
00:27:42 --> 00:27:46: private semi private community hub that is very exciting.  
00:27:46 --> 00:27:49: The 2nd element I think we're going to see the  
00:27:49 --> 00:27:50: changes in workplaces,  
00:27:50 --> 00:27:54: so how the workplace can be transformed in really thinking  
00:27:54 --> 00:27:56: about the point to point connection.  
00:27:56 --> 00:27:59: For example maybe as we designed the schools we also  
00:27:59 --> 00:28:02: thinking about creating a housing for teachers.  
00:28:02 --> 00:28:06: Maybe when we are working on advancing the research  
00:28:06 --> 00:28:10: based  
00:28:10 --> 00:28:13: advanced manufacturing which is typically on a larger  
00:28:13 --> 00:28:15: foreplay,  
00:28:15 --> 00:28:19: how we can retrofit? Those facilities to provide for double  
00:28:19 --> 00:28:23: up or maybe triple function.  
00:28:23 --> 00:28:27: So for example using that for conferences using the roof  
00:28:27 --> 00:28:31: for urban agriculture and really being intentional to adding the  
00:28:31 --> 00:28:34: added layer of food and culinary and using that to  
00:28:34 --> 00:28:37: enrich the overall experience. And I think the Lastly is  
00:28:37 --> 00:28:42: going back to health is looking at trail differently,  
00:28:42 --> 00:28:43: so I see there's opportunity for a new trend of  
00:28:43 --> 00:28:48: a trail or Valley oriented development is really changing  
00:28:48 --> 00:28:50: about  
00:28:50 --> 00:28:52: the relationship.  
00:28:52 --> 00:28:54: And using that to provide another way of free travel.  
00:28:54 --> 00:28:58: Jeff, did you want to dive into this one?  
00:28:58 --> 00:28:59: Just real quick? Yeah, this is.  
00:28:59 --> 00:29:00: This is a big one for me.  
00:29:00 --> 00:29:01: We've got about 500,000 feet of office space under  
00:29:01 --> 00:29:02: development  
00:29:02 --> 00:29:03: right now,

00:28:59 --> 00:29:00: so.

00:29:00 --> 00:29:04: That's going to deliver in the fourth quarter of 2022,

00:29:04 --> 00:29:07: so believe me, we're watching this very carefully.

00:29:07 --> 00:29:11: It's a little bit like trying to build the plane

00:29:11 --> 00:29:13: while you're flying it.

00:29:13 --> 00:29:17: Or whatever that that expression is.

00:29:17 --> 00:29:23: What we're hearing from from tenants in the market is.

00:29:23 --> 00:29:26: There has been a bit of a loss of culture

00:29:26 --> 00:29:26: for some.

00:29:26 --> 00:29:28: Some companies. Not not all,

00:29:28 --> 00:29:31: but the whole work from work from Home model has.

00:29:31 --> 00:29:35: There has been a diminishing return in terms of culture

00:29:35 --> 00:29:39: and innovation and a big part of what we try

00:29:39 --> 00:29:41: to create as communities of innovation.

00:29:41 --> 00:29:46: So what it does mean is that we're really thinking

00:29:46 --> 00:29:50: a little bit about how we create more of a

00:29:50 --> 00:29:56: set of options for collaboration and innovation to occur.

00:29:56 --> 00:30:01: That's more shared, as opposed to dedicated office space,

00:30:01 --> 00:30:06: so we're clearly trying to watch and keep tabs on

00:30:06 --> 00:30:06: trends,

00:30:06 --> 00:30:10: listen to tenants in.

00:30:10 --> 00:30:13: And sort of adapt as we're as we're moving.

00:30:13 --> 00:30:17: Moving through this change. Thanks and as the three of

00:30:17 --> 00:30:19: you were speaking at it,

00:30:19 --> 00:30:22: sort of, and this is my segue to the next

00:30:22 --> 00:30:22: question.

00:30:22 --> 00:30:25: But it occurred to me the question is really is

00:30:25 --> 00:30:27: what we're seeing?

00:30:27 --> 00:30:30: The urbanization of suburbs, or is what we think we're

00:30:30 --> 00:30:33: going to get out of this is and you paradigm

00:30:33 --> 00:30:35: for for what a suburb is?

00:30:35 --> 00:30:39: In other words, that those are two slightly different things.

00:30:39 --> 00:30:43: You know, just bringing downtown and converting Brampton

00:30:43 --> 00:30:45: into a

00:30:43 --> 00:30:45: facsimile of downtown Toronto,

00:30:45 --> 00:30:49: which is different than. Then becoming and in your case,

00:30:49 --> 00:30:52: if on a whole new prototype and so the question

00:30:52 --> 00:30:55: and maybe one you can kick off on this one,

00:30:55 --> 00:30:58: is what do you consider suburban like?

00:30:58 --> 00:31:01: What is the debt when we use this term?

00:31:01 --> 00:31:05: I mean, it comes from the notion related to the

00:31:05 --> 00:31:05: car,



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

00:32:59 --> 00:33:02: and one of the things that will be very interesting

00:33:02 --> 00:33:05: and I think would change is we're going to start

00:33:06 --> 00:33:07: looking at a WAP.

00:33:07 --> 00:33:11: So look at how Paris is also deliberately creating these

00:33:11 --> 00:33:15: web of more gentle and connecting lateral connection from both

00:33:15 --> 00:33:17: transportation and regional Greenway.

00:33:17 --> 00:33:21: And also how we're distributing high in density.

00:33:21 --> 00:33:25: So I think from that standpoint we're going to see

00:33:25 --> 00:33:27: a different definition of suburb,

00:33:27 --> 00:33:32: which is a connection of this multicenter across the region,

00:33:32 --> 00:33:35: and I think largely is that one of the key

00:33:35 --> 00:33:38: thing that's a lot of debate is at how we

00:33:38 --> 00:33:42: define density in terms of how it can be come

00:33:42 --> 00:33:45: meaningful density to the existing community,

00:33:45 --> 00:33:48: and it's really a matter about form.

00:33:48 --> 00:33:52: So I think on going forward focusing is on creating.

00:33:52 --> 00:33:56: A condition that is providing bill form that is hugging

00:33:56 --> 00:33:59: the ground instead of providing a linear that kind of

00:33:59 --> 00:34:02: mix users is provide pockets of mixed users,

00:34:02 --> 00:34:05: so I think we're going to see a gradual change,

00:34:05 --> 00:34:10: but it will be a multicenter know that collectively creating

00:34:10 --> 00:34:11: a new form of web system.

00:34:11 --> 00:34:13: Thanks heritage F.

00:34:17 --> 00:34:20: I would agree with a lot of what Yvonne had

00:34:20 --> 00:34:21: to say.

00:34:21 --> 00:34:24: I I would, I would say that suburbs are gonna

00:34:24 --> 00:34:25: be.

00:34:25 --> 00:34:28: Many of you are familiar with this concept of a

00:34:28 --> 00:34:32: transect that the greatest density in a region is going

00:34:32 --> 00:34:34: to be in the downtown.

00:34:34 --> 00:34:38: But I I think the notion of multicentered regions is

00:34:38 --> 00:34:42: already visible in the landscape of most regions,

00:34:42 --> 00:34:45: and I think what we're going to see is that

00:34:45 --> 00:34:49: the suburbs are going to get denser and more convenient.

00:34:49 --> 00:34:51: And when I say denser,

00:34:51 --> 00:34:55: I'm not talking about downtown levels of density,

00:34:55 --> 00:34:59: but but not just single family enclaves either anymore.

00:34:59 --> 00:35:02: And part of that conversation is because we are having

00:35:03 --> 00:35:06: a confluence of of a whole bunch of issues were

00:35:06 --> 00:35:10: not just recovering from covid in in many parts of

00:35:10 --> 00:35:14: North America were were grappling with issues of equity,

00:35:14 --> 00:35:19: Anne Anne racial justice. We're dealing with the climate crisis  
 00:35:19 --> 00:35:22: and a lot of employers are looking to.  
 00:35:22 --> 00:35:25: Focus on low or 0 carbon approaches to to their  
 00:35:25 --> 00:35:26: business,  
 00:35:26 --> 00:35:30: an increasingly that is going to influence the degree to  
 00:35:30 --> 00:35:34: which they want to encourage work from home or help  
 00:35:34 --> 00:35:39: to subsidise an employee's way of getting to the office.  
 00:35:39 --> 00:35:41: Whether that's or to the workplace,  
 00:35:41 --> 00:35:45: wherever that is an access is going to become more  
 00:35:45 --> 00:35:50: important as a measurement of our transportation  
 00:35:51 --> 00:35:52: transportation system.  
 00:35:52 --> 00:35:55: But just the notion that even in the suburbs,  
 00:35:55 --> 00:35:58: even in you know wherever you are in the region,  
 00:35:58 --> 00:36:02: proximity and convenience, proximity to amenities,  
 00:36:02 --> 00:36:06: proximity to daily needs is becoming more and more  
 00:36:06 --> 00:36:07: important  
 00:36:07 --> 00:36:10: than that,  
 00:36:10 --> 00:36:13: and there's going to be more demand to provide it.  
 00:36:13 --> 00:36:15: Like again, not overwhelming intensities,  
 00:36:15 --> 00:36:17: but so that you know you can walk to meet  
 00:36:17 --> 00:36:21: some of your daily needs.  
 00:36:21 --> 00:36:25: Or take a very short trip to do that.  
 00:36:25 --> 00:36:30: Jeff, is there anything you'd like to add?  
 00:36:30 --> 00:36:35: Yeah, I just wanted to connect the dots that Yvonne  
 00:36:35 --> 00:36:37: and Harriet articulated so well with a question.  
 00:36:37 --> 00:36:40: From Eileen in the chat,  
 00:36:40 --> 00:36:42: which was a good one,  
 00:36:42 --> 00:36:46: Eileen said.  
 00:36:46 --> 00:36:50: My experience is that existing suburban areas,  
 00:36:50 --> 00:36:53: current residents are often resistant to densification more  
 00:36:53 --> 00:36:56: generally,  
 00:36:56 --> 00:36:57: growth that changes their community.  
 00:36:57 --> 00:37:00: What were your experiences? How did you handle and  
 00:37:00 --> 00:37:01: resolve  
 00:37:01 --> 00:37:04: these?  
 00:37:04 --> 00:37:06: I think I don't think we're talking about a one  
 00:37:06 --> 00:37:10: size fits all,  
 00:37:10 --> 00:37:12: where it's you know it's either going to be urban  
 00:37:12 --> 00:37:15: or it's worth suburban.  
 00:37:15 --> 00:37:18: I think. Suburban densification what we're seeing is that  
 00:37:18 --> 00:37:21: communities  
 00:37:21 --> 00:37:24: are embracing that,

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

00:39:27 --> 00:39:29: What is the role of communities?

00:39:29 --> 00:39:31: So this is back to my question.

00:39:31 --> 00:39:34: A little bit of which is related to governance.

00:39:34 --> 00:39:37: How can communities determine the quote,

00:39:37 --> 00:39:41: unquote, right level of density when advancing things like infill

00:39:41 --> 00:39:43: or transit oriented development?

00:39:43 --> 00:39:46: So it's sort of a very layered topic question,

00:39:46 --> 00:39:48: but I'll have you take a go at it and

00:39:48 --> 00:39:51: I think that it'll stir some more conversation.

00:39:55 --> 00:39:57: Yeah, I'll take it one at a time and I

00:39:57 --> 00:39:57: have.

00:39:57 --> 00:40:00: I have trouble walking and chewing gum at the same

00:40:00 --> 00:40:03: time so I'm gonna take the first one and then

00:40:03 --> 00:40:04: thank you.

00:40:04 --> 00:40:07: Thank you and maybe we can get to the second

00:40:07 --> 00:40:07: one.

00:40:07 --> 00:40:10: So I I think around this notion of public and

00:40:10 --> 00:40:12: private sectors working together.

00:40:12 --> 00:40:14: You know what I found is that.

00:40:16 --> 00:40:22: There's a lot of common ground that we can get

00:40:22 --> 00:40:22: to.

00:40:22 --> 00:40:27: With the private sector, which is profit driven and the

00:40:27 --> 00:40:28: public sector,

00:40:28 --> 00:40:31: which is which is community driven,

00:40:31 --> 00:40:34: and I think a lot of it goes to.

00:40:34 --> 00:40:41: Understanding the same baseline level of of what is true

00:40:41 --> 00:40:42: or data.

00:40:42 --> 00:40:45: We have a saying in our firm that in God

00:40:45 --> 00:40:50: we trust all others bring data so you know understanding

00:40:50 --> 00:40:53: what we're all looking at as a baseline is really

00:40:53 --> 00:40:59: important for the private sector and public sector too.

00:40:59 --> 00:41:03: Understand how together they're going to sort of address the

00:41:03 --> 00:41:03: issues.

00:41:03 --> 00:41:07: On the on the private around the public sector,

00:41:07 --> 00:41:11: growing tax base creating a more resilient economy.

00:41:11 --> 00:41:17: These are all really important really important factors to

00:41:17 --> 00:41:20: provide

00:41:20 --> 00:41:24: important local Global Services.

00:41:24 --> 00:41:29: Developers private sector would like to.

00:41:24 --> 00:41:29: Make money to be a sustainable business center so.

00:41:29 --> 00:41:33: My comments before about understanding that there may be

a

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

00:43:33 --> 00:43:38: Political cycles and whoever which party is in power.

00:43:38 --> 00:43:42: That can be a way in which.

00:43:42 --> 00:43:46: Communities can take the Longview and look at a long

00:43:46 --> 00:43:49: term strategy to create a more resilient.

00:43:51 --> 00:43:55: Place, but they're trying to create.

00:43:55 --> 00:43:58: So that was the first question I'm going to stop

00:43:58 --> 00:43:58: here.

00:43:58 --> 00:43:59: Yeah, I was gonna say,

00:43:59 --> 00:44:02: what am I pause, we pause and then get back

00:44:02 --> 00:44:05: to the other question 'cause I'm gonna ask her it

00:44:05 --> 00:44:08: to jump in because we think about the public sector.

00:44:08 --> 00:44:12: It's Jeff. You've alluded to the role of the municipalities,

00:44:12 --> 00:44:14: but we have in our case provinces in the US

00:44:14 --> 00:44:16: States the state has a role.

00:44:16 --> 00:44:18: Federal governments have a role,

00:44:18 --> 00:44:21: and Harriet, you've had the view from the national level.

00:44:21 --> 00:44:25: When we talk about this collaboration and cooperation talk a

00:44:25 --> 00:44:27: little bit about how you see.

00:44:27 --> 00:44:30: The role of of the other levels of the public

00:44:30 --> 00:44:34: sector being an important participant in this transformation.

00:44:37 --> 00:44:41: Lovely, do you want me to talk about the which

00:44:41 --> 00:44:42: level of government?

00:44:42 --> 00:44:45: So I was thinking federal or when I any from

00:44:45 --> 00:44:46: your experience,

00:44:46 --> 00:44:49: may be I think from your perspective,

00:44:49 --> 00:44:53: having I know you've participated in many different levels.

00:44:53 --> 00:44:56: So so I I think I had mentioned earlier in

00:44:56 --> 00:44:58: some remarks earlier.

00:44:58 --> 00:45:02: A little bit about the the new administrations.

00:45:02 --> 00:45:07: You know big plans around infrastructure and how that

00:45:07 --> 00:45:13: definition of infrastructure includes things like affordable housing proximate to jobs.

00:45:13 --> 00:45:16: It includes things like childcare,

00:45:16 --> 00:45:20: so it's kind of really getting at what are the

00:45:20 --> 00:45:24: things that enable people to enter the economy,

00:45:24 --> 00:45:28: participate in the economy, and really looking at trying to

00:45:28 --> 00:45:33: encourage States and localities to create those conditions.

00:45:33 --> 00:45:37: Where everybody has the opportunity to be participating in the

00:45:38 --> 00:45:38: economy,

00:45:38 --> 00:45:41: 'cause right now there are a lot of barriers to

00:45:41 --> 00:45:43: that participation.

00:45:43 --> 00:45:46: So I think that you know a smart federal government

00:45:46 --> 00:45:50: would put money out there like the admitted by did

00:45:50 --> 00:45:51: ministration Biden.

00:45:51 --> 00:45:56: Harris Administration is proposing but probably require that

00:45:56 --> 00:46:00: the States

00:45:56 --> 00:46:00: and localities do some amount of matching because there

00:46:00 --> 00:46:03: just

00:46:00 --> 00:46:03: isn't enough federal money even when you have a T

00:46:03 --> 00:46:05: at the end of a number.

00:46:05 --> 00:46:08: To get the kind of change we're talking about,

00:46:08 --> 00:46:12: if the other levels of government aren't rowing in the

00:46:12 --> 00:46:15: same direction an our history has been,

00:46:15 --> 00:46:16: we row in every direction.

00:46:16 --> 00:46:18: An never at the same time.

00:46:18 --> 00:46:22: So using the carrot, the carrot big enough to be

00:46:22 --> 00:46:22: a stick,

00:46:22 --> 00:46:26: like in this \$2 trillion infrastructure plan to then say,

00:46:26 --> 00:46:29: OK, it states if you want to get some of

00:46:29 --> 00:46:30: this money,

00:46:30 --> 00:46:33: show me your money, show me how you are going

00:46:33 --> 00:46:36: to be aligning your policy an your own spending to

00:46:36 --> 00:46:37: support.

00:46:37 --> 00:46:40: This direction and states can be saying the same things

00:46:40 --> 00:46:44: to localities localities I'm gonna re allocate this money I

00:46:44 --> 00:46:46: got from the federal government,

00:46:46 --> 00:46:49: but I need you to show me your policy's,

00:46:49 --> 00:46:52: your actions, your own investments of your capital budgets,

00:46:52 --> 00:46:56: how they're also going to be aligned so that we're

00:46:56 --> 00:46:59: spending in the same direction so that were much more

00:46:59 --> 00:47:03: likely to get the kind of outcomes that we desperately

00:47:03 --> 00:47:05: need. And, you know?

00:47:05 --> 00:47:09: What's a little bit unusual and very gratifying is that

00:47:09 --> 00:47:13: we normally solve one of these problems at a time.

00:47:13 --> 00:47:16: We don't try to solve them at the same time,

00:47:16 --> 00:47:19: access an equity, bolstering the economy,

00:47:19 --> 00:47:25: creating new infrastructure investments and trying to address

00:47:25 --> 00:47:25: global climate

00:47:25 --> 00:47:25: change.

00:47:25 --> 00:47:29: So trying to do those four things at once are

00:47:29 --> 00:47:30: it is hard.

00:47:30 --> 00:47:33: But it also means that maybe we can make \$1.00

00:47:33 --> 00:47:36: work to solve those four problems.



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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

00:51:23 --> 00:51:27: but I think the conversation sort of begs that question.

00:51:27 --> 00:51:30: And anyone can go.

00:51:30 --> 00:51:33: At anytime.

00:51:33 --> 00:51:35: Well, we've all mentioned the word vision,

00:51:35 --> 00:51:38: and I know a lot of our colleagues in the

00:51:38 --> 00:51:39: private sector.

00:51:39 --> 00:51:42: They usually, if they have a project there,

00:51:42 --> 00:51:45: they you know they come into your office with a

00:51:45 --> 00:51:49: vision of what this could do for the community of

00:51:49 --> 00:51:50: what this could be.

00:51:50 --> 00:51:53: I think that you know governments do,

00:51:53 --> 00:51:58: and especially local governments, and in their planning documents do

00:51:58 --> 00:52:01: a pretty decent job of talking about the future,

00:52:01 --> 00:52:05: talking about where the Community needs to be headed.

00:52:05 --> 00:52:08: I think. I think Vision is a place to start.

00:52:08 --> 00:52:11: You have to have some common ground.

00:52:11 --> 00:52:15: Most of these planning documents start with something more basic

00:52:15 --> 00:52:16: even than vision,

00:52:16 --> 00:52:19: which is a set of shared values.

00:52:19 --> 00:52:23: So what are the things that you know a given

00:52:23 --> 00:52:26: community believes is is a is part of their set

00:52:26 --> 00:52:28: of shared values?

00:52:28 --> 00:52:31: I think that is the place to start any conversation

00:52:32 --> 00:52:33: and then to move on.

00:52:33 --> 00:52:37: You know where starting from our shared values.

00:52:37 --> 00:52:40: Where are we trying to take this community?

00:52:40 --> 00:52:43: What deficits are we trying to fix?

00:52:43 --> 00:52:46: What assets are we trying to build on?

00:52:46 --> 00:52:49: You know what changes are we going to have to

00:52:49 --> 00:52:51: try to manage in this community?

00:52:51 --> 00:52:54: We know that. No community is static,

00:52:54 --> 00:52:57: nothing stays the same. So how you know?

00:52:57 --> 00:53:00: How do we see things changing in the future and

00:53:00 --> 00:53:03: how are we going to try to maintain our values

00:53:03 --> 00:53:06: and improve the lives of the people that live in

00:53:06 --> 00:53:09: our community? It through the changes that we see coming.

00:53:09 --> 00:53:13: I think that's a place to start the conversation and

00:53:13 --> 00:53:16: and anyone can could enter into that dialogue.

00:53:16 --> 00:53:19: Ann and talk about what their project was ther company,

00:53:19 --> 00:53:23: what their neighborhood, you know how they want to.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

00:54:10 --> 00:54:15: Just going to skip over a bit.

00:54:15 --> 00:54:20: What transit teody strategies are available to us to add

00:54:20 --> 00:54:23: this to address this potential shift to homework travel

00:54:23 --> 00:54:26: patterns?

00:54:26 --> 00:54:29: Who would like to?

00:54:29 --> 00:54:33: Swallow that very.

00:54:33 --> 00:54:37: Big question. What are the strategies?

00:54:37 --> 00:54:41: So there were two things that were so that question.

00:54:41 --> 00:54:45: There was also a question about the degree to which

00:54:45 --> 00:54:49: employers want to allow work from home or they happy

00:54:49 --> 00:54:53: to ditch the office and have everybody be be any

00:54:53 --> 00:54:57: place. I think you know there are.

00:54:57 --> 00:54:58: Some advantages to that. Imagine you could draw from a

00:54:58 --> 00:55:02: global talent pool and not have to be confined to

00:55:02 --> 00:55:06: any given geography.

00:55:06 --> 00:55:10: That being said, most employers seem to want to tether

00:55:10 --> 00:55:14: employees to the office to some degree so that you

00:55:14 --> 00:55:18: know very few places seem to be thinking about not

00:55:18 --> 00:55:21: having anybody come back. But they are also contemplating

00:55:21 --> 00:55:24: a

00:55:24 --> 00:55:28: lot more work from home than there was pre covid.

00:55:28 --> 00:55:31: So I think that. That a lot of places are

00:55:31 --> 00:55:34: going to be trying to operate this hybrid model,

00:55:34 --> 00:55:37: which means that you know working 120 miles away or

00:55:37 --> 00:55:39: living 120 miles away from your office.

00:55:39 --> 00:55:42: You know isn't so feasible even if you have to

00:55:42 --> 00:55:45: only come in two times a week,

00:55:45 --> 00:55:48: so there's still, you know,

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

found

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

00:59:19 --> 00:59:26: As being more efficient to service from an infrastructure

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

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

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

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

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

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

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

00:59:51 --> 00:59:55: really need to be focused on.

00:59:55 --> 00:59:58: And then third, and this is where you know,

00:59:51 --> 00:59:54: focusing on the private sector and their role in creating

00:59:54 --> 00:59:58: this is bringing data that shows that there is a

00:59:58 --> 00:59:59: market demand.

00:59:59 --> 01:00:03: Are for the creation of these types of places.

01:00:03 --> 01:00:05: So you address it on the cost side more efficient

01:00:05 --> 01:00:07: from an infrastructure perspective,

01:00:07 --> 01:00:10: you you address it on the revenue side in terms

01:00:10 --> 01:00:13: of tax revenues and you show that there's a market

01:00:13 --> 01:00:15: for it that is currently underserved.

01:00:15 --> 01:00:19: That's how we've started to change the conversation.

01:00:19 --> 01:00:22: If on our hair it did you have any additional?

01:00:22 --> 01:00:24: I know you're not who's yours,

01:00:24 --> 01:00:26: but you might have some other suggestions,

01:00:26 --> 01:00:28: so one of the initiatives that we're taking,

01:00:28 --> 01:00:30: I think.

01:00:30 --> 01:00:38: It's very compelling. Is removing minimum parking

01:00:38 --> 01:00:39: requirement deliberately in

01:00:39 --> 01:00:42: certain location an?

01:00:42 --> 01:00:46: At the same time, is creating a path set so

01:00:46 --> 01:00:48: it provides certainty of how development can move through a

01:00:48 --> 01:00:51: certain time frame,

01:00:51 --> 01:00:54: and I think the common national both would create a

01:00:54 --> 01:00:58: market and we can really see the kind of you

01:00:58 --> 01:01:00: know urban changes happening in in these modes needed

01:01:00 --> 01:01:02: places

01:01:02 --> 01:01:06: at the right time.

01:01:06 --> 01:01:11: I would just say that one of the things that

01:01:11 --> 01:01:16: I'm seeing working in pilots with a bunch of different

01:01:16 --> 01:01:21: communities around the country is the use of a combination

01:01:21 --> 01:01:25: of technology and some of the newer transportation modes,

01:01:25 --> 01:01:30: often anchored by the transit Agency itself,

01:01:30 --> 01:01:31: to try to create new hubs of mobility that that

01:01:31 --> 01:01:35: that aren't.

01:01:35 --> 01:01:41: At TODSERTO seas, but that connect people in lower density

01:01:41 --> 01:01:43: locations through a variety of different kinds of transportation

01:01:43 --> 01:01:47: choices.

01:01:47 --> 01:01:48: Whether it's on demand, microtransit,

01:01:48 --> 01:01:52: whether it's, whether it's micro mobility in the form of

01:01:52 --> 01:01:53: regular or electric bikes or electric scooters to high frequency

01:01:53 --> 01:01:57: transit service,

01:01:57 --> 01:01:58: so they are in a place where they don't have

01:01:58 --> 01:01:59: that access,

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



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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

01:13:18 --> 01:13:24: serve.

01:13:24 --> 01:13:27: To make land use work efficiently and effectively.

01:13:27 --> 01:13:30: But the communities that I think try to approach it

01:13:30 --> 01:13:31: one dimensionally are going to miss it and waste a

01:13:31 --> 01:13:34: lot of time.

01:13:34 --> 01:13:37: And probably a lot of money in doing that.

01:13:37 --> 01:13:39: And so I think it's incumbent too.

01:13:39 --> 01:13:42: I think this is a call for you.

01:13:42 --> 01:13:46: A lie to keep that dialogue going and making sure

01:13:46 --> 01:13:49: that we make that we have that conversation about what

01:13:49 --> 01:13:52: systemically it's going to take to change and make our

01:13:52 --> 01:13:53: our suburban communities more resilient.

01:13:53 --> 01:13:56: OK, give on your up,

01:13:56 --> 01:13:59: thanks. Last word. If on an I think technology is

01:13:59 --> 01:14:02: going to play a very key role in terms of

01:14:02 --> 01:14:05: helping us to accelerate the change in terms of creating

01:14:05 --> 01:14:08: conduction. So I think there will be a new attitude.

01:14:08 --> 01:14:12: For example, looking at broadband 5G as.

01:14:12 --> 01:14:16: Same as important as water main and sewer is

01:14:16 --> 01:14:19: fundamentally

01:14:19 --> 01:14:23: particularly important in transition places like sub urbia,

01:14:23 --> 01:14:25: because we're going through that change.

01:14:25 --> 01:14:28: So I see that accelerating and the rethinking of the

01:14:28 --> 01:14:31: single users are grateful.

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

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