

# NEW WATERFORD, ONTARIO

## TOWN COUNCIL

Mary-Lou Tanner - Principal Planner, Burlington

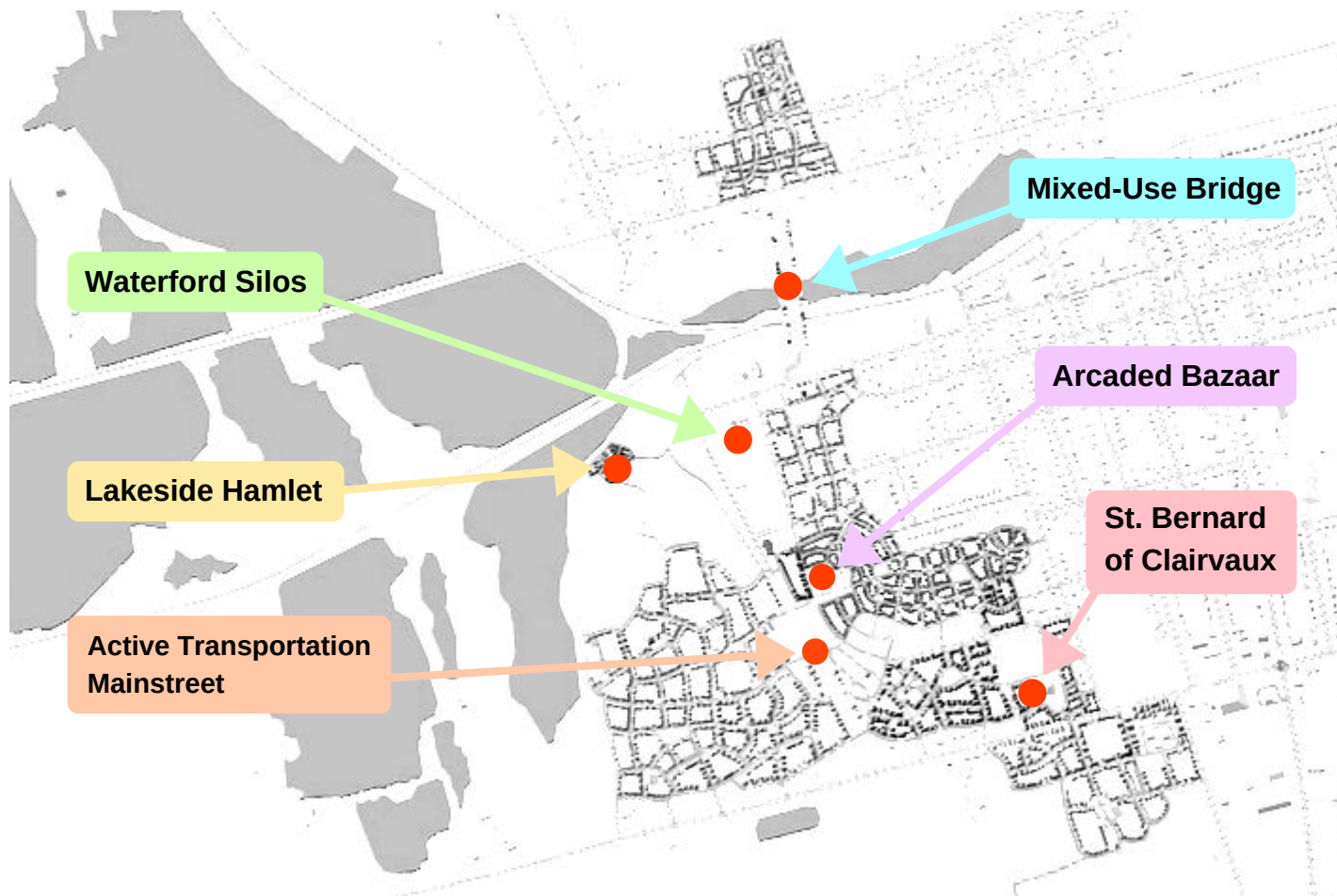
Rick Weaver - Councillor, City of Brantford

Justin Jones - Share the Road Cycling Coalition

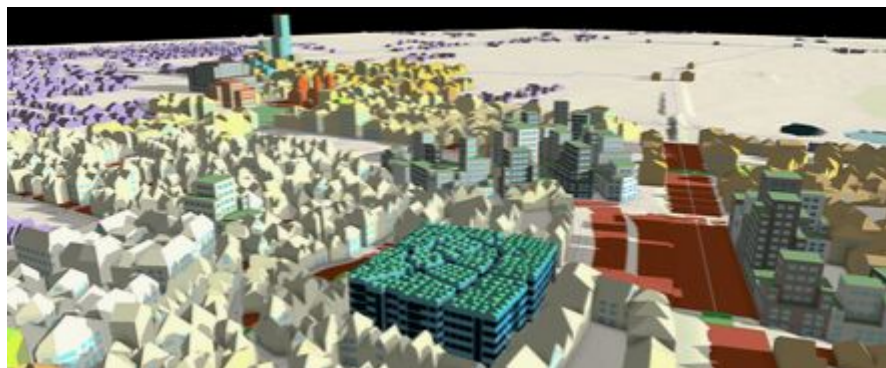
Ken Nix - Commissioner of Finance, Town of Whitby

Chris Potvin - Active Transportation Supervisor, Town of Whitby

CMTO 2019-SEPT 21  
MOCK TOWN HALL



## An Old-World Extension to a Small Town



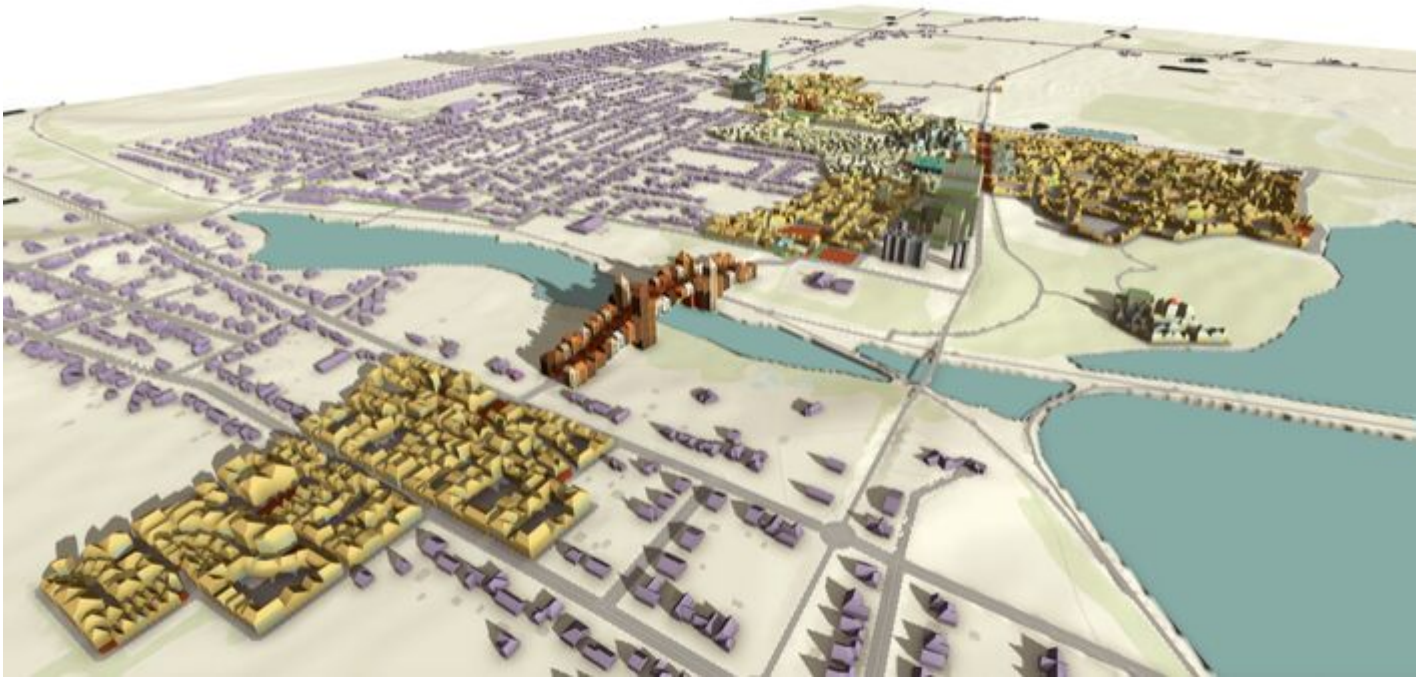


Image: Overview of New Waterford from the northwest. Existing buildings are in pale purple.

In this design, a new downtown infill is woven into the western side of Waterford. The plan is dense, with shared open squares as public spaces, and with all daily needs within a short walk or ride. Most of the plan is built along the Trans-Canada Trail at the edge of the existing town. Existing infrastructure is re-invented, from historic silos converted to an artisan market, to the Trans-Canada Trail transformed into a car-free mainstreet.

This extension of Waterford will include:

- Ultra-compact growth to accommodate 10X the current population on just a slightly larger town footprint
- Pedestrian and cycling optimized streetscapes
- Autonomous micro-transit and shared mass parking
- All-season rooftop green spaces and indoor arcades
- District heating and geothermal snow removal
- Tourist destination nodes, including a lakeside hamlet
- Integrated employment, retail, and residential
- An Old London Bridge lined with businesses and residences, reconnecting the north neighborhood
- Built forms that create skylines and vistas
- Built of mostly attached, low-rise with buildings under 6 stories
- Consolidated underground waste collection points
- Employing a rich architectural and design palette based on historic Northern European spaces and forms
- Pioneering use of durable innovative and traditional construction techniques and materials
- Extensive use of space-saving, built-in interior features



## Here are some answers to common questions regarding ultra-compact urbanism:

### How do such small streets work?

With all of Waterford having lowered their speed limits to 25 km/h, this new car-free district will integrate gracefully into an already calmed town. On the outskirts of this district are streets that will accommodate vehicles. Vehicle access into the narrower streets in the district will be limited by retractable bollards. This makes the streets perfect for children, pedestrians, people on mobility scooters, cyclists, and a stress-free life..

### Emergency and commercial vehicles in small streets?

Some of the most common questions people have about living in such a compact place are:

- How will residents and businesses receive deliveries?
- How will construction or repair vehicles fit in the small streets?
- How do people move their things in and out of their residences?
- How will emergency vehicles like fire trucks and ambulances can get in?

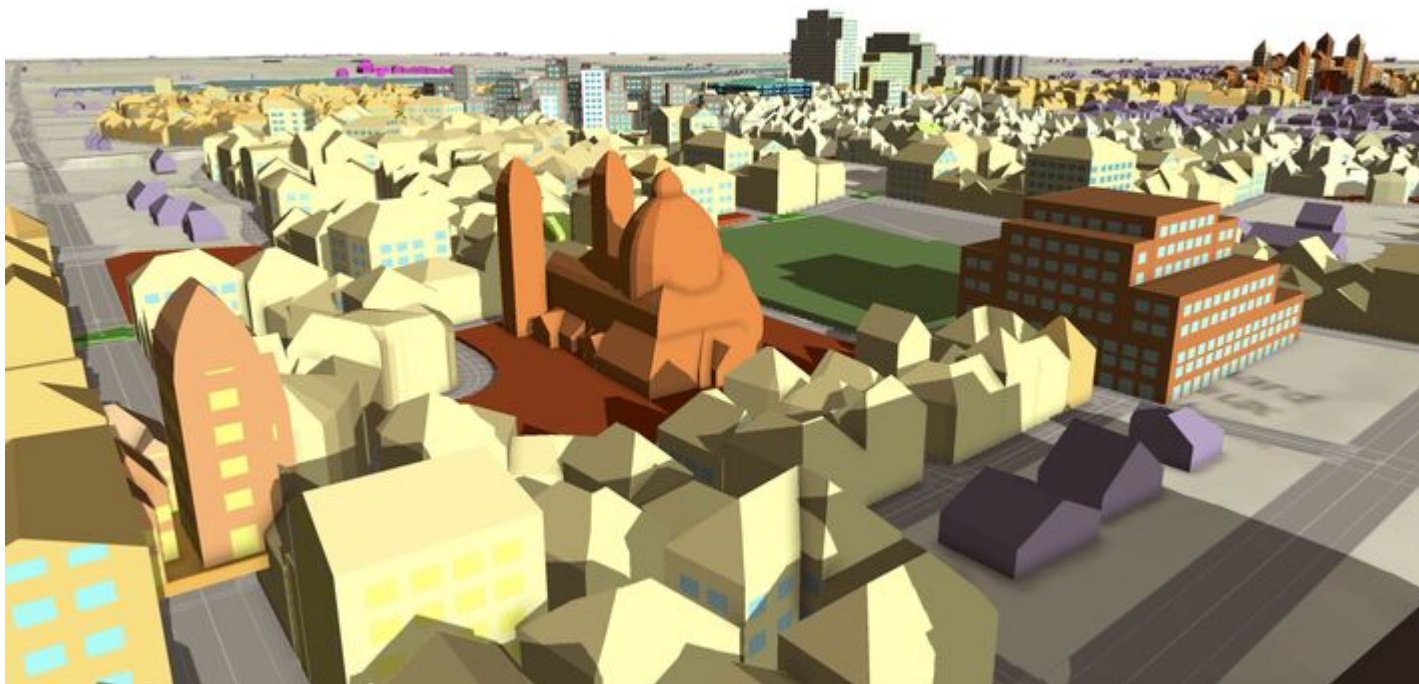
In Tokyo, Florence, and other compact places, they use smaller-scale versions of all types of industrial and emergency vehicles. While not common in North America, there's an existing product base geared entirely to these types of communities. DHL and other delivery companies have even started using electric cargo bike platforms for their last-mile deliveries in Amsterdam.

For use within town, there will also be small electric cargo shuttles for the residents and businesses to use to move larger things from the loading docks and garages on the edge of district. Also, since there will be food stores within walking distance, the need for large grocery runs will be unnecessary.

Mitigating the need for use of many of these large vehicles in the first place, ultra-compact places have a far lower traffic accident potential than average, due to slow speeds and the preponderance of pedestrians and micro-mobility users.

And New Waterford will be built almost entirely out of fire-proof/resistant materials, while also still having the standard firefighting infrastructure like hydrants, along with smaller trucks that can use them if needed.

**For more information, including videos and photos, please check out this FAQ at [www.b4place.com/cyclocroft-faq](http://www.b4place.com/cyclocroft-faq)**



*Image: Overview of the new Thompson Rd. tunnel and St. Bernard of Clairvaux.*

### Why not use a rigid grid street pattern?

The rigid grid street pattern is a network of perfectly straight streets that intersect at right angles. It was invented around 2,000 years ago and made popular by the Romans, and people have been capable of laying out their cities this way ever since. This style of street layout was popular in Toronto and other places developed during the 18th and 19th centuries. This was an era when rationalism was the design imperative, and people were convinced that the loose streets of the old world were primitive and had no value.

However, the vast majority of well-loved places in the old world haven't followed this pattern, and instead used a loose street network where streets are not straight or uniform, and intersections aren't set at 90 degrees. In a place as small as New Waterford, having these quaint lanes and backstreets with meanders and curves helps give character and uniqueness to every corner. Navigation is made easier by these memorable features, and it's effortless to develop a mental map of the whole community. And since everyone carries a smart phone these days, and it's less than one mile in any direction, it's hard to get truly lost.

### Would cars be completely banned?

'Car-free' refers to the day-to-day lifestyle in New Waterford and how the close proximity allows people to walk or cycle for everything they need. And when people want to head out of town to Toronto, for example, carshare or high-frequency, affordable transit should be available. But cycling and walking will serve for most of local daily life, like it does in the Netherlands. 'Car-lite' is maybe a more accurate term. Cars will be limited to a few streets around the periphery of the district.

But even then, they will be strictly limited to 25 km/h—as slow as a bike or slower. This slow speed is encouraged by narrowness of the curved streets, not using a center line, using brick and cobble street surfaces, and using curbs, bump-outs, and other large street features that limit motor vehicle speed. In the narrow streets in the center of the district, pedestrians and cyclists will be the exclusive users and have access at all times.

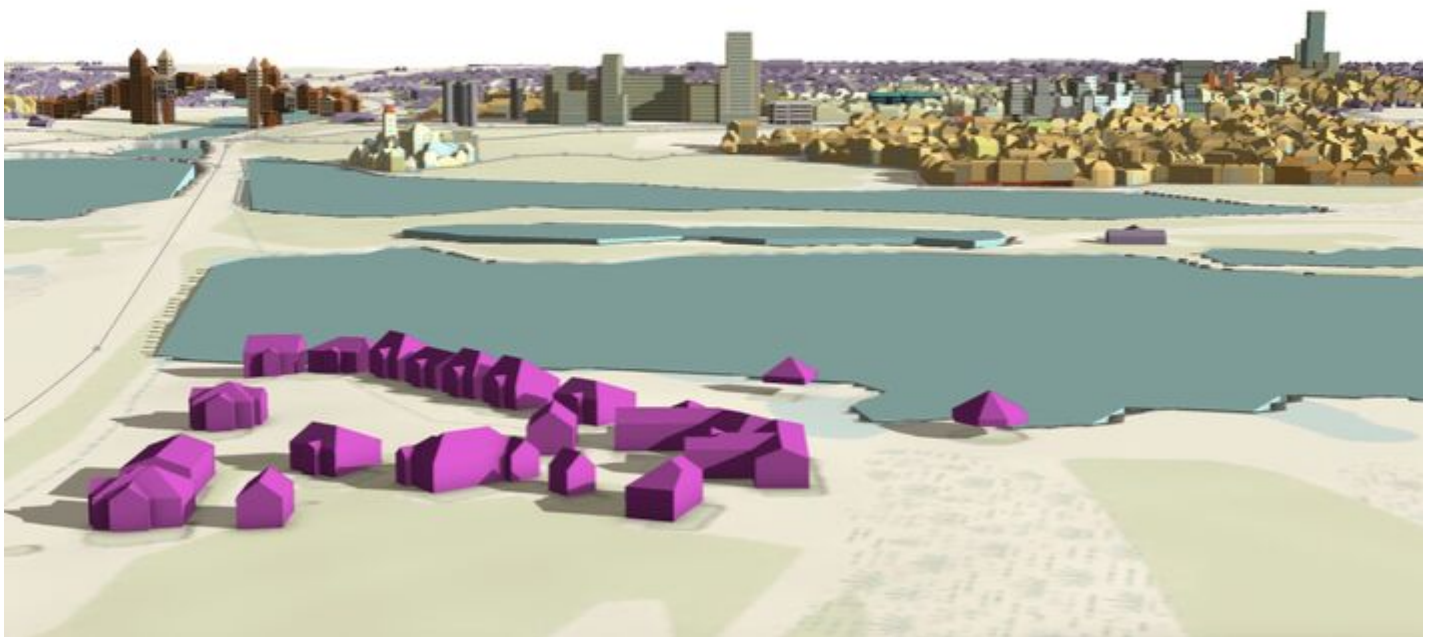


Image: View of Rainbow Lake with the New Waterford skyline in the distance.

***It's unfortunate that conventional wisdom maintains that neighbors are best with space between them, because the truth is, we stopped building close enough to become the strong communities we said we always wanted to be. Instead, we have the perpetual threat of municipal bankruptcy, and our sprawling, suburban plots have grown faceless and disposable.***

***To remedy this tragedy, B4place creates new historic urbanism and explores the effect that close proximity has on economic, social, and environmental success. We champion countryside conservation by engineering ultra-compact, enduring places.***