



# VILLAGE REVITALIZATION VS ARTIFICIAL MEGA-HUB

Old villages are often already the “complete communities” that the APTG aspires to create. A village, by definition, houses multiple generations of people from a wide range of demographics. Villages exist because they have – or once had – a number of economic engines that drove their social, cultural, and ecological communities. Villages that failed tended to do so because one or more of their economic engine components failed and, as such, disturbed the surrounding social and demographic order. The solution to restoring villages is not to abandon them, but to fix their engine.

The new economy – particularly post-COVID19 – is well suited to distribute economic wealth and opportunity without the need for mega-hubs. In fact, multi-polar hubs within municipalities, each with their own economic, cultural and ecological specialty and their own history and social fabric, are more likely to protect the broader landscape of communities from economic, social, or pandemic disruption in the event of a downturn.

In much the same way that the internet as a whole is safe from disruption because of its decentralized nature, a network of villages will protect the broader community from disruption in a way that artificially centralizing populations cannot.

For example, in the Town of Innisfil in Simcoe County, Alcona has been identified in the APTG as a primary settlement area. As a result, Alcona is being allotted the majority of infrastructure upgrades and population growth numbers. Cookstown, on the other hand, also located in Innisfil, is having its growth restricted. It, like many other existing villages in the county, will be starved of resources in favour of the creation of artificially created mega-hubs, such as Alcona.

The following maps show a comparison between Alcona and Cookstown. Note that one place is walkable village-scale and convenient for pedestrians and that the other is clearly built primarily for cars.

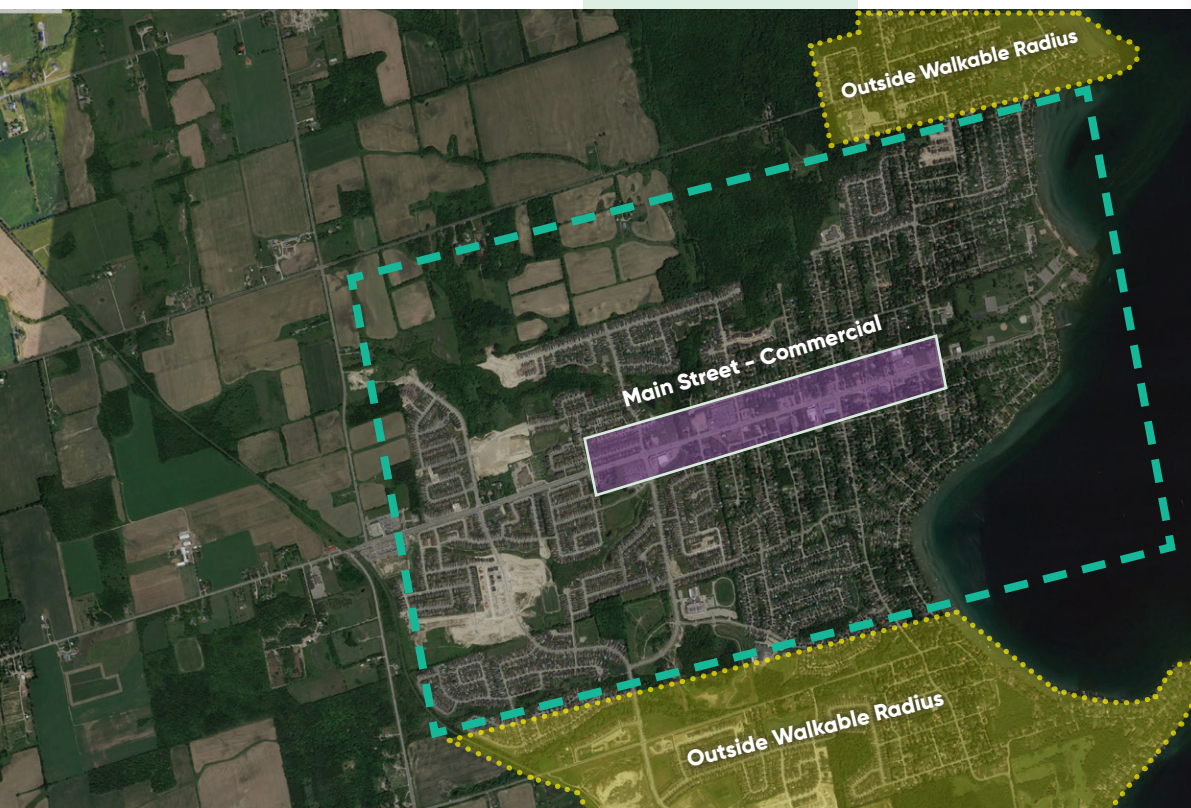
# ALCONA



Most people will walk no more than 1 kilometre to shops, services and amenities and they will only do so if they feel safe and find the walk attractive and convenient.

## Notes on Alcona:

- » Areas of Alcona are already built out beyond the 1km walking radius.
- » There is little room within the walkable range for expansion. All future expansion will therefore be sprawl.
- » Its planning is car-centric, as demonstrated by the planning of the main street commercial sector
- » Distances between amenities discourages walking



**1km**  
Walking  
Radius  
=  
**10 min.**  
walk

# COOKSTOWN



Most people will walk no more than 1 kilometre to shops, services and amenities and they will only do so if they feel safe and find the walk attractive and convenient.

### Notes on Cookstown:

- » Tremendous room for growth within 1km walking distance of its main street commercial sector
- » A village-scale, walkable community with a well-designed, pedestrian-friendly main street and community-connecting trail network
- » Growth and revitalization have been limited, due to APTG arbitrarily directing resources elsewhere



**1km**  
Walking  
Radius  
=  
**10 min.**  
walk

**Main Street - Commercial**

## RECOMMENDED PLANNING CONCEPTS FOR COMPLETE COMMUNITIES



### Walkable Streets

- » Large sidewalks run down main streets and join key amenities
- » Curb extensions and/or plantings are used to visually narrow streets
- » Terminating vistas ensure no part of the neighbourhood feels too far to walk
- » Buildings are moved closer to the road
- » Garages and parking lots are tucked away

# RECOMMENDED PLANNING CONCEPTS FOR COMPLETE COMMUNITIES

## Green Spaces

- » Important natural amenities are preserved
- » New public parks and trails are created
- » Comfortable outdoor gathering places are designed so people can move and mingle
- » Streetscapes are made greener through plantings



# RECOMMENDED PLANNING CONCEPTS FOR COMPLETE COMMUNITIES



## Human-Scale Architecture

- » Buildings along main streets present an articulated facade
- » Building heights remain at human-scale
- » Authentic, high quality materials are specified for all buildings
- » Front porches and gardens are designed to provide a social connection between homes and the community
- » Residential garages and parking spaces, as well as commercial parking lots are predominantly out of site, located on rear laneways or behind buildings

