

# Webinar

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

Date: April 05, 2023

00:00:13 --> 00:00:17: Good afternoon, everyone. As people are trickling in here, we're

00:00:17 --> 00:00:20: going to start with our Spring Meeting Conference video and

00:00:20 --> 00:00:23: we'll get the program going after that.

00:00:25 --> 00:00:27: I will fly anywhere.

00:00:27 --> 00:00:28: To go to the next July event.

00:00:49 --> 00:00:52: Everybody. Your meeting is a good connection for you.

00:01:01 --> 00:01:04: There is such a welcome knowledge. It's incredible.

00:01:32 --> 00:01:34: If you are in development, you will lie as your

00:01:34 --> 00:01:35: best.

00:01:35 --> 00:01:36: Investment. I'll book my flights tomorrow.

00:01:44 --> 00:01:49: Thank you and welcome as ULI as Toronto is prepared

00:01:49 --> 00:01:50: to welcome.

00:01:51 --> 00:01:54: 4000 it says people from across the real estate land

00:01:54 --> 00:01:57: use industries to to our city this may the 16th

00:01:57 --> 00:02:01: to the 18th 2023. But the way registrations are tracking,

00:02:01 --> 00:02:05: we're probably getting close to 5000. It's an amazing response

00:02:05 --> 00:02:08: to the first time that Urban Land Institute has had

00:02:08 --> 00:02:12: a conference in Toronto since 1985. This is your chance

00:02:12 --> 00:02:16: to make valuable connections, listen to unparalleled speakers, and to

00:02:16 --> 00:02:18: join exclusive tours.

00:02:18 --> 00:02:21: To learn more about the 2023 ULI Spring meeting in

00:02:21 --> 00:02:24: Toronto, the links will be put into the chat once

00:02:25 --> 00:02:28: again. Good afternoon everyone. My name is Richard Joy. I'm

00:02:28 --> 00:02:32: the executive director of ULI Toronto and pleased to be

00:02:32 --> 00:02:36: hosting today's webinar 15 minute communities for the next

00:02:36 --> 00:02:41: years, seizing the opportunity to create transit, Orient transit oriented

00:02:41 --> 00:02:42: community legacies.

00:02:43 --> 00:02:45: The Ontario government is in the midst of a \$62

00:02:45 --> 00:02:49: billion investment in transit projects across the greater Golden Horse

00:02:49 --> 00:02:53: Unit is taking a transit oriented community TOC approach as

00:02:53 --> 00:02:56: we know in in this jurisdiction, which is defined as

00:02:56 --> 00:03:00: higher density mixed-use developments that are connected to or within

00:03:00 --> 00:03:04: a short walk from transit. We've got jurisdictions across the

00:03:04 --> 00:03:07: world watching as we apply this TOC approach to more

00:03:07 --> 00:03:09: than 10 communities across the region.

00:03:10 --> 00:03:13: This is a once in a generation or two opportunity

00:03:13 --> 00:03:17: to make the most of these historic investments. Today's webinar

00:03:17 --> 00:03:20: will explore how these TOC's can create a legacy for

00:03:20 --> 00:03:23: 100 years. You'll hear more about the emerging best practices

00:03:24 --> 00:03:27: that we have lined in the report that we're releasing

00:03:27 --> 00:03:31: today about TOC and progress and the redevelopment specifically of

00:03:31 --> 00:03:33: the HERE Ontario Steele's intersection.

00:03:34 --> 00:03:38: At the shoppers also including the Shoppers World Mall in

00:03:38 --> 00:03:41: in Brampton ON instigated by the HERE Ontario LRT coming

00:03:41 --> 00:03:45: N from Mississauga. Before we get into this, as always

00:03:45 --> 00:03:48: we will begin though with the land acknowledgement. As a

00:03:48 --> 00:03:53: Toronto region based organization we acknowledge that the land we

00:03:53 --> 00:03:56: are meeting on virtually is the traditional territory of many

00:03:57 --> 00:04:01: nations including the Mississaugas of the credit, the Anna Snovic.

00:04:01 --> 00:04:04: In Chippewa, the Hodnushoni, the when debt people and is

00:04:05 --> 00:04:07: now home to many diverse First Nation, Inuit and mating

00:04:08 --> 00:04:11: people, we acknowledge that Toronto is covered by Treaty 13

00:04:11 --> 00:04:14: with the Mississaugas of the credit. We are all treaty

00:04:14 --> 00:04:17: people. Many of us have come here as settlers, immigrants

00:04:17 --> 00:04:20: and newcomers in this generation or generations past. ULI stands

00:04:20 --> 00:04:25: in solidarity with the indigenous communities demanding action and accountability

00:04:25 --> 00:04:28: for the ongoing legacy of the residential school system.

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

00:06:31 --> 00:06:32: region.

00:06:33 --> 00:06:37: We'd very much like to acknowledge the Urban Land Institute

00:06:37 --> 00:06:42: Curtis Infrastructure Grant for supporting this project and we'll put

00:06:42 --> 00:06:45: a link into that infrastructure grant program in the chat

00:06:46 --> 00:06:49: as well for your information. And with that, I will

00:06:49 --> 00:06:52: now turn over to John Allen, who's going to share

00:06:53 --> 00:06:56: the highlights of this report. John was one of the

00:06:56 --> 00:07:00: working group leads from the report and is also vice

00:07:00 --> 00:07:00: president.

00:07:01 --> 00:07:05: And national infrastructure practice lead at global public

00:07:05 --> 00:07:08: affairs. John

00:07:08 --> 00:07:12: will be followed by a panel moderated as mentioned by

00:07:12 --> 00:07:15: Maddie Simateki, director of the Infrastructure Institute at the

00:07:15 --> 00:07:19: School

00:07:19 --> 00:07:22: of Cities at U of T following the panel, we'll

00:07:22 --> 00:07:25: take some questions from the audience, which John actually

00:07:25 --> 00:07:28: has

00:07:28 --> 00:07:29: graciously offered to to handle. And we encourage you to

00:07:29 --> 00:07:31: submit those into the Q&A box and also to vote

00:07:31 --> 00:07:36: up the questions that you most want to have answered.

00:07:36 --> 00:07:40: So with that, John?

00:07:40 --> 00:07:43: I will turn it over to you. Thank you.

00:07:43 --> 00:07:47: Thanks very much Richard and thank you everybody for

00:07:47 --> 00:07:52: joining

00:07:52 --> 00:07:55: us today and for your life for organizing this this

00:07:55 --> 00:07:56: discussion. So we've been working with ULI as the future

00:07:56 --> 00:08:00: of infrastructure group for a couple of years now. We've

00:08:00 --> 00:08:03: really enjoyed the working relationship just bringing together

00:08:03 --> 00:08:06: some some

00:08:06 --> 00:08:09: different perspectives and the the impetus for that was a

00:08:09 --> 00:08:13: couple of.

00:08:13 --> 00:08:18: Years ago now having a discussion with government here in

00:08:18 --> 00:08:22: Ontario, who sort of really asked the question sort of

00:08:22 --> 00:08:25: why are we not seeing everything, sort of every transit

00:08:25 --> 00:08:28: station? Why are we not seeing things built above it?

00:08:28 --> 00:08:30: Which prompted us to to get together with as as

00:08:30 --> 00:08:32: a great representing infrastructure companies delivering

00:08:32 --> 00:08:35: large civil infrastructure and

00:08:35 --> 00:08:38: other sort of public infrastructure to to have that conversation

00:08:38 --> 00:08:41: with. With the Oli we organized the workshop which we

00:08:41 --> 00:08:44: really sort of scratched the surface but looking at that

00:08:44 --> 00:08:47: one of the sort of key pieces we we sort

00:08:30 --> 00:08:32: of found was that.

00:08:33 --> 00:08:35: The the two sectors really are sort of driven by

00:08:36 --> 00:08:39: different things. So if you look at the infrastructure sector,

00:08:39 --> 00:08:43: they are basically delivering large complex projects with a real

00:08:43 --> 00:08:46: sort of view on delivering on time, on budget and

00:08:46 --> 00:08:50: really minimizing risk. So they don't really want to deviate

00:08:50 --> 00:08:53: too much from that sort of core function. On the

00:08:53 --> 00:08:56: flip side to real estate is a lot more flexible.

00:08:57 --> 00:09:00: But again that that there's a risk element there so

00:09:00 --> 00:09:02: you know why would you build on top of a

00:09:03 --> 00:09:06: transit station if there's a risk that that project could

00:09:06 --> 00:09:09: be delayed which will sort of obviously delay your your

00:09:09 --> 00:09:12: payday from from building above that station. So that that's

00:09:13 --> 00:09:16: sort of really scratched the surface. The following year we

00:09:16 --> 00:09:19: we should have really delved into it more looking at

00:09:19 --> 00:09:23: 4 case studies Eglinton, Brampton, Markham and the REM

00:09:23 --> 00:09:24: projects

00:09:23 --> 00:09:24: in in Montreal.

00:09:25 --> 00:09:27: And you can see here that the, the keys of

00:09:27 --> 00:09:30: learnings from that are are on this slide, but very

00:09:30 --> 00:09:33: few of them aren't related to people and processes. So

00:09:33 --> 00:09:37: you know it's things around sort of fragmentation. If you

00:09:37 --> 00:09:40: look at the sheer number of people involved in the

00:09:40 --> 00:09:44: development of these projects, whether it's sort of investors,

00:09:44 --> 00:09:48: whether

00:09:44 --> 00:09:48: it's people building the infrastructure, whether it's people

00:09:49 --> 00:09:51: providing approvals,

00:09:49 --> 00:09:51: that there's just a lot of people with a lot

00:09:51 --> 00:09:53: of different interests who.

00:09:53 --> 00:09:56: Ultimately, for the most part, all want to see these

00:09:57 --> 00:10:00: things succeed. So the real driver for this year was,

00:10:00 --> 00:10:03: was to sort of go a little bit deeper, look

00:10:03 --> 00:10:06: at sort of what, what were those barriers and and

00:10:06 --> 00:10:09: what are the sort of recommendations that we can pull

00:10:09 --> 00:10:12: out of this experience of Brampton to make things a

00:10:12 --> 00:10:15: success so we could go to the next slide please

00:10:15 --> 00:10:19: and why is it important. So Richard sort of mentioned

00:10:19 --> 00:10:20: it before that.

00:10:21 --> 00:10:25: Ontario's committed it's it's now up to 70.5 billion for

00:10:25 --> 00:10:28: transit over the next 10 years. That's a lot of

00:10:28 --> 00:10:32: trains, regional rail, light rail subways. And this will shape

00:10:32 --> 00:10:35: a lot of the communities around the GTA, the GTA

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

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

00:14:47 --> 00:14:51: it's sort of people providing permits to neighboring properties.  
00:14:51 --> 00:14:55: Just just to sort of troubleshoot and have conversations earlier

00:14:56 --> 00:14:59: so things don't become an issue moving forward, but this  
00:14:59 --> 00:15:00: I think was.

00:15:01 --> 00:15:04: In terms of sort of process, if that's sort of  
00:15:04 --> 00:15:06: what excites you and it does for me unfortunately I  
00:15:06 --> 00:15:08: thought this was really this one of the key learnings  
00:15:08 --> 00:15:10: out of the, the, the workshops.  
00:15:10 --> 00:15:10: That we did.

00:15:11 --> 00:15:14: If we go to the next slide please, I think  
00:15:14 --> 00:15:18: the most exciting part of it was though this this  
00:15:18 --> 00:15:21: idea of a Community hub. So when you sort of  
00:15:21 --> 00:15:26: building densely around the station being able to sort of  
00:15:26 --> 00:15:30: bring all these community services together under one roof is.

00:15:31 --> 00:15:34: In one sort of things, just a great use of  
00:15:34 --> 00:15:37: public resources. So you buy some estimations of the city,  
00:15:37 --> 00:15:41: commissioned some research and said it could save \$90 million

00:15:41 --> 00:15:45: just in terms of accelerating the construction but also not  
00:15:45 --> 00:15:48: having to build different amenities. But you've got sort of  
00:15:48 --> 00:15:54: social services, health services, library, educational services, recreation, arts, training,

00:15:54 --> 00:15:55: culture.

00:15:55 --> 00:15:58: All under one roof and it really sort of provides  
00:15:58 --> 00:16:00: a hub for that community and helps people sort of  
00:16:00 --> 00:16:03: integrate and belong. And you know, not only is it  
00:16:03 --> 00:16:05: a good thing to do for the Community, it sort  
00:16:05 --> 00:16:08: of brings people to the area, but it saves money.  
00:16:08 --> 00:16:10: So again, this was this was I think a really  
00:16:10 --> 00:16:13: exciting part of what they're doing in Branson and it's  
00:16:13 --> 00:16:15: not just at this level that they, they are doing  
00:16:16 --> 00:16:18: it sort of around economic development as well with an  
00:16:18 --> 00:16:21: innovation cluster and a conversation we had the other week  
00:16:21 --> 00:16:24: that they're looking to do a sort of similar approach.  
00:16:25 --> 00:16:29: Around a a cricket stadium that they're developing in  
Brampton

00:16:29 --> 00:16:33: as well. So again I think this was something very  
00:16:33 --> 00:16:38: interesting, very exciting that other sites should look to emulate.

00:16:38 --> 00:16:41: If we go to the next slide please. So on  
00:16:41 --> 00:16:45: the transit sort of things that the key piece here



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

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

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

00:22:49 --> 00:22:53: a path with thriving transit oriented communities that are connected

00:22:53 --> 00:22:57: by high quality transit for for generations to come. And

00:22:57 --> 00:23:00: conversely if if we don't take advantage of what's.

00:23:01 --> 00:23:03: Being built, we might end up with a lot of

00:23:03 --> 00:23:06: development and density around transit, but not necessarily with all

00:23:06 --> 00:23:09: the diversity of uses and high quality designs that make

00:23:10 --> 00:23:10: for a great.

00:23:10 --> 00:23:13: Place to live, so this is really a critical moment

00:23:14 --> 00:23:17: and it's in that moment. It's my great pleasure to

00:23:17 --> 00:23:21: be speaking about Brampton and Brampton Uptown specifically and more

00:23:21 --> 00:23:25: broadly about this concept with a group of panelists who

00:23:25 --> 00:23:29: have a ton of personal experience and professional experience working

00:23:29 --> 00:23:30: in this space.

00:23:31 --> 00:23:34: So the panelists for today are Dahlia Bahi, who's the

00:23:34 --> 00:23:38: acting manager of urban design at the City of Brampton.

00:23:38 --> 00:23:42: Samantha Bites is the manager of development for Rio can

00:23:42 --> 00:23:46: and is working specifically on the Shoppers World site in

00:23:46 --> 00:23:49: Brampton, which is a 20 year transformation of that site.

00:23:50 --> 00:23:54: Rowan Mills is senior vice president and national Transit sector

00:23:54 --> 00:23:55: lead at Colliers.

00:23:56 --> 00:23:59: Which is one of the leading groups working in commercial

00:23:59 --> 00:24:04: real estate and transit oriented communities and Yvonne Young, Now

00:24:04 --> 00:24:08: CEO of SGG Strategies and previously head of Urban Design

00:24:08 --> 00:24:11: at the City of Brampton and Yvonne is also on.

00:24:11 --> 00:24:14: Also the ULI Curtis Infrastructure Fellow and one of.

00:24:15 --> 00:24:18: The working group leads and has been deeply involved in

00:24:18 --> 00:24:21: our engagement as well. So just before we get started,

00:24:21 --> 00:24:23: I want to thank you Alli and Fig. This has

00:24:23 --> 00:24:27: been a great collaboration and the work that's come out

00:24:27 --> 00:24:29: of it in the paper today is, is fantastic. So

00:24:29 --> 00:24:32: to get us started, Yvonne, I'm going to start with

00:24:32 --> 00:24:35: you. What is the, what do you see as the

00:24:35 --> 00:24:39: difference between a transit oriented community and a transit oriented

00:24:39 --> 00:24:39: development?

00:24:40 --> 00:24:43: Yeah. Thanks, Maddie. That's a great question. So primarily is

00:24:43 --> 00:24:47: making the shifts from building buildings to building communities, but

00:24:47 --> 00:24:50: they are both using mixed users and densification to put

00:24:50 --> 00:24:53: people close to transit. But what we find is that

00:24:53 --> 00:24:56: the on the ground application, the resource efficiency and also

00:24:57 --> 00:25:00: the Community outcome are very different. Tod are primarily infused.

00:25:00 --> 00:25:03: So the decisions are reactive. They are based on historic

00:25:03 --> 00:25:07: and current condition. That's why there's a lot of pushback.

00:25:07 --> 00:25:10: With TLC it take a very future focused approach which

00:25:10 --> 00:25:14: is based on complete community and infrastructure policy from the

00:25:14 --> 00:25:18: provincial policy statement. So what it means is that if

00:25:18 --> 00:25:21: you use TLC you can shift from just dealing with

00:25:21 --> 00:25:24: infield site plan to use Urban Plan subdivision with mixed-use

00:25:24 --> 00:25:28: blocks which give you the ability to shape the upstream

00:25:28 --> 00:25:29: mobility decision.

00:25:29 --> 00:25:33: So imagine you don't need to build 100 underground parking

00:25:33 --> 00:25:36: spaces. That can cost you 7 to \$10 million, but

00:25:36 --> 00:25:39: instead you can use it to build a complete street

00:25:40 --> 00:25:44: with the protector cycling infrastructure in phase one, which also

00:25:44 --> 00:25:48: give transit the ability to reduce VMT and for developer

00:25:48 --> 00:25:51: is to show the evidence that your TDM measures really

00:25:51 --> 00:25:54: work. Another difference is that with TLC.

00:25:55 --> 00:25:58: You can shift from dealing with just planning in 2D

00:25:58 --> 00:26:01: to integrating in 3D and I think the living plan

00:26:01 --> 00:26:04: is emerging trying to show the potential which give you

00:26:04 --> 00:26:07: the ability to use time and space share as a

00:26:07 --> 00:26:11: resource. So that means your community infrastructure dollars can go

00:26:11 --> 00:26:14: further. So instead of putting the money to get land

00:26:14 --> 00:26:18: which is increasingly getting very expensive, you can use the

00:26:18 --> 00:26:21: money to get space and make arrangement to expand so

00:26:21 --> 00:26:24: you don't need to worry about getting portable.

00:26:24 --> 00:26:27: So that means imagine using a 50 or 100 year

00:26:27 --> 00:26:31: kind of ground leases and put building the space earlier

00:26:31 --> 00:26:34: so you can also cut the cost by half because

00:26:34 --> 00:26:38: you can avoid the land and construction cost escalation. Another

00:26:38 --> 00:26:42: element is that with the extreme weather, increasing TOC can

00:26:42 --> 00:26:45: give you the ability to shift from just in time

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

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

00:30:40 --> 00:30:44: helped bring the most unique community ideas and images to

00:30:44 --> 00:30:49: Uptown for locally relevant Brown grant and image and strong

00:30:49 --> 00:30:53: local appeal. So the focus was on collaboration with the

00:30:53 --> 00:30:58: applicants and all stakeholders and also we did that in

00:30:58 --> 00:30:59: the very early.

00:30:59 --> 00:31:03: Stage of the process so in working with the applicant,

00:31:03 --> 00:31:08: it was decided early that collaboration would result in a

00:31:08 --> 00:31:13: better development and quick review process. The city formed a

00:31:13 --> 00:31:14: core review team.

00:31:16 --> 00:31:20: With all the stakeholders at the city and external agencies

00:31:20 --> 00:31:24: as well, the team included even groups not always involved

00:31:24 --> 00:31:28: in the development review process, but we see that they

00:31:28 --> 00:31:32: they are being integral to ensuring social infrastructure needs. So

00:31:32 --> 00:31:36: that's that's why we included them in the process. So

00:31:36 --> 00:31:40: for example, arts and culture and so on. And this

00:31:40 --> 00:31:44: actually the collaborative process resulted in a short approval.

00:31:45 --> 00:31:50: Process for for this such scale large scale development actually

00:31:50 --> 00:31:54: successfully we have the full zoning by law amendment application

00:31:54 --> 00:31:59: was approved within approximately one year which I live. For

00:31:59 --> 00:32:02: an area with large area like that, I think this

00:32:02 --> 00:32:06: is a great achievement. Thirdly, we actually also work with

00:32:06 --> 00:32:11: the Community. So we do encourage community engagement beyond even

00:32:11 --> 00:32:13: the statutory requirements.

00:32:14 --> 00:32:17: So for the case of shoppers world, as an example,

00:32:17 --> 00:32:23: we held two additional engagement events during the P consultation

00:32:23 --> 00:32:27: application stage. The first actually was in a kind of

00:32:27 --> 00:32:31: charrette format and it was attended by about 100 people,

00:32:32 --> 00:32:34: which again this is a huge number.

00:32:36 --> 00:32:39: Second was an open house held at the ball itself,

00:32:39 --> 00:32:45: where actually the proposed plan resulted from the first engagement.

00:32:45 --> 00:32:49: Charrette was presented for future feedback. I believe that one

00:32:50 --> 00:32:54: of the things that worked well was that the engagement

00:32:54 --> 00:32:58: was done early in the process when the applicant was

00:32:58 --> 00:33:02: still forming their plans or proposal. Also, it allowed the



00:33:02 --> 00:33:05: focus to be on asking the public.

00:33:05 --> 00:33:10: About what they really wanted, rather than just presenting the

00:33:10 --> 00:33:15: plan the applicant had already decided on. There was actually

00:33:15 --> 00:33:19: great support for this development in the Community and I

00:33:19 --> 00:33:25: think the successful engagement contributed to that. Fourthly, Brampton has

00:33:25 --> 00:33:29: developed a unique living plan as John started to speak

00:33:29 --> 00:33:29: about.

00:33:30 --> 00:33:34: So we have this living plan which provides ongoing visibility

00:33:34 --> 00:33:38: to the development taking place across the Uptown area. This

00:33:38 --> 00:33:43: living plan enables different local land owners and developers to

00:33:43 --> 00:33:47: work together to identify when, when, solutions and approach problem

00:33:48 --> 00:33:50: solving, solving more collaboratively.

00:33:51 --> 00:33:55: As John mentioned, the living plan is not a formal

00:33:55 --> 00:33:58: planning document, rather it's it's a tool that the city

00:33:58 --> 00:34:03: uses to help guide the review, development proposals and infrastructure

00:34:03 --> 00:34:08: investments. It's actually it's it's a two and three-dimensional model

00:34:08 --> 00:34:12: of the entire Uptown. The model illustrate the potential future

00:34:12 --> 00:34:13: built out state following.

00:34:14 --> 00:34:18: The principles that we already have in the 2040 vision

00:34:18 --> 00:34:23: and other policy documents in the form of policy documents

00:34:23 --> 00:34:26: for this area, so as we so, for example, as

00:34:26 --> 00:34:32: any new development applications or infrastructure projects have come online,

00:34:32 --> 00:34:35: they are inserted or imported into the model.

00:34:36 --> 00:34:41: These new projects may sometimes trigger changes in in other

00:34:41 --> 00:34:46: parts of the plan and these potential offsite consequences. Typically

00:34:46 --> 00:34:49: we consider it as part of the review of the

00:34:49 --> 00:34:53: new new projects. So the living plan actually helps us

00:34:53 --> 00:34:58: to ensure that all the projects are well coordinated and

00:34:58 --> 00:35:02: working together to achieve the city's objectives for this area.

00:35:04 --> 00:35:08: If you don't mind, I just wanted to add something

00:35:08 --> 00:35:13: related to your previous question. So Branson actually managed to

00:35:13 --> 00:35:18: put community building as one of the core design principles

00:35:18 --> 00:35:22: of of Uptown. So for example, as again was mentioned

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

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

00:39:26 --> 00:39:28: change based on that. But however until that.

00:39:29 --> 00:39:32: Actually happens, we still must find a way to cater

00:39:32 --> 00:39:35: to our current parking needs. And similarly, the phase nature

00:39:35 --> 00:39:39: of this sort of development and it's large scale means

00:39:39 --> 00:39:42: that elements that are typically provided all at once in

00:39:42 --> 00:39:45: a smaller project is going to be more piecemeal and

00:39:45 --> 00:39:49: interim in nature. So this will require input and agreement

00:39:49 --> 00:39:53: along many stakeholders, but basically the common theme here is

00:39:53 --> 00:39:56: that with help from the public, all the stakeholders.

00:39:56 --> 00:39:59: The developer in the city will really have to work

00:39:59 --> 00:40:02: hand in hand to think of creative solutions that overcome

00:40:02 --> 00:40:05: barriers in the short term to eventually meet that long

00:40:05 --> 00:40:08: term objective of creating again this transit oriented community that

00:40:08 --> 00:40:10: we hope to see soon.

00:40:11 --> 00:40:14: Thanks, Samantha. Rowan, I'll turn to you next.

00:40:16 --> 00:40:18: So we're in the midst of a housing crisis. I

00:40:18 --> 00:40:22: think that's widely acknowledged. What strategies are available to accelerate

00:40:22 --> 00:40:26: the planning and development of transitoriented communities that can, as

00:40:26 --> 00:40:29: Samantha mentioned, can take many years to come to fruition?

00:40:29 --> 00:40:31: And I'll pick up on some of the questions in

00:40:31 --> 00:40:33: the Q&A as well to ask you, how do we

00:40:33 --> 00:40:37: ensure that there's affordable housing built into these projects at

00:40:37 --> 00:40:39: scale as we try to go quickly, as we try

00:40:39 --> 00:40:42: to leverage the benefits of public transit, but also make

00:40:42 --> 00:40:44: sure that these communities are affordable?

00:40:45 --> 00:40:49: Thanks, Maddie. That's a, I mean it's a very topical

00:40:49 --> 00:40:52: question and a really quite a good one. I think,

00:40:52 --> 00:40:55: you know, as these communities are being developed, I think

00:40:55 --> 00:40:59: clear definition of, you know, what is affordable and we've

00:40:59 --> 00:41:03: heard terms around things like attainable housing and affordable housing,

00:41:03 --> 00:41:06: but there's also what kind of affordable do you meet?

00:41:07 --> 00:41:11: Right. So, so do we talk about workforce housing for

00:41:11 --> 00:41:14: example, do we talk about student housing or are we

00:41:14 --> 00:41:18: talking about social housing. All three of those carry different

00:41:18 --> 00:41:22: sort of weights in the marketplace and different meanings to

00:41:22 --> 00:41:27: a planning sort of perspective and you know design

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

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

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

00:47:33 --> 00:47:37: communication and transparency between different different owners.

00:47:38 --> 00:47:41: Right. Thanks, Rowan. I'll come to you with a question

00:47:41 --> 00:47:44: about governance and I see it's from, there's one from

00:47:45 --> 00:47:48: Henry Tang and one from Darren. Similar questions about what

00:47:48 --> 00:47:52: role the province plays and Metrolinx, Ministry of

00:47:52 --> 00:47:57: Infrastructure, Ministry

00:47:57 --> 00:48:00: of Transportation and others. We've heard the municipal

00:48:01 --> 00:48:02: perspective. What

00:48:03 --> 00:48:06: role do provincial agencies play in the successful

00:48:06 --> 00:48:09: development of

00:48:10 --> 00:48:13: transit oriented communities?

00:48:13 --> 00:48:17: Yeah, thanks man. I mean like a huge role to

00:48:17 --> 00:48:21: be honest. I mean the initial business cases for the

00:48:21 --> 00:48:25: investment for transit is is more often driven at the

00:48:25 --> 00:48:28: provincial level than anywhere else. You know, they're the

00:48:28 --> 00:48:31: ones

00:48:31 --> 00:48:35: who are ultimately paying for these very expensive systems

00:48:35 --> 00:48:39: to

00:48:39 --> 00:48:43: be put into communities. So the station planning and the

00:48:43 --> 00:48:46: network planning is often done very much at a provincial

00:48:46 --> 00:48:50: level and rightly so, I think it's.

00:48:50 --> 00:48:53: They're thinking about it. If an organization like Metrolinx,

00:48:53 --> 00:48:57: they're

00:48:57 --> 00:49:00: thinking about operating up a network across a very large

00:49:01 --> 00:49:05: geographic region, right. So and that's where the intersection

00:49:05 --> 00:49:08: comes

00:49:08 --> 00:49:12: is that I think you've got the province who is

00:49:12 --> 00:49:15: currently committed a historic amount of spend on

00:49:15 --> 00:49:18: introducing higher

00:49:18 --> 00:49:21: order transit into a number of communities. And the role

00:49:21 --> 00:49:25: between the province and the municipality is to make each

00:49:25 --> 00:49:28: one of the station location successful. And so I think.

00:49:28 --> 00:49:30: Where from my perspective the province is saying what is

00:49:30 --> 00:49:33: going to be success when we introduced this transit and

00:49:33 --> 00:49:36: the municipality, as we've seen through this example here is,

00:49:36 --> 00:49:39: is got a duty to come up with what are

00:49:39 --> 00:49:42: the needs of the Community and and what will make

00:49:42 --> 00:49:45: that transit station accepted. If they can get that right

00:49:45 --> 00:49:48: through that discussion, you're going to have people who

00:49:48 --> 00:49:51: want

00:49:51 --> 00:49:54: to be in that community and are going to use

00:49:54 --> 00:49:57: the transit that has been built.



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

00:51:41 --> 00:51:46: our tenants. We've had public engagement sessions throughout our rezoning

00:51:46 --> 00:51:48: and we actually have inside of the mall there is

00:51:49 --> 00:51:51: a hub area which is kind of poster boards and

00:51:51 --> 00:51:53: illustration of what the site will be.

00:51:54 --> 00:51:59: We do keep notices ongoing to update the tenants with

00:52:00 --> 00:52:05: updates for the development and as far as integrating it

00:52:05 --> 00:52:09: into our our end goal master plan we we will

00:52:09 --> 00:52:10: have.

00:52:11 --> 00:52:15: Retail spaces amongst our community, our overall community sites that

00:52:15 --> 00:52:18: we we do offer tenants if they want to come

00:52:18 --> 00:52:21: back and use those spaces in the end depended on

00:52:21 --> 00:52:24: the conditions of their lease. But that is that is

00:52:24 --> 00:52:27: a way that we facilitate maintaining those uses and it

00:52:27 --> 00:52:30: is a a long master plan. So there will be

00:52:30 --> 00:52:34: those commercial uses on site while we're also developing. So

00:52:34 --> 00:52:37: there will be commercial on site for a long time.

00:52:38 --> 00:52:41: Great. So, Yvonne, I'm going to come to you next

00:52:41 --> 00:52:45: with a question from Michael Mannett, which is about resident

00:52:45 --> 00:52:49: and ratepayer opposition. We know that development is often opposed

00:52:50 --> 00:52:54: by those in the surrounding neighborhoods and especially when it

00:52:54 --> 00:52:58: adds significant density. So how can municipalities and developers come

00:52:58 --> 00:53:02: up with strategies to bring people on board or at

00:53:02 --> 00:53:06: least make their projects have the least amount of opposition?

00:53:06 --> 00:53:08: What strategies can they follow?

00:53:09 --> 00:53:13: So we're increasingly seeing that both municipality and also developer

00:53:13 --> 00:53:16: like Real can is taking proactive approach to engage with

00:53:16 --> 00:53:19: the community, particularly using visual.

00:53:19 --> 00:53:24: Because words, people interpret words differently, but once they can

00:53:24 --> 00:53:27: see they can relay how they can benefit with the

00:53:27 --> 00:53:30: at the surface it's a much more positive conversation. So

00:53:30 --> 00:53:34: one of the test sets some municipalities, including Brampton at

00:53:34 --> 00:53:37: that time tested is that finding a space so that

00:53:38 --> 00:53:40: people can really go in and see. It can be

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

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

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