

# ULI CURTNER URBAN LEADERSHIP PROGRAM 2025

# INCLUSIVE & COMMUNITY DRIVEN

### Walkable Areas for Complete Communities

Walking and Rolling Distances to Key Destinations and Routes



Community Amenity Spaces

Community amenity spaces provide opportunities for people to play, socialize, and engage with visual and performative art. These spaces include places like recreation and educational institutions, parks, and public art. These spaces provide an opportunity for people to walk and roll to work, school, and other destinations, reducing the need for private cars and supporting higher quality of life.

Shops and Services (Centres and Villages)

Centres and villages are important for community. They provide a range of services and opportunities for people to walk and roll to work, school, and other destinations, reducing the need for private cars and supporting higher quality of life.

Transit Priority Corridors

Living close to good public transportation options can make the city more accessible and reduce the need to own a vehicle(s). Saving on transportation costs helps with overall affordability and public transit use is an essential way of life for many households in Victoria. More people living along a bus route helps make the case for increased frequency and improve the efficiency of transit services along the route.

This map shows the five-minute walk area of Victoria's proposed Transit Priority Network, where frequent, reliable transit exists or is envisioned to be prioritized in the coming decades.

Safe Routes for Walking, Cycling and Mobility Devices

Victoria's All Ages and Abilities cycling network is another example of a mobility network that helps improve the safety, comfort, and ease of getting around with lower costs and lower emissions. The network is designed to provide an inviting and low stress cycling experience for all users, including children and seniors. While it may be focused on bikes, the network also supports safer, more comfortable routes for walking and other forms of rolling.

This map shows the five-minute walk area of the city's priority and expanded All Ages and Abilities (AAA) Cycling Network.

One City. One Plan.

### Walkable Areas for Complete Communities

Walking and Rolling Distances to Key Destinations and Routes

A Short Walk or Roll

Trips within a five-minute walking distance are so short and convenient that most people won't use a personal vehicle. While everyone's walking or rolling speed may be slightly different, 400 metres (a quarter-mile) is the standard distance used to represent a five-minute walk. More housing options within a five-minute walk to services, amenities, and sustainable, affordable transportation options contributes to complete, low-carbon communities.

The following maps show all-the-crow's-foot buffers for three different distances: 200, 300, and 400 metres. This helps reflect variation in individual abilities and how direct a route might be depending on the local mobility network.

Buffers: 200 m 300 m 400 m



Shops and Services (Centres and Villages)

Centres and villages are important for community. They provide a range of services and opportunities for people to walk and roll to work, school, and other destinations, reducing the need for private cars and supporting higher quality of life.

Transit Priority Corridors

Living close to good public transportation options can make the city more accessible and reduce the need to own a vehicle(s). Saving on transportation costs helps with overall affordability and public transit use is an essential way of life for many households in Victoria. More people living along a bus route helps make the case for increased frequency and improve the efficiency of transit services along the route.

This map shows the five-minute walk area of Victoria's proposed Transit Priority Network, where frequent, reliable transit exists or is envisioned to be prioritized in the coming decades.

Safe Routes for Walking, Cycling and Mobility Devices

Victoria's All Ages and Abilities cycling network is another example of a mobility network that helps improve the safety, comfort, and ease of getting around with lower costs and lower emissions. The network is designed to provide an inviting and low stress cycling experience for all users, including children and seniors. While it may be focused on bikes, the network also supports safer, more comfortable routes for walking and other forms of rolling.

This map shows the five-minute walk area of the city's priority and expanded All Ages and Abilities (AAA) Cycling Network.

One City. One Plan.



Relates to Survey Question 2



# WHO WE ARE - GROUP 1



**MUNIRA  
AL-AMUDY**

Toronto Housing  
Associate Development  
Manager



**MEAGHAN  
PALYNCHUK**

City of Hamilton  
Real Estate Consultant



**HAILEY  
MCWILLIAM**

Bousfields  
Associate,  
Urban Planner



**NATHANIEL  
FRANCOLLA**

FirstService Residential  
Manager, Community  
Development & Integration



**JOSH REINIGER**

Urban Strategies  
Associate, Urban



**RIDA KHAN**

Hatch  
Senior Urban Designer



**BRADY HESLIP**

Oxford Properties  
Associate, Development



**LIBAN HASSAN**

Toronto Lands + TDSB  
Trustee and Board of  
Director

# City looks for feedback parking lot transformation Stoney Creek backlash

# Alphabet scales back its smart city project in Toronto after backlash



By [Matt McFarland](#), CNN Business

🕒 2 minute read · Updated 2:34 PM EDT, Thu October 31, 2019

Municipally owned parcel on Hope Avenue in east end is eyed for non-

SaveTPARK, Amir Sukhera, said, “had Metrolinx actually done a community consultation and the community better, they would know that they’re harming everyone living here.”

**DEVELOPMENT SIGNS ARE NOT WORKING**

# Toronto councillors demand a halt to Dominion Foundry demolition

tion after

Committee votes unanimously to ask the province to explain its decision to destroy heritage buildings.

on-profit redevelopment.

# NEEDS & WANTS



## THE CITY

- Increased and more meaningful public engagement
- Transparent and accessible development information
- Streamlined feedback collection and tracking



## THE COMMUNITY

- Easy access to clear, relevant project details
- Equal opportunity to voice concerns or support
- Confidence that input is being heard and considered



## THE DEVELOPER

- Efficient approvals with fewer delays
  - Clear communication to reduce misunderstandings
  - A tool that satisfies city requirements with minimal extra work
-

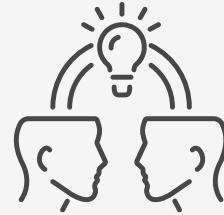
# WHY DOES THIS MATTER?



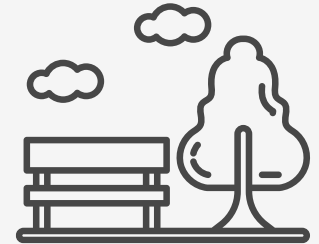
**BUILDS TRUST &  
TRANSPARENCY**



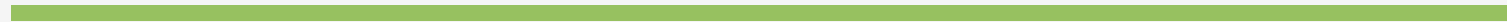
**ENCOURAGES  
MEANINGFUL  
PARTICIPATION**



**SHIFTS FOCUS  
FROM OPPOSITION  
TO SHARED  
UNDERSTANDING**



**HIGHLIGHTS  
COMMUNITY  
BENEFITS (E.G.,  
INFRASTRUCTURE,  
AMENITIES)**

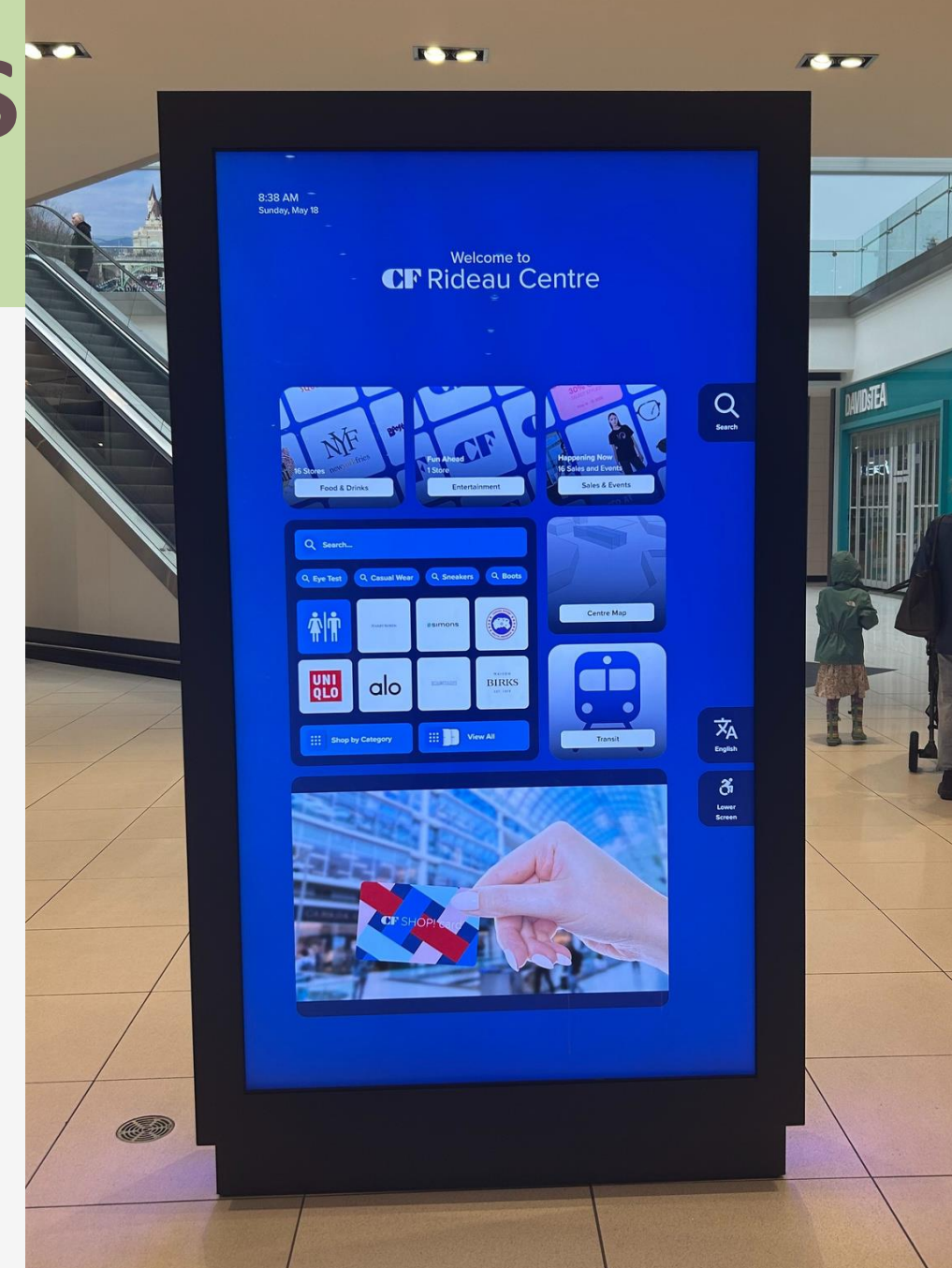


# DIGITAL DEVELOPMENT SIGNS

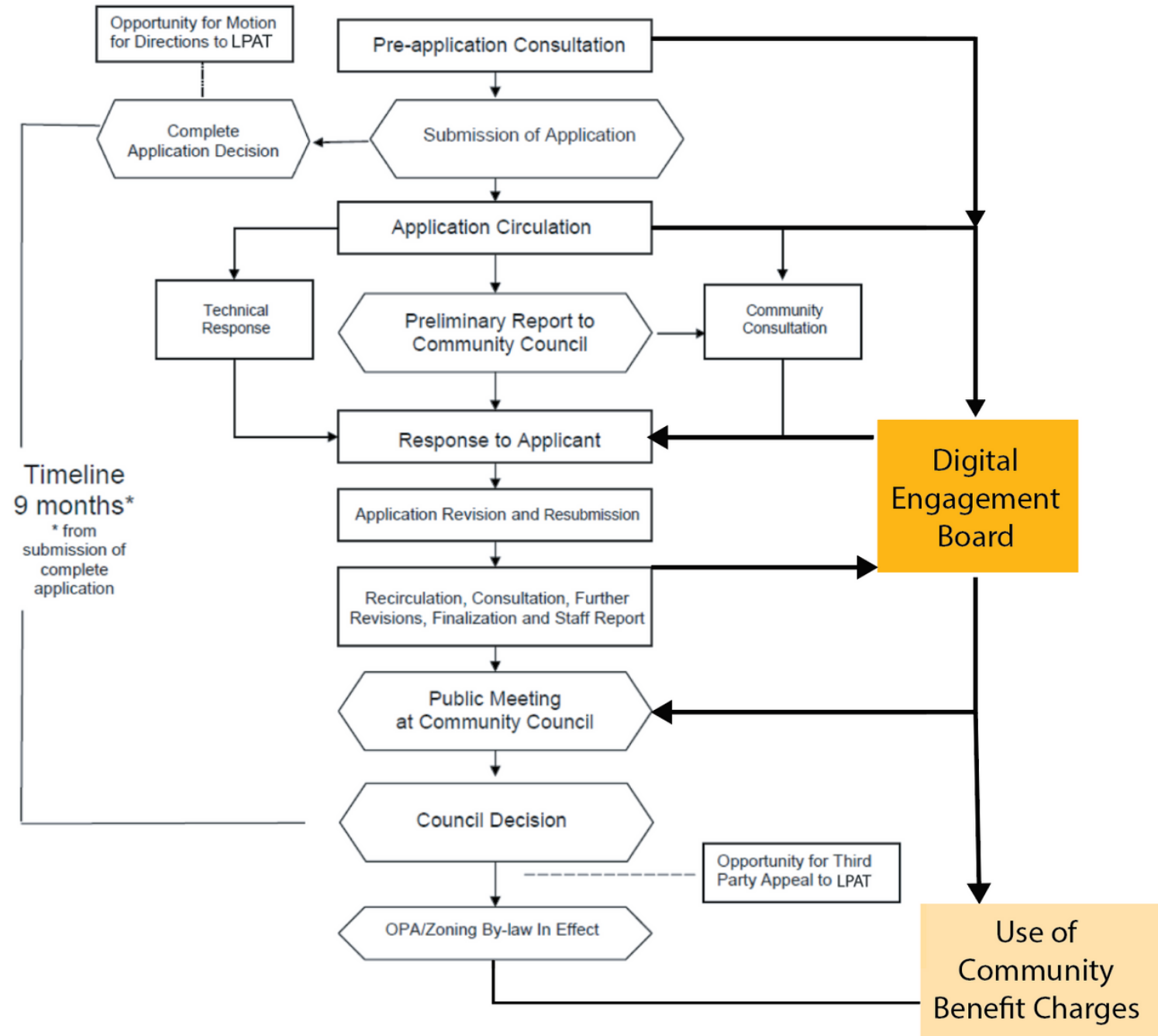
## INCREMENTAL CHANGE

### THE VISION

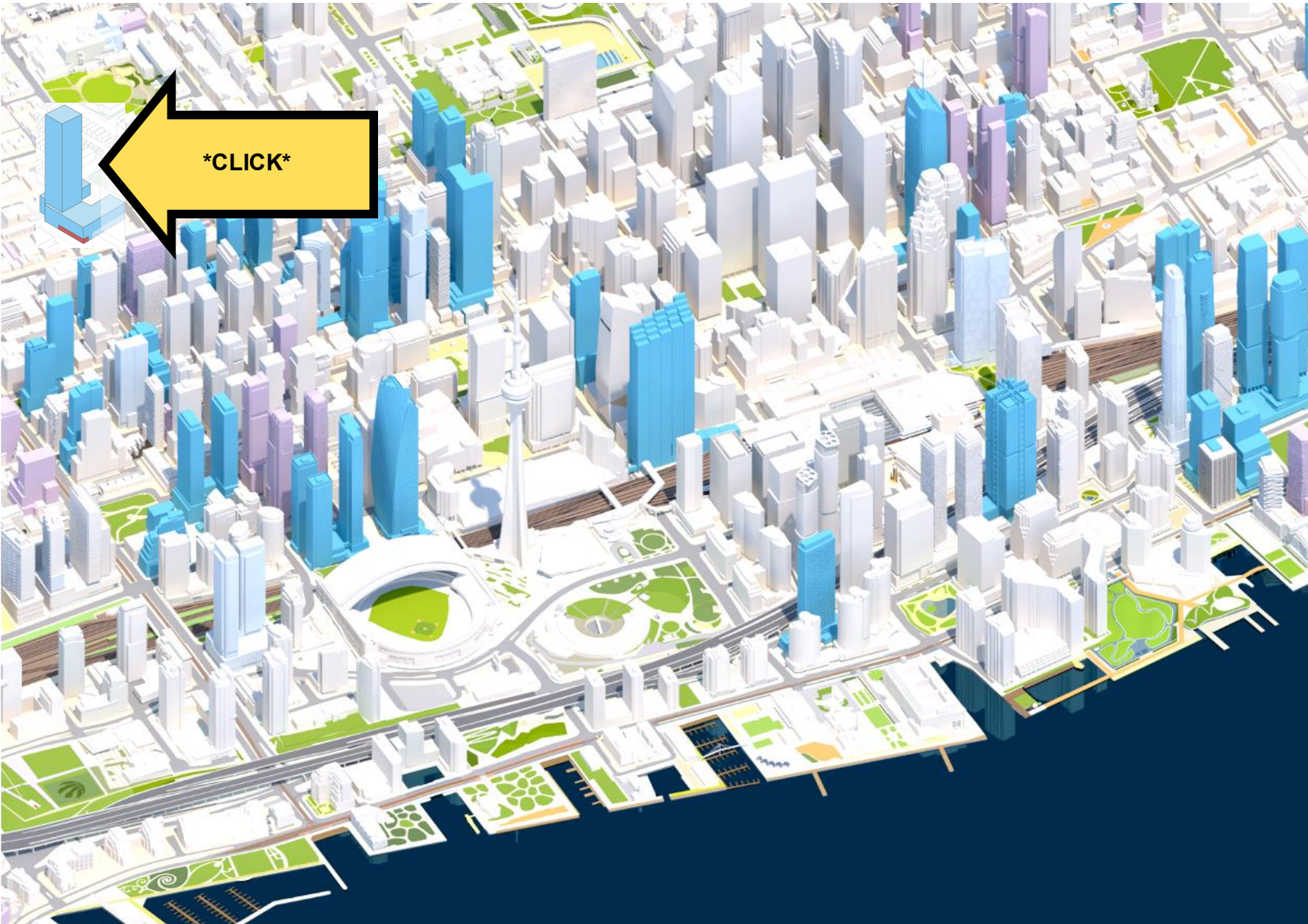
- An interactive screen that promotes increased and informed engagement from residents by sharing the following information in an easy to digest way:
  - Building Footprint and Size
  - Zoning Submission Summaries
  - Community Benefits
  - Contact Information
- Located in community hubs
- Supplementing traditional physical development signs with digital alternatives



The engagement board can be utilized throughout the application and development process



# YOUR NEIGHBOURHOOD



LEARN ABOUT  
THE  
DEVELOPMENT  
PROCESS

**LEARN ABOUT  
PROPOSED  
DEVELOPMENT**



# 123 MAIN STREET

## Proposed Development

Redeveloping a 1-storey retail building into a 35 storey residential building with retail on the ground floor.

## Key Statistics

**Lot Area:** 5,000 sq.m

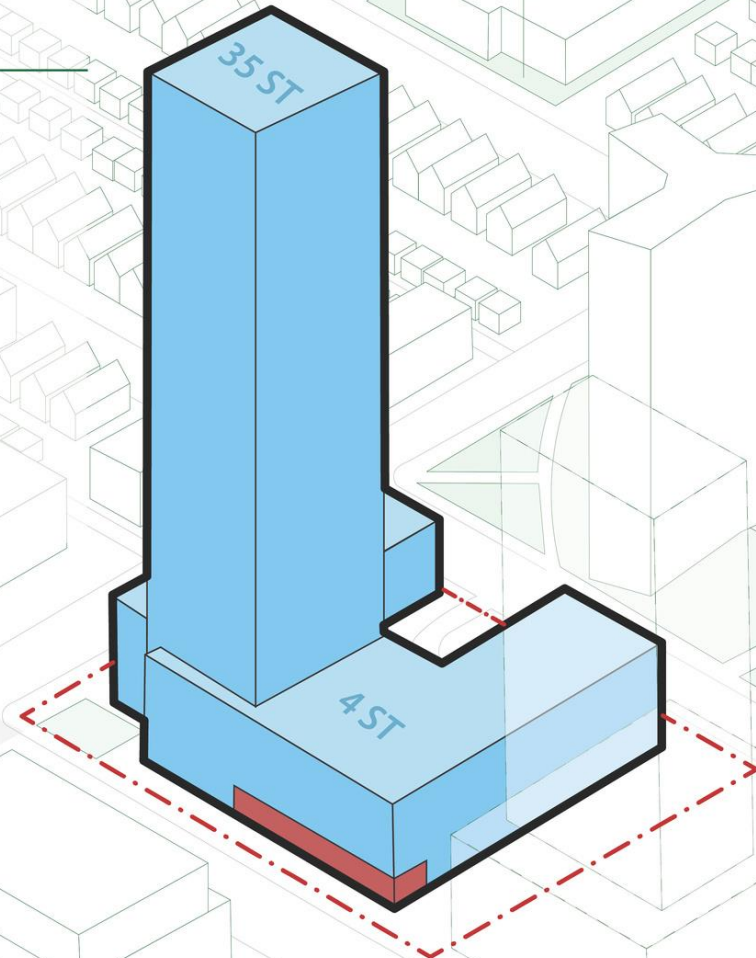
**Units:** 350

- 263 One-bedroom
- 52 Two-bedroom
- 35 Three-bedroom

**Gross Floor Area:** 30,000 sq.m

**Retail Floor Area:** 1,000 sq.m

**Parking:** 250 Cars  
375 Bicycles



**PROPOSED DEVELOPMENT**

VISUALS

SUBMISSION SUMMARIES

COMMUNITY BENEFITS

SHARE YOUR THOUGHTS

# 123 MAIN STREET

## Community Benefit Charges

**\$1,722,000**

Funds for local community development like community centres, recreation, open space improvements and libraries.

## Development Charges

**\$41,375,000**

Funds for citywide infrastructure improvements including transit, storm water management, sanitary sewers, and water pipes.

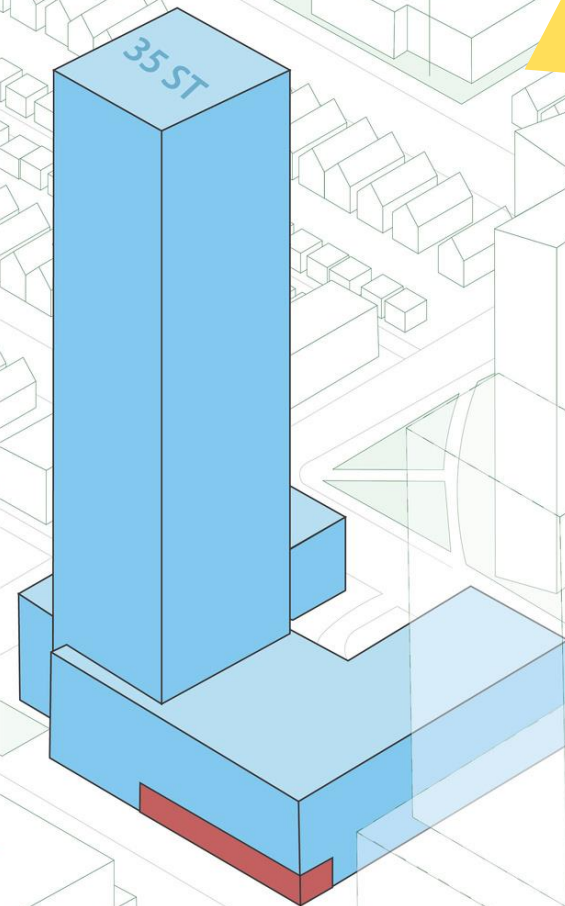
## Parkland Charges

**\$4,305,000**

In-lieu of building a new park, the developer will pay a fee that will go towards new and improved parks across the city.

## Total Charges

**\$47,402,000**



**Vote on how  
Community  
Benefit Charges  
should be spent.**

PROPOSED  
DEVELOPMENT

VISUALS

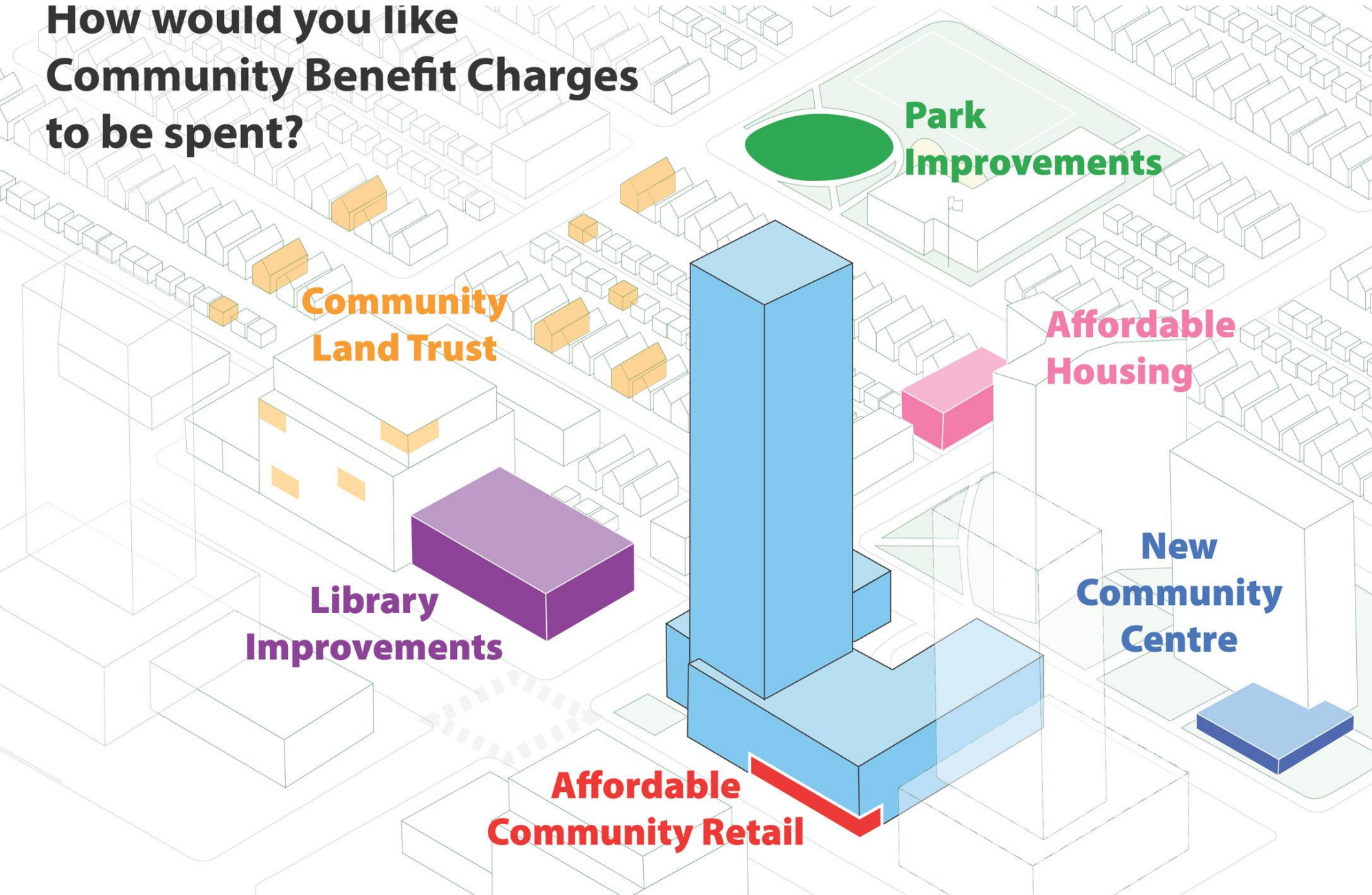
SUBMISSION  
SUMMARIES

**COMMUNITY  
BENEFITS**

SHARE YOUR  
THOUGHTS

# 123 MAIN STREET

How would you like  
**Community Benefit Charges**  
to be spent?



PROPOSED  
DEVELOPMENT

VISUALS

SUBMISSION  
SUMMARIES

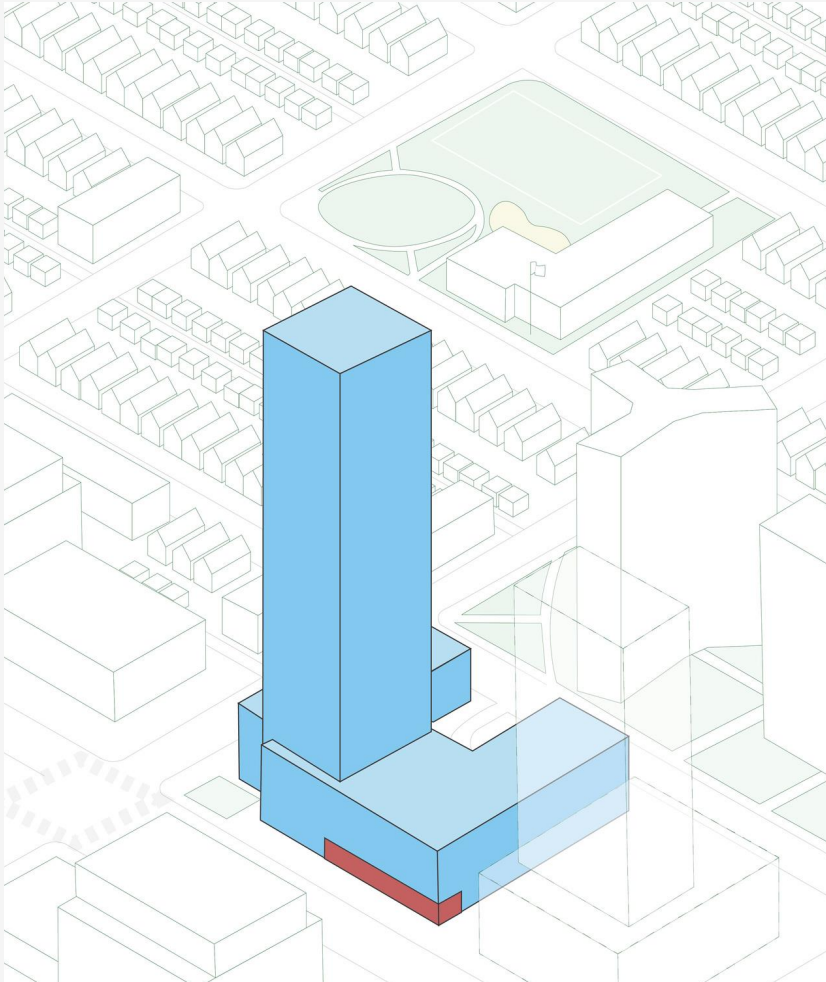
**COMMUNITY  
BENEFITS**

SHARE YOUR  
THOUGHTS

# 123 MAIN STREET



Share your email and address to send a message to your Councillor, City Planner and Developer on *123 Main Street*



**EMAIL**

**ADDRESS**

.....

PROPOSED  
DEVELOPMENT

VISUALS

SUBMISSION  
SUMMARIES

COMMUNITY  
BENEFITS

**SHARE YOUR  
THOUGHTS**

# A MEANINGFUL INVITE WITH AN EFFORT TO CONNECT.

1

## EXPANDED PLACEMENT

Go **beyond the site**: place signs at grocery stores, libraries, and community centres.



2

## ENGAGING CONTENT

Use visuals, renderings, and relevant languages. Showcase **bespoke displays** for non-technical vs technical audience.



3

## BENEFITS TO COMMUNITY

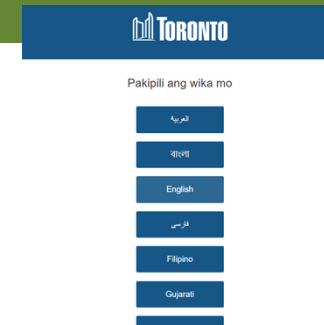
Set expectations for what the community has influence on. Outline **infrastructure improvements, affordable housing contributions**, and more.



4

## DIGITAL INTEGRATION

QR codes can link to detailed project info and feedback portals. Residents can **engage anytime**, not just at public meetings.



5

## INCREASED PARTICIPATION

Invite more community through **in-person meetings and other tools** that most already possess in languages that they speak.

