

From: [Craig Spiezle](#)
To: [Robinson, Lynne](#); jnieuwenhuis@comcast.net; [Council](#); [Carlson, Diane \(she/her\)](#)
Cc: [Council](#); [Miyake, Brad](#); [TransportationCommission](#); [McCormick-Huentelman, Mike](#); [PlanningCommission](#)
Subject: Proposal To Enhance Community Engagement & Inclusive Oral Comments Policy
Date: Monday, December 4, 2023 2:55:47 PM
Attachments: [12-4CommunityEngagement-OralCommentPlan-CSpiezle.pdf](#)

[EXTERNAL EMAIL Notice!] Outside communication is important to us. Be cautious of phishing attempts. Do not click or open suspicious links or attachments.

In advance of this evening's Council meeting, I am submitting these comments for the record and requesting a response.

I am writing to highlight three key issues impacting residents and businesses throughout the City. These include 1) staff's community outreach and engagement efforts, 2) issues pertaining to attending meetings remote and 3) policies of making oral comments. Increasingly, Bellevue residents and businesses (stakeholders) feel the information presented by staff often lacks transparency and their respective efforts to make oral comments are being stifled.

The following recommendations reflect input from a broad group of concerned business leaders and residents. Combined we believe these recommendations will improve transparency, equity and community engagement. Most importantly we believe they will enhance the community, Commissions', and Council's ability to make informed decisions. Having complete and unbiased information and ability to hear from all stakeholders will provide a more comprehensive understanding of the trade-offs and potential adjacencies. These recommendations augment comments made to Council on July 23.

Thank you in advance for your time and consideration.

Craig Spiezle
425-985-1421

Sent via email

December 4, 2023

Bellevue City Council (Council@bellevuewa.gov)
Diane Carlson, Acting Bellevue City Manager (dcarlson@bellevuewa.gov)
450 110th Ave NE
Bellevue, WA

Re: Proposal to Enhance Community Engagement

Dear Acting City Manager Carlson, Mayor Robinson and Council Members,

I am writing to highlight three key issues impacting residents and businesses throughout the City. These include 1) staff's community outreach and engagement efforts, 2) issues pertaining to attending meetings remote and 3) policies of making oral comments. Increasingly, Bellevue residents and businesses (stakeholders) feel the information presented by staff often lacks transparency and their respective efforts to make oral comments are being stifled.

The following recommendations reflect input from a broad group of concerned business leaders and residents. Combined we believe these recommendations will improve transparency, equity and community engagement.¹ Most importantly we believe they will enhance the community, Commissions', and Council's ability to make informed decisions. Having complete and unbiased information and ability to hear from all stakeholders will provide a more comprehensive understanding of the trade-offs and potential adjacencies.

Community Engagement & Metrics

1. **Independent Review of Outreach Strategies & Research** - Frequently staff asserts they have completed robust community engagement. Results tell a different story with low levels of engagement, failing to reflect Bellevue's generational, cultural and economic diversity. Information provided by staff frequently has the appearance of lacking impartiality and the survey methodologies do not adhere to generally accepted research practices. To address this issue, I am proposing a review process including a staff member from the city Manager's office serving as an "ombudsman". In conjunction with community representative(s) appointed by Council who collectively have subject matter data research expertise, they would serve in a consultative role with the authority to approve or revise such engagement plans.² Key benefits would aid in streamlining the development of department's engagement plans while optimizing and leveraging best practices and data comparability across the city.^{3,4}

¹ This letter is a follow up to comments submitted to Council on July 23rd and oral comments on July 24th.

² Not unlike the process Bellevue's Special Events Committee

³ This issue was highlighted in the initial Bike Bellevue plan. The plan obfuscated that 5.9 miles of vehicle lanes would be eliminated and was silent on the annual maintenance costs. Many of those responding to the survey were unaware of the potential impact.

⁴ At the October 17, 2023 Bridle Trails Council Candidate Forum, 5 of the 7 Council Candidates stated they would support such a proposal. https://www.youtube.com/live/TiSH0BrM-Wg?si=CinHKkQ_i0LF7FWI

2. **Engage Neighborhood Associations as Key Stakeholders** – Staff frequently asserts their community engagement plans includes outreach to all stakeholders. Unfortunately, we have learned many neighborhoods and neighborhood leaders are not aware of the plans or proposals.⁵ To maximize engagement strategy the city and staff should:
 - a. Engage leadership of neighborhood associations impacted and those adjacent to the plans.
 - b. Contact Bellevue Essentials (BEES) graduates through direct communications including but not limited to personal emails and phone calls utilizing the City’s list of associations and BEES graduates.
 - c. Reconvene bi-monthly meetings of community leaders to provide an update of projects in progress and in the pipeline. The benefits would provide a forum for early input to the city and provide notice to the community in advance of calls for public comments. Such meetings should be recorded and posted as outlined below.
3. **Disclose Pros & Cons of Proposals** – Staff should include pros and cons of their recommendations as well as include initial community concerns cited. Plans should articulate the tradeoffs and how their plan would address or remediate and such concerns.
4. **Disclose Community Engagement Metrics** – Staff should offer equal outreach, meeting time and material support including printing of flyers to all stakeholders and constituencies. This would include residents, business organizations and advocacy organizations independent if they support or object to the department’s proposals. For transparency, staff should report key metrics to Commissions and Council and post them on the respective project web page.⁶
5. **Provide Ample Time for Public Feedback** – The public comment period should correlate to the complexity and amount of information being presented. The community as well as Commissions’ and Council members need adequate time to digest plans which are often 1,000-page documents with complex data models and technical terms.

Commission & Council Meetings Oral Comments

1. **Develop Uniform Oral Comment Policies across all Commissions and the Council** - Cross city many policies appear random and confusing. Sign up times and prioritization of speakers should be consistent independent of the Commission, Council or agenda topic. It is recommended Council consider the following and review other cities efforts to promote inclusivity.⁷
 - a. Revise sign-up times for all oral comments to 3 or 4 PM so working families and commuters can sign-up to speak before leaving work or sitting in traffic.
 - b. Speakers should speak in relative order of the time they signed up, independent of how they signed up, (in person or online). Deferring online speakers to speak at the end of the meeting marginalizes speakers who cannot take off time from work, arrange day care or may have mobility limitations.⁸

⁵ As experienced in the EIS for Wilburton, neighborhoods including Vuecrest, Lochleven, North Towne and others were unaware of the potential impact from proposed upzoning.

⁶ Concerns on objective outreach was highlighted in November 2023 through public records requests pertaining to Bike Bellevue. Documented reviewed indicated transportation staff proactively engaged external advocacy groups who support their plans, without providing similar outreach to neighborhood leaders and residents. The result had the risk of tipping the balance to support one constituency over another.

⁷ City of Maple Valley, <https://www.maplevalleywa.gov/home/showpublisheddocument?id=6297>

⁸ As occurred at November 9th Transportation Commission where oral comments from those online where deferred to after the agenda topics were discussed, negating their ability to share concerns prior to the Commission’s review of the agenda topics.

- c. While a 30-minute limit for oral comments may be appropriate for most meetings, others that have multiple agenda topics or controversial complex topics, it is not sufficient. Conceptually a minimum of 24 minutes should be allocated for each agenda topic (limited to 4 speakers each for or against). Additionally, Commission Chairs and Council members should exercise their authority to extend the public comments as needed to promote inclusiveness and equity.
2. **Prioritize Oral Comments from Bellevue Residents and Businesses** - Frequently oral comments are dominated by advocacy and special interest groups who are external to the City of Bellevue. Prioritization should be given to those who live and work in Bellevue including Bellevue based organizations such as Community Associations, HOAs, the Chamber and BDA. Non-residents should be provided time to speak providing time remains after Bellevue residents and businesses. In addition, as implemented by other cities Bellevue based business organizations and community associations shall be afforded 5 minutes to speak, vs 3-minutes for individuals as successfully modeled off of other municipalities policies.
3. **Engage Oral Comment Speakers** – Speakers infrequently hear back from the Council, Commissioners and/or staff after making oral comments. Council and Commissioners should be encouraged to ask questions from community members making oral comments and require follow-up from staff when requested. Community and neighborhood associations should be afforded similar privileges given to business groups such as the Chamber and BDA when speaking to Council were often questions and comments are made by Council members. Council is encouraged to consider other Cities best practices who require responses from staff or Council.
4. **Meeting Video Conferencing & Recordings** – Video should be required of all Commissions, Council and other public meetings including those hosted by Neighborhood Services and other department. Audio only recordings are not sufficient. Current audio recordings often are difficult to hear speakers, do not include visuals presented and limit viewers ability to see facial expressions and non-verbal gestures.⁹
5. **Post Recordings of Meetings Promptly** - Recordings are often not posted in a timely manner. This delay limits the ability of the community to understand the issues and to be prepared to speak at subsequent meetings or to raise issues to Council. Cities such as Kirkland post all meetings in 24 to 48 hours and it is recommended such a policy be applied city-wide.¹⁰

Thank you for your time. I look forward to your response and working together to help improve transparency, trust and community engagement.



Craig Spiegle
425-985-1421
craigsp@agelight.com

⁹ To meet ADA requirements, closed captioning should be provided to maximize accessibility including being text-searchable for screen readers. By default, the Zoom platform provides closed captioning capabilities.

¹⁰ Recently, after community complaints, the audio file was posted on November 29th, 20 days after the November 9th Transportation Commission meeting.

July 23, 2023

To: Bellevue City Council

Fr: Craig Spiezele

Good evening. My name is Craig Spiezele and I am a resident in Bellevue. I would like to thank Council for your leadership last week providing direction to the Transportation Department regarding the impact of paid parking and second for directing the Planning Department to remove "areas of opportunity" from the EIS. These actions speak to how Council listens to the community. Thank you.

Representing a collation of neighbors, I am asking Council to create an enhanced community engagement framework, maximizing civic engagement, trust and transparency. Current efforts and tactics being employed are no longer adequate reflecting the size and diversity of Bellevue.

City departments have rapidly introduced initiatives which often have outpaced the Council's, Commission's, the community's ability to adequately comprehend and respond to the information presented.

To help address these challenges, we are proposing a six-point plan with the goal to solicit community input.

1. **Engage Neighborhood Associations** - Contact designated neighborhood liaisons in all neighborhoods being impacted to help maximize engagement and solicit public comment.
2. **Provide Ample Time for Public Comment** - The comment period should correlate to the complexity and the amount of information being presented by staff.
3. **Balance Oral Comments from Bellevue Stakeholders** - Often there are three groups vying to make oral comments. Citizens, Bellevue business organizations and external special interest groups. Controls should be established to ensure all Bellevue constituents are heard. It should not be a race get to City Hall before 5 PM to register. For transparency, all speakers and organizations should be required to disclose the city where they reside or work from.
4. **Require Video Recordings & Establish Consistent Practices** for all public meetings for key Commissions and respective city departments. Audio only recordings do not provide adequate context to the material being presented.
5. **Emphasize Intuitive Naming for Optimal Engagement** - Lately some initiative titles have lacked intuitiveness for the average person. One example is the "Draft Environmental Impact Statement for the Comprehensive Plan Periodic Update and Wilburton Vision Implementation." This name failed to convey it encompassed up-zoning in residential areas and neighbor centers. The result was it negatively impacted public comment from those being impacted.
6. **Establish a Multi-Stakeholder Advisory Council**, to provide review into community engagement plans, prior to city departments soliciting public input.

Thank you for your consideration of this proposal. I look forward to working with the city to help implement these and other recommendations to help maximize transparency, trust and civic engagement.

Craig Spiezele
425-985-1421
craigsp@agelight.com

From: [McCommon, Nathan](#)
To: [Robinson, Lynne](#); jnieuwenhuis@comcast.net; [Council](#); [TransportationCommission](#); [PlanningCommission](#)
Cc: [McCormick-Huentelman, Mike](#); [Carlson, Diane \(she/her\)](#); [Council Office](#)
Subject: RE: Proposal To Enhance Community Engagement & Inclusive Oral Comments Policy
Date: Tuesday, December 5, 2023 6:50:27 PM

PLEASE DO NOT REPLY TO ALL

Mayor Robinson, Deputy Mayor Nieuwenhuis, and members of the Council, Transportation Commission, and Planning Commission:

Given the extensive number of addressees in Mr. Spiezle's message, we will coordinate communication from the city manager's office. In the meantime, if you wish to share a related thought or ask a question, please feel free to contact me at (425) 452-4194.

Sincerely,

Nathan D. McCommon

Deputy City Manager | City of Bellevue

NMcCommon@BellevueWa.gov | (425) 452-7228 | www.BellevueWa.gov

From: Craig Spiezle <craigsp@agelight.com>

Sent: Monday, December 4, 2023 2:52 PM

To: Robinson, Lynne <LRobinson@bellevuewa.gov>; jnieuwenhuis@comcast.net; Council <Council@bellevuewa.gov>; Carlson, Diane (she/her) <DCarlson@bellevuewa.gov>

Cc: Council <Council@bellevuewa.gov>; Miyake, Brad <BMiyake@bellevuewa.gov>; TransportationCommission <TransportationCommission@bellevuewa.gov>; McCormick-Huentelman, Mike <MMHuent@bellevuewa.gov>; PlanningCommission <PlanningCommission@bellevuewa.gov>

Subject: Proposal To Enhance Community Engagement & Inclusive Oral Comments Policy

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Craig Spiegle
425-985-1421

From: [Nicole Myers](#)
To: [Loewenherz, Franz](#); [PlanningCommission](#); [TransportationCommission](#)
Subject: Bike Bellevue - could group walks provide more detailed feedback?
Date: Wednesday, December 6, 2023 2:36:06 PM

You don't often get email from nicolemikomyers@gmail.com. [Learn why this is important](#)

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Hello,

I looked at the comments which were provided on the Bike Bellevue feedback site, and I think there were some gaps in the on the ground understanding of the spaces in question. I think this is partly because the extensive nature of the project made it hard to focus on each area, and I think it would really be nice to have an in-person meetup to walk along each project site and hear suggestions. See location specific comments below for an example of the information that I hope would be discussed. I've done my best not to reiterate comments that were previously included, but just going by memory since the [bikebellevue.konveio.com](#) link is no longer working (is this data going to be publicly accessible in another form?).

I think that the Konveio comments had many good ideas for bike safety, but in many cases determining a good route would really need more information than people seemed to have at hand. Some of the items I would consider:

- overlay map with current bus stops (and East Link Connections bus routes)
- Strava heatmap
- overlay map showing density of driveway entrances (on each side of street) and traffic volumes on those driveways
- intersection peak volumes
- feedback from heavy vehicle operators who might be accessing future construction sites about their likely routes (e.g., many parking structures will be built below-grade, requiring significant excavation), and narrowed 10-10.5' lanes seem small for the bigger trucks
- plans for lane closures and ped/bike/car prioritization as towers are built right up to the side of the road

- elevation/slope depictions
- predicted changes in worker/resident density in different growth scenarios
- maps showing current/recent number of lanes as reduced for construction/road work
- LTS map showing existing bike routes and shared roadways
- safety data from accidents
- parking impacts and retained parking spots
- Curb Management Plan

Of course, many of these items are included in the project documents or otherwise publicly accessible, but since it takes more legwork to incorporate these considerations, I think it is hard to expect individual commenters to provide commentary on the big picture.

In general, for projects like this, we should have ped, bike, car, transit, and freight representatives/advocates. Do we have all those stakeholders advising the Transportation Commission now, and is there a chance for them to hear each other?

BKRcast traffic models seem to depend on 30% WFH to arrive at the same amount of car traffic as we had in 2019, but this is not guaranteed and may not be evenly distributed throughout the week. Also, VMT per capita is only expected to decrease from 32.2 to 27.5 in a 30% WFH scenario.

From page 184 of 353, it appears that the Urban Core Corridor performance target is 20% of the posted speed limit. Also, how likely is it that this metric will be affected by changes to speed limits?

For the purposes of the HCM Intersection Capacity analyses, such as on page 205 of 353, what do the LOS standards (A, C, D, E, etc) correspond to?

Many of the details are clearly subject to change since Bike Bellevue has such a significant scope, and conditions on the ground have already changed in many locations since this effort began, but I hope we can get more involvement from neighbors who travel along

these streets frequently to improve our designs and budgeting. For instance, I'm expecting a C curb on Second Street to get moved half a lane over, but that's not listed on the budget, and no budget for Corridor 11 is included at the end of the document.

Location specific comments:

Lake Washington Boulevard:

This corridor has the potential to reduce a lot of cyclist stress, and removes no car travel lane capacity, though parking spots are affected. It will span the gap in the future Meydenbauer Bay Park perimeter, where travel through the park is an implausible alternative due to the elevation difference near the water. In the renderings, this appears to leave unused space between the bike lanes and the curb, but there are actually two curb bump outs for fire hydrant protection on either end of the parking segment, so there is not much more room for the bike lanes to be located away from the roadway. There is also a low point in the middle of the parking section, where steps lead to the Whaler's Cove Condos, and a grating here may need to be replaced to ensure that narrow bicycle wheels aren't caught.

100th, South end

This segment is important for connecting Meydenbauer Bay Park and Downtown Park, and providing a protected uphill connection from the Lake Washington Boulevard bike lanes to the bikeway along First/Second.

This map was not updated with the current curb status near the new 100 & Main building, so it may be helpful to know that there is an attractively landscaped curb bulb along the northbound lane for the first ~20 feet, and this transitions to a 15 minute loading zone. If sharrows are placed near that curb bulb, it will be important to maintain visibility across the corner, since cars turn right from Main to 100th pretty fast. There will also be more cars turning through this segment of roadway if Second becomes a one-way street for cars. The sidewalk is wide, but household-sized trash bins may be placed out for pickup, and since this building is small, it may not have on-site staff that would bring them in promptly.

In the loading zone section, taking the loading zone would give cyclists a protected uphill so that they don't slow cars down, but I think this has an extremely high chance of being blocked by delivery drivers parked illegally in the bike lane. There is also a 2 hour parking area on Main in front of Hedge and Vine, not too far away, but it would be hard for a truck driver to reach it without looping back through the Main St traffic, and these spots are often full.

There is also a segment along the AMLI Bellevue Park building that currently offers 2 hour parking, with another bulb out after it. Cyclists riding here are likely to cross to the uphill corner, where there is the start of the multiuse path for cyclists heading north and the start of the two-way bikeway along Second. It is interesting that this 2 hour parking is marked as "Not Removed" on page 46 of 353.

NE First and Second

The parking lot entrance for Inspiration Playground at Downtown Park is a high traffic area, and cars traveling one-way on First Street will have to turn left across the two-way bike path. It may be good to have a signal to alert cyclists to turning traffic. Any car backups could fill the street back to 100th quite quickly.

The deciduous trees along the park will make this a very pleasant place to ride, but increase the importance of keeping access open for street cleaners.

Trash dumpsters in front of Molly Moons often block the sidewalk on that side, but fortunately the sidewalk on the park side is very nice and separated from the proposed bike path. There is already a pedestrian crossing with lights toward the west end and a pedestrian crossing zone with good visibility and polite drivers at the intersection with 102nd.

Delivery trucks already park on the south side of the street, so this is no change for them.

Farther along Second Street, the future Park Row building seems likely to have a construction site that will at least block the sidewalk, and the future parking garage entrance will require cars and delivery trucks to cross the two-way bike lane (no building access from Bellevue Way). Since this is a ~150 unit building, garage ceilings are high and there is loading zone space inside, iirc.

The bikeway will split into bike paths as it crosses Bellevue Way, presumably with signals to reduce conflicts between eastbound bike and car traffic that would be mixing in the intersection. Cars heading west would cross a bike lane whether turning right or left, but without a need for a lane traveling straight west, there will be more room for the bike lanes, potentially without using the parking area that Avalon is using for their trash container pickup.

East of Bellevue Way to 106th, the Curb Management Plan envisions Second as a street with transit movement. The whole length of the First Street and Second Street segment of Bike Bellevue is shown as a priority area for "Access," such as trash pickup and loading zones. Much of Second Street East of Bellevue Way is shown as having parking prioritized on one side of the street, now and in the future. The "Place" designation is not used for Second Street, but it could be really nice to have parklets and plazas along a good bicycle route. Figure 26 of the CMP appendix shows this route as a LTS 3 goal, which is what we have right now (according to page 9 of the Design Concepts Guide), while Bike Bellevue intends to make it LTS 1.

Between 105th and 106th, the 200 Plaza and 201 106th Ave buildings are proposed to have a combined 360 units, and construction seems likely to interfere with the west-bound bike lane. Half of the garage parking and the alley access to the buildings would turn through the bike lane, with the 201 106th building also dedicating space for road widening and frontage improvements. Some of the parking shown across the street on the Curb Inventory Map of the CMP appendix has already been eliminated.

More construction is planned between 108th and 110th; the Main Street Place

development is expected to add a significant amount of office and retail on the south side of the street, as well as at least 342 housing units, probably more. On the north side of the street, the Silver Cloud Bellevue Hotel is too early in the planning process to have information about garage entrances available, but it seems likely that it may bring many drivers who are unfamiliar with the area.

From the CMP appendix, it is also notable that off-street publicly accessible parking inventory is relatively limited all along Second Street. This is likely to improve once some of the new developments have been built, but there are also areas with parking shown as "Removed" on page 46 of 353, right next to some of the new buildings.

Bel-Red

I was very surprised to see that the Bel-Red route is expected to increase area residents' access to schools. I am particularly concerned about future residents who might make significant decisions about where to live based on a theoretical bike lane that they see on a map of our bike network. It seems unfair to present this as a low stress ride when there will inherently be conflicts with driveways and serious traffic.

It would have seemed to me that a long-term improvement in this area would be to increase the frequency of the bus service, keep two travel lanes in each direction (with the assumption that the buses will have more passengers loading and cars may need to pass them), and make traffic calming design changes on all the smaller streets that connect, so that riders can walk/bike to a bus stop quickly and safely and have reliable transit service along the arterial. I know that it would be more costly to provide frequent buses, but as this area is built out, I think it will be hard to keep traffic flowing with only a single lane in each direction, and the three different treatments (curb extension, Type C curb, crossing island) that will be used around certain bus stops to prevent unsafe passing also could mean that traffic won't be able to move faster than the buses in the future. Most stopped buses in this scenario will be blocking the bike lane too, and page 96 of 353 states that buses and bikes should be fully separated when there are more than 4 buses per hour, a mark Bel-Red might meet in the not so distant future.

Thanks for your time,
Nicole Myers

From: alexg@singaporewebdigforum.com
Subject: Transit – Oriented Development Symposium Toronto March 2024 (Updated Brochure)
Date: Wednesday, December 6, 2023 7:49:56 PM
Attachments: [Transit-Oriented Development Symposium \(Brochure\) 2 Aimi.pdf](#)

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Transit – Oriented Development Symposium Toronto March 2024 (Updated Brochure)

Canada welcomed a notable 431,645 immigrants in 2022 with 35% settling in the Toronto region and it plans to keep setting records for the next three years, reaching a half million arrivals in 2025. Building

TODs have the potential to address the challenges on providing Ontarians and Canadians with more accessible and affordable housing and connect people with job opportunities. Numerous transit-oriented community developments will be built along the new 15-station subway line in Ontario with over 7,000 new housing units and 55,000 jobs are expected to be generated from these developments. With the province's decision to remove 7,400 acres of land from the Greenbelt to build housing, it provides developers a golden ticket to get their shovels in the ground and begin work on these TOD communities.

The recent Ontario budget reaffirmed the government's major plans for infrastructure development, encompassing a commitment to allocate \$145 billion from 2020 to 2030 specifically to undertake

significant investments in public transit. Besides Ontario, British Columbia also has allocated around \$394 million for acquiring lands along major public transit corridors to build new affordable and market housing buildings. Investing in transit-oriented developments will help transform the region, providing future investors with more housing opportunities while leveraging the profit of future investments.

Transit-Oriented Development Symposium is aimed to create a premier destination for professionals who are passionate about creating sustainable, livable, and connected urban spaces

centered around efficient transit systems. Also, showcasing case studies, and exploring innovative approaches to designing, developing, and managing transit-oriented environments.

BENEFITS OF ATTENDING THIS CONFERENCE

- Delving into urban planning strategies and land use policies that promote walkability, accessibility, and mixed-use developments around transit nodes
- Exploring the economic advantages of transit-oriented development
- Discussing strategies to provide affordable housing within TOD zones

- Exploring how TOD can be designed to seamlessly integrate various modes of transportation
- Examining policy frameworks and regulations on the implementation of TOD project that really work!

Please find attached PDF brochure for more content details and our contact information should you have any further inquiries.

Only limited seats are allocated for this course. Group registration package available with terms and conditions applied.

To register for this international conference, kindly fill in the registration form and fax or email it back to us.

Best regards

TRANSIT-ORIENTED DEVELOPMENT SYMPOSIUM

Shaping the Future of Transit Connectivity

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TRANSIT-ORIENTED DEVELOPMENT SYMPOSIUM

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"Transit-oriented development offers a city the opportunity to increase the well-being of communities."

– The Honourable Ahmed Hussen, Minister of Housing and Diversity and Inclusion

EVENT OVERVIEW

Canada welcomed a notable 431,645 immigrants in 2022 with 35% settling in the Toronto region and it plans to keep setting records for the next three years, reaching a half million arrivals in 2025. Building TODs has the potential to address the challenges on providing Ontarians and Canadians with more accessible and affordable housing and connect people with job opportunities. Numerous transit-oriented community developments will be built along the new 15-station subway line in Ontario with over 7,000 new housing units and 55,000 jobs are expected to be generated from these developments. With the province's decision to remove 7,400 acres of land from the Greenbelt to build housing, it provides developers a golden ticket to get their shovels in the ground and begin work on these TOD communities.

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Transit-Oriented Development Symposium by Trueventus is aimed to create a premier destination for professionals who are passionate about creating sustainable, livable, and connected urban spaces centered around efficient transit systems. Also, showcasing case studies, and exploring innovative approaches to designing, developing, and managing transit-oriented environments.

WHY YOU CANNOT MISS THIS EVENT

- Delving into urban planning strategies and land use policies that promote walkability, accessibility, and mixed-use developments around transit nodes
- Exploring the economic advantages of transit-oriented development
- Discussing strategies to provide affordable housing within TOD zones
- Exploring how TOD can be designed to seamlessly integrate various modes of transportation
- Examining policy frameworks and regulations on the implementation of TOD project that really work!

WHO SHOULD ATTEND?

This event is targeted but not limited to:

- CEOs, CFOs, & COOs
- Chief Construction Officers
- Project Directors
- VPs/ Directors/ Heads/ General

Managers/ Managers of:

- o Construction
- o Transit Operators
- o Transit Planners
- o Urban Planning
- o Master Planning
- o City Planning
- o Architecture
- o Property Investments
- o Property Management
- o Civil Engineering
- o Project Engineering
- o Property Development
- o Infrastructure
- o Drafting Design
- o Procurement

From the following industries:

- Government Entities
- Construction Companies
- Real Estate Developers/ Investors
- Contractors
- Building Service Providers
- Technology Solution Providers
- Design & Architecture Firms
- Construction Project Management Firms
- Transportation Providers
- Other industries involve in new property development, which can benefit from TOD, such as Healthcare, Hospitality, Education and Retail, etc.

FOR FURTHER DETAILS, CONTACT

AIMI NAJWA

☎ : +60327750000 ext.514 ✉ : aimi@trueventus.com

TRANSIT-ORIENTED DEVELOPMENT SYMPOSIUM

Shaping the Future of Transit Connectivity

6 – 7 March 2024 | Pan Pacific Toronto, Canada

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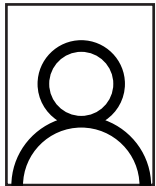
Cory Bluhm
Executive Director, Economic
Development
City of Kitchener
Kitchener, Canada



Sonam Khan
Technical Director, Digital
Delivery for Rail & Transit
WSP
Toronto, Canada



Richard Bernstein
Principal
Chris Dikeakos Architects Inc.
Burnaby, Canada



Rob Krauss
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Anita Fabac
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Peter Jenkins
Architect Director, Head of Transit
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Manchester, The United Kingdom



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Day One: Wednesday, 6 March 2024

0800 Registration & Coffee

0850 Chairperson Welcome Address: Gerald McDowell, Executive Director, **ATL Airport Community Improvement Districts, Atlanta, USA**

0900 Session One Reimagining Transit-Oriented Community Activities with Creation of Urban Parks, F&B, Entertainment, and Recreational Spots

- Transforming transit stations into community hubs with integrated urban parks, dining options, and entertainment spaces for seamless access
- Fostering community engagement and promoting a sense of belonging and well-being
- Prioritizing eco-friendly design, green initiatives, and support for local businesses to create a sustainable, vibrant urban environment

Rob Krauss, Vice President, Development, Transit Oriented Communities Program
Infrastructure Ontario, Toronto, Canada

0945 Session Two Beyond the City Center: Expanding Transit Connectivity into Suburban Communities in Ontario

- Extending reliable public transportation networks into suburban areas to provide residents with convenient and efficient commuting options
- Alleviating traffic congestion and lower carbon emissions by encouraging suburban commuters to choose eco-friendly transit options
- Stimulating economic development in suburban communities by enhancing transit connectivity and attracting businesses

Speaker to be advised

1030 The Speed Networking - The Mad Minutes!

Fun and fast, this networking activity is a great opportunity to grow your connections

1100 Morning Refreshment

1120 Session Three In the Mix- Transit Agency Led TOD: TransLink's Story

- Why we got into real estate development as a transit agency
- Why we are in a good position to do it
- Our model, and active projects

Sabrina Hamidullah, Director of Real Estate Development
TransLink, Toronto, Canada

1205 Session Four ATN: Automated Transit Network – Emerging Mobility Solutions for the 21st Century

- What is an Automated Transit Network
- Personal Rapid Transit (PRT)
- Microtransit

Gerald McDowell, Executive Director
ATL Airport Community Improvement Districts, Atlanta, USA

1250 Networking Luncheon

1400 Session Five Beyond Conventional TOD: Building a Compact Mixed-Use Urban Hub

- Integrating residential, commercial, and recreational spaces within a compact urban hub, encouraging a mix of activities
- Prioritizing environmentally conscious architecture, energy-efficient infrastructure, and green spaces to create a sustainable and livable urban environment
- Fostering a sense of community by designing public spaces, plazas, and communal areas that encourage social interaction and support local businesses

Gregory Bender, Director
WSP in Canada, Toronto, Canada

1445 Session Six

The Role of Technology in Connecting the Suburbs

- The opportunity for CAVs (e.g. automated shuttles) to provide cheap and direct connections to suburban locations from high-order transit corridors
- How on-demand transportation can provide low cost service in a manner users want and expect when traveling
- How future technologies such as eVTOL and Hyperloop could change the meaning of suburban travel and congestion

Edward Stubbing, Department Manager, ITS & Emerging Transportation Technology
AECOM, Toronto, Canada

1530 Afternoon Refreshment

1600 Session Seven

Transit-Oriented Developments as Sustainable City Ecosystems

- From vision to completion
- Connecting communities
- Stimulating commercial viability

Peter Jenkins, Architect Director, Head of Transit Sector
BDP, Manchester, The United Kingdom

1645 Session Eight

Exploring Public and Private Sector Roles in Achieving Successful TOD

- Transit-Oriented Development depends on successful collaboration between private and public sector
- TOD in different contexts can vary on the degree of public sector involvement from simple facilitation on one end of the spectrum to active land development and infrastructure development on the other
- Exploring examples of TOD in Calgary in different contexts with varying degrees of public and private sector involvement including some successful and less successful experiences

Josh White, Director, City & Regional Planning
City of Calgary, Calgary, Canada

1730 Session Nine

People-Oriented Development: Reshaping the Roadways Connecting Communities with Neighborhoods

- Major transit projects offer the opportunity to make streets more accommodating of multiple modes of transportation
- New development, and particularly transit-oriented development, can be leveraged to support a finer street grid more suitable for active transportation and serving new residents, new businesses, and transit stations

• Discussing key considerations including the importance of negotiation and a shared vision between the municipality and developer for a successful mix of the two types of streets (examples include the Belmar redevelopment in Lakewood, Colorado)

David Kuperman, Urban Design & Planning Lead
HDR, Toronto, Canada

1815 End of Day One

Day Two: Thursday, 7 March 2024

0800 **Registration & Coffee**

0850 **Chairperson Welcome Address**

0900 **Session One**

Integrating Land-Use and Transportation Strategy to Foster Urban Sustainability

- Implementing zoning and land-use policies that encourage the development of mixed-use, high-density areas around transit hubs
- Investing in pedestrian and cycling infrastructure to create safe and accessible alternatives to driving, promoting healthy living and reducing greenhouse gas emissions
- Designing urban areas that minimize sprawl, promoting efficient land use, and prioritizing the proximity of essential services, workplaces, and amenities

Henry Jeens, Associate Principal
Arup, Toronto, Canada

0945 **Session Two**

Reimagining Transit-Oriented Development: Elevating Alleys into Fundamental Pedestrian Infrastructure

- Transforming alleys into well-designed pedestrian spaces by incorporating wider pathways, proper lighting, and landscaping
- Integrating alleys into a network of pedestrian pathways, linking key destinations and improving urban connectivity, especially in densely populated areas
- Utilizing alleys as vibrant community spaces, hosting events, art installations, and small-scale businesses to revitalize urban neighborhoods and foster a sense of community engagement

Anita Fabac, Director of Development Planning
City of Hamilton, Hamilton, Canada

1030 **Morning refreshment**

1100 **Session Three**

Downtown Kitchener's Transformation and the role of TOD

- Learn about the catalytic municipal investments that stimulated this growth
- Learn about the importance of light rail transit, cycling and pedestrian focused streetscapes in this growth
- Learn about Kitchener's bold Economic Development Strategy to continue growth

Cory Bluhm, Executive Director, Economic Development
City of Kitchener, Kitchener, Canada

1145 **Session Four**

Enhancing Transit Networks: Exploring the Significance of LRT Development

- Providing residents with efficient and reliable transportation options that reduce reliance on private vehicles
- Promoting sustainable urbanization by concentrating growth along transit corridors, reducing urban sprawl, and minimizing environmental impacts
- Stimulating economic growth, attracting businesses, increasing property values, and creating job opportunities

Hanan Saman, Engineering Program Manager at LRT Expansion & Renewal
City of Edmonton, Edmonton, Canada

1230 **Networking Luncheon**

1400 **Session Five**

Digital Delivery for Rail Operations and Maintenance

- Advancing beyond traditional BIM modeling
- Early adoption of intelligent digital delivery sets up success for rail operations and maintenance
- Collaborative approach results in maintenance friendly assets

Sonam Khan, Technical Director, Digital Delivery for Rail & Transit
WSP, Toronto, Canada

1445 **Session Six**

TOD Placemaking: Understanding the Right Mix in TOD Planning

- Prioritizing a mix of residential, commercial, and recreational spaces within close proximity to transit hubs, fostering vibrant and self-sustaining communities
- Ensuring the mix of amenities and services reflects the unique needs and preferences of the community.
- Seamlessly integrating transit options with the surrounding built environment to encourage the use of public transportation, making it convenient and attractive

Oliver Hartleben, Principal, Practice Group Manager, Placemaking
Arcadis Professional Services (Canada) Inc., Vancouver, Canada

1530 **Afternoon Refreshment**

1600 **Session Seven**

Scrutinizing Cost Catalysts in Transit Infrastructure Plans and Refining Construction Strategies for More Efficient Transit Systems

- Ensuring that investments align with the overall goals of the transit system and delivering maximum value to the community.
- Exploring modern construction techniques to streamline project timelines and reduce construction costs without compromising quality or safety
- Fostering partnerships with the private sector to share project costs, leverage expertise, and access innovative financing models

Speaker to be advised

1645 **Session Eight**

Engaging Different Stakeholders to Identify Mutual Agreement and Outline a Forward Strategy for Designated Areas

- Facilitating open and inclusive discussions involving diverse stakeholders, including community members, businesses, and local authorities, to ensure all perspectives are considered
- Working collaboratively to identify common goals and priorities, fostering a shared vision for the designated areas and aligning stakeholders around a common strategy
- Developing a forward-looking strategy that integrates the input and concerns of all stakeholders, outlining clear objectives, responsibilities, and timelines to guide the development and decision-making process

Robert Bjerke, Director of City Planning & Design
City of Brampton, Brampton, Canada

1730 **Session Nine**

Transit-Oriented Developments – The West Coast Vancouver Area Experience

- Planning Frameworks set up by municipalities such as Burnaby and New Westminister and Surrey to encourage Transit Oriented Developments
- Using real-life constructed examples of transit-oriented developments such as Station Square and Solo District in Burnaby as well as Brewery District in New Westminister we will illustrate examples of multi-phase projects that provide a successful mix of uses and create an authentic "sense of place"
- Lessons learned

Richard Bernstein, Architect AIBC, AIA, Principal
Chris Dikeakos Architects Inc., Vancouver, Canada

1815 **End of Conference**

TRANSIT-ORIENTED DEVELOPMENT SYMPOSIUM

Shaping the Future of Transit Connectivity

6 – 7 March 2024 | Pan Pacific Toronto, Canada



COMPANY DETAILS

Name	Industry
Address	
Postcode	Country
Tel	Fax

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- The course fee is inclusive of the event proceedings, materials, refreshment and lunch.
- Upon receipt of the complete registration form, invoice will be issued. Trueventus request that all payments be made within 5 working days of the invoice being issued. Full payment must be received prior to the event. Only delegates that have made full payment will be admitted to event. Clients are responsible for their own banking fees and banking fees will not be absorbed into the booking price.
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APPROVAL

NB: Signatory must be authorised on behalf of contracting organisation.

Name	Job Title
Email	
Tel	Fax
Authorising Signature	

REGISTRATION FEES

	Corporate
End of December 2023	CAD 1495 (Per Delegate)
End of January 2024	CAD 1795 (Per Delegate)
End of February 2024	CAD 1995 (Per Delegate)
1st March 2024 onwards	CAD 2195 (Per Delegate)

All options inclusive of delegate pack, luncheon and refreshments.

PAYMENT METHODS

Payment is due in 5 working days. By Signing and returning this form, you are accepting our terms and conditions.

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