Appendix 1

West Wasaga Beach Summary Memorandum- Toole Design Group

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MEMORANDUM

To: Matt Ellis, BES, RPP, MCIP, Senior Planner, Planning Department

From: Andrea Ostrodka, AICP, Toole Design Group Project Manager

Date: July 12, 2024

Project: West Wasaga Beach, Ideas for the Secondary Plan

Subject: Summary Memorandum of the Ideas Generated at the Four-Day Charrette, June 10 to 13, 2024

SECTION 1: INTRODUCTION

In June of 2024, the Town of Wasaga Beach hired Tool Design Group to collaborate with Town staff, stakeholders, and the public, in a four-day charrette, to develop a series of urban design ideas and recommendations regarding West Wasaga Beach. These ideas and recommendations would then be considered during the Town's Secondary Plan and Official Plan processes.

Figure 1: Boundaries of West Wasaga Beach

Within the next few years, West Wasaga Beach is poised to receive a significant amount of land use development. The Town has already received several applications or indications of interest that affect most of the large remaining undeveloped land parcels in West Wasaga Beach. The predominant pattern, for the proposed development, is medium to dense, suburban housing.

The exception is the proposed development for the mostly undeveloped area, near the Playtown Casino, referred to as a commercial "node." The proposed land uses, for "Phase 2" of the commercial node, include a strip mall, two hotels, three drive-through restaurants, and a 10-pump gas station. The proposed land uses are not a problem per se; it's the form, which will be discussed later in the section about the commercial node. The proposed site plan, if approved and implemented, will result in outcomes contrary to community values. They are automobile oriented, difficult to densify over time, unwalkable, and dominated by surface parking.

The sum of the potential development in West Wasaga Beach has created concerns about form, density, community character, and the ability of the sparce street network to be walkable, bikeable, transit-friendly, safe, comfortable, and attractive, while accommodating the resulting traffic from the proposed development. It is the Town's desire to achieve positive outcomes for West Wasaga Beach by using the charrette's ideas and recommendations, the Town's planning and development processes, the Town's current and future plans, a collaboration with the Ministry of Transportation of Ontario (MTO) and adjoining jurisdictions, and ongoing collaboration with residents and stakeholders.

SECTION 2: CHARRETTE PROCESS

The four-day charrette occurred from Monday June 10th to Thursday June 13th, 2024. The Toole Design Group's staff included Andrea Ostrodka, an urban designer and planner, and Ian Lockwood, a livable transportation engineer. There were three completely public components:

i) a public meeting and visioning session, on Monday evening from 7:00 to 9:00 p.m., which included a presentation, group exercises, and then group presentations;

ii) on Tuesday, there was an open studio between 5:00 and 7:00 p.m., during which the public could come into the design studio and see the work in progress, provide input, and ask questions; and

iii) on Thursday evening, at a public meeting, from 7:00 to 9:00 p.m., the design team shared its ideas and recommendations, using a PowerPoint presentation, which was followed by a community discussion.

During the day on Tuesday, there were a series of 16 stakeholder meetings, during which the stakeholders came to the design studio. The meetings were between the design team and small groups or individuals. The stakeholders discussed their situations, concerns, and what they would like to see in the future for West Wasaga Beach. They represented a range of perspectives (e.g., property owners, community leaders, developers, business owners, and officials from adjacent jurisdictions). The MTO was invited, but declined to participate, which was unfortunate because they have jurisdiction over the most impactful collector and arterial streets in West Wasaga Beach.

Various Town staff were present, throughout the charrette, and assisted in various ways.

The process included three overlapping phases:

i) The Discovery Phase occurred on Monday and Tuesday, during which the design team conducted site visits, became familiar with the context, learned about the development proposals, and had two-way communications with Town staff, Councilors, community members, and stakeholders.

ii) The Design (and Discussion) Phase occurred on Wednesday, during which the design team developed starter ideas, then discussed and evolved them, conducted a pin-up with Town staff, and then advanced and refined the ideas further.

iii) Thursday was the Documentation Phase, during which the design team made the final refinements and turned the ideas and recommendations into drawings, maps, and slides, to share at the public meeting on Thursday evening.

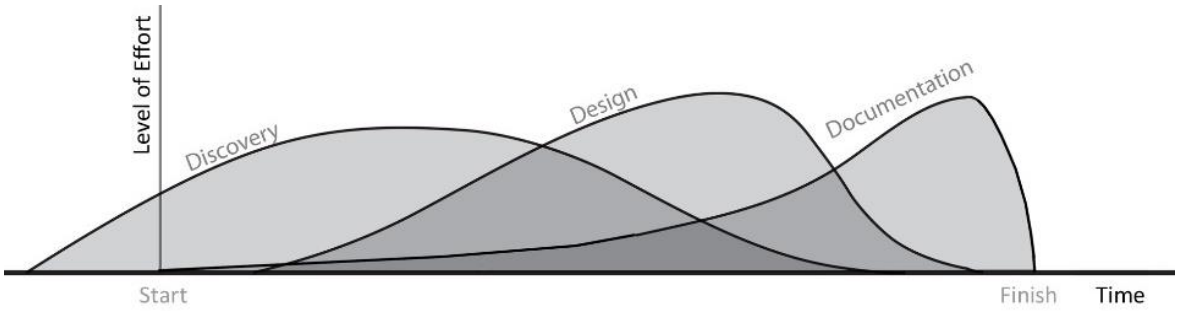


Figure 1: The Three-Phase Charrette Process

SECTION 3: COMMUNITY VALUES

Visioning Session

Following the presentation, at the Monday evening public meeting, there was a visioning session that involved about 20 tables with 5 to 8 people at each table. The groups, at each of

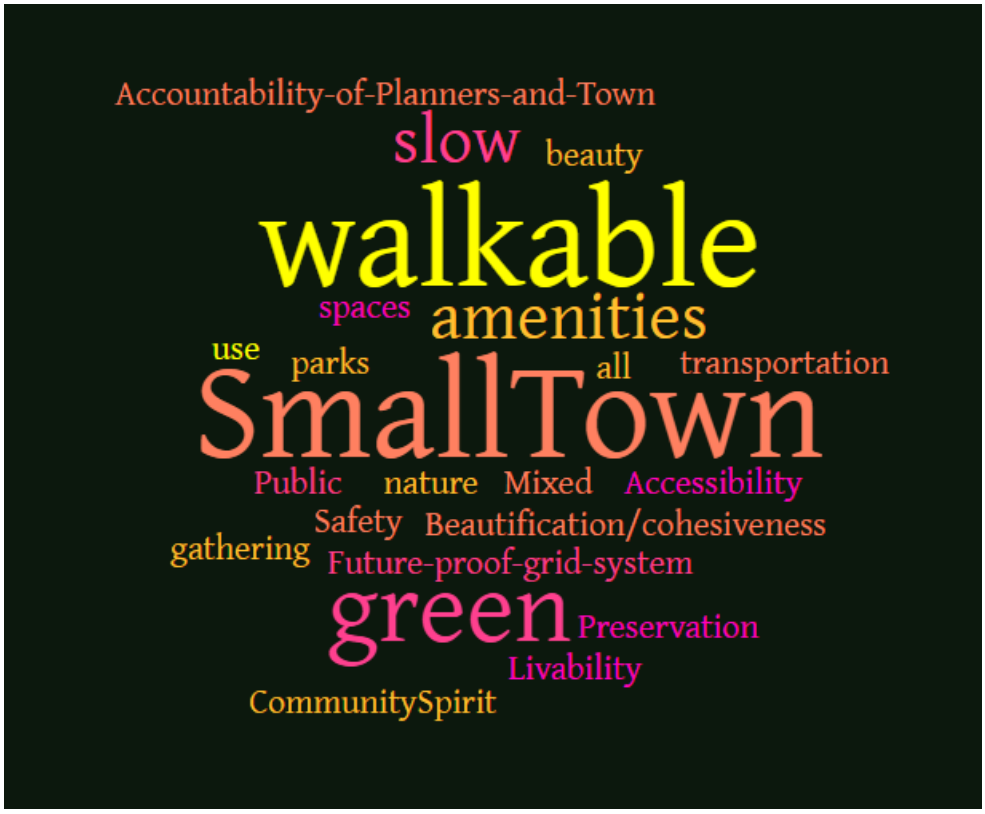
the tables, were asked to work together to answer four questions related to values, and to write their answers down on four large sheets of paper. At the end of the visioning session, six of the tables, selected randomly, were asked to present their answers to the room. Interestingly, there was a lot of overlap between the answers from the six tables, indicating that the values, being expressed, were widely shared throughout the community. The papers from all the tables were collected at the end of the evening. The words and ideas, that were expressed most frequently, were used to create "word-clouds." The size of the font in the word-clouds indicates the frequency that that word or idea was expressed. The questions and the corresponding word-clouds are below.

The first question was, "What do you like and wish to see preserved?"

The second question was, "What do you dislike and wish to see changed?"

The third question was, “What is missing that you would like to see created?

The fourth question was, “What are the key values that you feel should shape the streets?



Vision Statement

With respect to this project, “vision” means an informed consensus on what the place ought to be like in the future. The idea of having a vision is akin to a litmus test, which can be used, over the years, to test changes in policies, priorities, plans, and projects in West Wasaga Beach. If the change advances the vision, then it is likely a good change. If the change does not advance the vision, then it is likely not a good change.

The four “word-clouds” are a very good start to creating a vision statement for West Wasaga Beach. If a vision statement were created, it would likely be something like the following, with the caveat that this is just the first version of such a statement, and it ought to be refined further.

The vision for West Wasaga Beach is a green, quiet, place with an attractive small-town look and neighbourly feel, with a connected grid of slow and walkable streets; with comfortable access to parks, schools, the beach, nature, shopping, trails, publics spaces, and other amenities.

SECTION 4: SELECTED URBAN DESIGN PRINCIPLES FOR TOWN-MAKING

On Monday morning, the design team met with Town staff, counselors, and other interested parties and identified and discussed several urban design principles that could help West Wasaga Beach. Below are some of the key ideas, based on that discussion, that should be considered for inclusion in the Town’s policies and plans in some manner. Also, recommendations, associated with those principles and ideas, are included below.

Streets versus Roads

The words “road” and “street” were often used as synonyms during the charrette. However, they are not synonyms and by making the distinction, in policy and practice, will help the Town and community advance their values in the design and operations of the streets in West Wasaga Beach (and elsewhere in the Town).

A “road” within a “functional classification system of roads” connotes a rural or natural context. Roads have minimal land use relationships along their sides and are primarily for travelling relatively long distances from A to B (i.e., usually between cities or towns) and for farm-to-

market purposes. Roads typically do not have transit services, buildings, or sidewalks along them, and operate at higher speeds.

A street, within a "functional classification system of streets," in a town, city, suburban area, or other built environment, has connotations that differ from those of a road. Typically, collector and arterial streets are the busiest and most economically important streets, in built environments. They serve as the major transit routes, provide access to other streets, and provide access to the broadest mixes and densities of stores, services, homes, jobs sites, entertainment locations, schools, etc. They connect and are part of neighborhoods, districts, centers, and the Town. Long streets contribute to various "character areas" along their length, which is the case in Wasaga Beach. Collector and arterial streets ought to be parts of the places, where they are located, and greatly influence the identity and character of the areas that they support and serve. The sum of the streets contributes greatly to the image of the Town.

Compared to roads, streets have slow design speeds and have strong relationships with the land uses along them. Local streets are the least busy streets and provide access to mostly residential land uses. The roles of collector streets are between that of local streets and arterial streets. They provide access to a greater mix and densities of land uses, compared to local streets, but less than that of arterial streets.

There is a relatively new, but related term, "Stroad," which is a street that has been altered to reduce its access role to accommodate higher motor vehicle speeds and longer motor vehicle trip lengths, like a road. Stroads are not best practice and tend to be the most dangerous type of road. They do not do their "street role" or their "road role" well.

Roads can also turn into stroads when the built environment expands and changes the context along the road, which is the case in West Wasaga Beach. In West Wasaga Beach, the MTO limits the street access and driveways, connecting into and through the potential developments, to help preserve the values associated with roads. However, all the collector and arterial roads in West Wasaga Beach should be redesigned and rebuilt as multimodal, slower, attractive, and "complete streets" to reflect and support the emerging context and meet the contemporary needs of the community in terms of safety, place-making, access, development, and multimodalism. In sum, they should be town-serving streets.

Walkability

Walkability refers to the sum of the qualities of a place that causes the breadth of people, who occupy the place, to willingly walk. Ranging from a walk along a natural beach to a walk in a town or city, all walkable places share three common qualities. They are "comfortable, engaging, and accessible." Those qualities are necessary and sufficient for a simple place like a natural beach. However, for a "built environment," like a town or a city, to be considered walkable, the three basic qualities are necessary but insufficient. The town or city must also

be “connected and convenient.” For places, that have a high turnover of people (e.g., colleges, tourist areas, and military bases), to be considered walkable, they have even a higher bar; they also need to be “legible.” The most walkable places are also “safe” and “equitable.”

In West Wasaga Beach, the collector and arterial streets, typically under the jurisdiction of the MTO, are not walkable. They are not “comfortable” for pedestrians (and cyclists). The design speeds are too fast, and they lack sidewalks, bike facilities, street trees, buffers, and a human scale.

Often residential buildings turn their backs to the public streets, which reduces “natural surveillance.” That, in turn, reduces comfort and walkability. In a walkable town, all the public streets should be addressed by buildings, as a requirement for development. The exception is when the adjacent use is a park or other open space. The buildings along public streets, on the edges of private developments, should not face into the development and away from the street. Backyards, lined with fences along the public street, cause the public street to lack place-making qualities and connotes that the public street is an automobile facility and not for people. This anti-town pattern exists today, mostly in the newer developments in West Wasaga Beach, but should not be repeated in future developments.

The MTO’s collector and arterial streets, in West Wasaga Beach are not engaging because they are designed with a highway vocabulary, which was fine decades ago, when the area was sparsely populated. However, the context has changed, and the street designs need to stop looking like roads and highways and, instead, look like and operate like streets. The current designs do not connote a people-place and they detract from the neighborhood, town, and community context. This lack of engaging streets means pedestrians are not likely to want to walk, and if they do, they likely will not want to walk very far.

The streets are not accessible for people with disabilities, very young people, and potentially some elderly people. The streets are incomplete and primarily cater to motor vehicles. The street network is dendritic and not connected. The area is overly reliant on one street, Beachwood Road, which makes the area vulnerable and contributes to the safety and discomfort problems along the street.

The land uses in West Wasaga Beach are primarily residential and the number of homes is poised to substantially increase. Non-residential land uses, that people use on a daily and weekly basis (e.g., food, parks, schools, offices, etc.), are not close by (i.e., they are inconvenient), which encourages motor vehicle use. The missing, commonly needed, land uses ought to be identified and encouraged in West Wasaga Beach. Then, they would be accessed locally, which gives the residents the choice to walk or cycle. Even driving shorter distances, by those who choose to drive, will help. The combination reduces traffic volumes.

Purpose of Towns and Cities

Homo sapiens (i.e., people as we know them today) evolved about 300,000 years ago. However, people did not gather into towns and cities until about 10,000 years ago. What was the purpose? Why did our ancestors invent towns and cities? The purpose of towns and cities is to advance efficient and effective exchange (i.e., the exchange of labor, ideas, security, trade, goods, entertainment, health care, innovation, education, housing, opportunity, culture, services, governance, social contact, capital, and employment). From a transportation perspective, cities exist to reduce long-distance trip-making. The idea was to increase proximity, have short trips, and a mix of land uses, such that people could find things, and do the things that they regularly need and want, close at hand.

For 99% of the history of cities, streets were multipurpose, public, spaces that operated at low speeds of about 6 to 13 km/h. Every street operated at the same speed, regardless of its functions as an arterial, collector, or local street, because that is how fast you or your horse walked. Streets supported commerce, socializing, celebration, communication, recreation, travel/movement, access, deliveries, identity, legibility, and place. Block sizes evolved to provide a desirable "ratio of access to developable area," which resulted in a perimeter of about 400 metres, and permeability, redundancy, and walkability. Towns and cities were built at a human scale. About 170 years ago, when advances in steel technology allowed rail-based trolleys and trains, towns and cities could expand along transit lines. However, the human scale continued due to having to walk to the trolley stops and train stations. Up until around 1945, towns and cities in North America were as walkable and transit oriented as European cities.

It took 10,000 years (i.e., 400 generations of trial-and-error) to reach what we call "peak urbanism." Then, the newly invented automobile became popular. It was fast and individually available. To accommodate automobiles, the transportation profession invented new organizations, new metrics, technical language, and street designs. Land use planners invented new planning requirements, and architects developed new ways to park automobiles. Related industries grew and profited. Developers invented new development patterns. The tradition of expanding the connected street networks of towns and cities changed to a dendritic pattern. Block size, transit, proximity, and human scale, no longer constrained development because these time-tested, traditional, practices could theoretically be overcome by the automobile. The assumption was, all else would stay equal or get better, except that individuals could get places faster via automobiles.

Speed (the Pathogen of Towns, Cities, and Places)

Towns and cities have only had three generations of experience with automobile dependency. In North America, during the first two generations, policymakers, and transportation professionals, tried their best to keep up with the seemingly insatiable needs of motorists via widenings, highway building, specializing streets for motorists, and generally fighting congestion. The third generation began to see the patterns and negative outcomes. They increasingly questioned the wisdom of the automobile-scale and encouraging high speeds in towns and cities. From a trial-and-error perspective, the towns and cities, that pursued the automobile and speed-oriented paradigm, tended to have the worst outcomes from numerous perspectives, compared with places that emphasized traditional town and city-making values. Comfort, walkability, connectedness, legibility, environmental stewardship, beauty, place-making, convenience, transit effectiveness, modal splits, resource efficiency, land consumption, energy use, community health, public safety, equity, fiscal sustainability, and ironically societal mobility worsened with car-dependency.

Interestingly, it's not the car itself that is the problem. Some of the nicest cities, in the world, have cars in them. The key is how the infrastructure is planned, designed, shapes land use development, and evolves over time. Infrastructure drives outcomes. If the infrastructure rewards high motor vehicle speeds and long trips, then the places will sprawl, and the places will get more automobile dependent and worse. If the infrastructure rewards walking, cycling, transit, and proximity, the result will be better places. The collector and arterial streets in West Wasaga Beach reward excessive speeds and long trips. That is not in the best interests of the place. It is already encouraging automobile development, poor walkability, and has set a trajectory to create more of the same. Over time, this pattern will increasingly harm the Town and violate the community's and Town's values. The MTO's values are oriented towards faster and longer trips by car. They control the collector and arterial streets in West Wasaga Beach. Some arrangement needs to be made with the MTO to change the trajectory.

Reducing Traffic Volumes in a Growing Town

A large concern by the residents of West Wasaga Beach are the current traffic volumes. They feel that the traffic volumes are too high, and the volumes are causing problems, such as worse safety, reduced walkability, making leaving their local street difficult, problems crossing the street on foot, etc. They are also concerned that the traffic volumes will increase if development occurs and especially if the densities are medium or high. Interestingly, many other places, with much higher densities than West Wasaga Beach, don't have these traffic problems. Several cities, that are predominantly comprised of low-density developments, have terrible traffic problems. Clearly, high density is not the only variable when it comes to traffic problems.

Traffic reduction is also known as, “vehicle-kilometres-traveled (VKT) reduction.” It is achieved by making a combination of changes that are summarized in the “Universal Equation for Land Use and Transportation Planning,” which is shown, below, in Figure 2. Some combination of the changes could help West Wasaga Beach avoid perpetuating bad outcomes and, instead, help it approach its vision. Some of the concepts include:

i) conduct road diets (a.k.a., reduce the car-carrying capacity by removing one or more motor vehicle lanes) on the arterial and collector streets that have more than one through lane in each direction;
ii) use traffic calming measures/speed reduction measures to achieve maximum speeds of 40 km/h or lower;
iii) use the reclaimed space in the rights-of-way for shared use paths, wide sidewalks, transit infrastructure, and street trees;
iv) encourage increased land use mixes and densities such that people can find most of their daily and weekly needs nearby;
v) add new streets to create a better network with redundancy/routing choices; and
vi) encourage walking and cycling for shorter trips, and transit for longer trips.

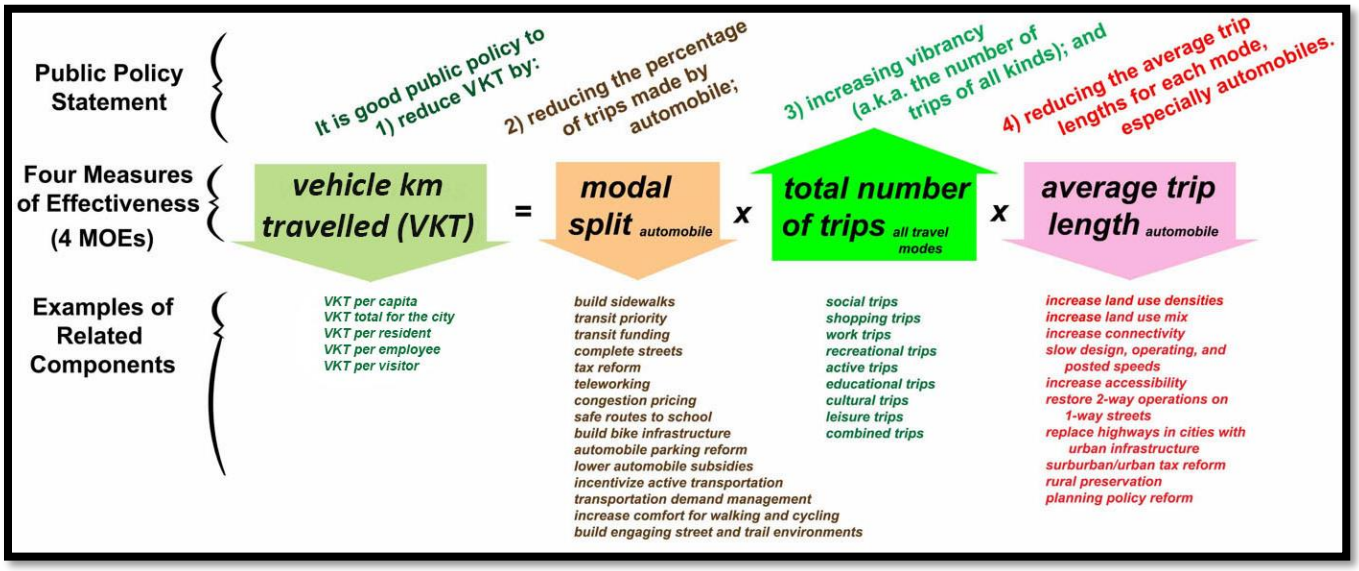


Figure 2: The Universal Equation for Land Use and Transportation Planning

Note that every principle, sketch, and recommendation, in this memo, is consistent with the Universal Equation. The Universal Equation, or an equivalent, is how towns and cities, around the world, successfully reduced their traffic volumes, while increasing their vibrancy (i.e., increasing their social connectedness, economies, and populations. Typically, these cities tried the conventional strategies, starting after WWII, and, at some point, concluded: i) that

those strategies were harming their populations, community health, and economies; and ii) that holistic solutions were needed that reduced their traffic volumes, city-wide. So, starting in the 1970s, several cities pioneered strategies to reduce VKT by decreasing the modal split for motor vehicles and decreasing average trip lengths. Figure 2 shows several examples of the available changes, involving land use, transportation, taxation, and policy changes, listed below the four, fundamental, variables for transportation and land use planning. Wasaga Beach and the MTO need to move towards a VKT-reduction model so that better outcomes can occur. They need to move away from the peak-hour LOS-model.

Hard Versus Soft Places

If we want people to spend time in West Wasaga Beach's public realm (e.g., its streets, commercial node, public square, parks, public beaches, and trails), then we need to think about the design of the places in terms of them being either "soft" or "hard." In general, people like spending time in soft places, and they don't like spending time in hard places.

A prison cell is a good example of a hard place, while a well-appointed living room is a soft place. Of the two, people would rather spend time in the living room. Similarly, children learn better in classrooms with movable chairs and tables that can be reconfigured to suit the lesson or activity that is happening. Decades ago, typical classrooms required the students to sit in chairs that were bolted to their tables and arranged in straight rows. Cleaning the floors in the old-fashioned classrooms and in the prison cells is easier, compared to cleaning the floors in contemporary classrooms and living rooms, but the outcomes in terms of learning and comfort are worse. Hospitals with maternity rooms, that look and feel more like bedrooms, offer a nicer experience for the mother compared to a utilitarian hospital room. The nicer rooms cost more to maintain but the stress levels are lower, and the experiences are better. The interior of a typical McDonald's restaurant is a hard place. The chairs and tables are made from acrylic and steel and are bolted to the floor. If there is art, then it is screwed on the wall. The place is echoey and designed to be cleaned inexpensively. The place is designed to encourage customers to leave, once they have eaten, not dwell. Yet, a sit-down restaurant has padded, movable, chairs, tablecloths, art, and acoustic dampening. It is designed to be comfortable and to encourage people to spend time at the restaurant, which they do, because it is a higher-value experience. However, it takes more maintenance.

The same patterns occur in public places. A city block paved with asphalt is a hard place. It can be used in a wide variety of ways, but people typically don't spend a lot of time in such a place. However, it's easy to maintain. The same block with nice paving, some grassed areas, shade trees, benches, people-scaled lighting, and natural surveillance around it, is a soft place. People will willingly spend more time there. However, the softer place costs more to maintain. Street design works the same way. High speed, multi-lane streets, with sidewalks immediately next to the curb or shoulder, without street trees, are hard places. A slower two-

lane street, lined with street trees, with buildings that provide natural surveillance, human-scaled lighting, benches with shelters at the transit stops, and a sidewalk and shared-use-path (that are not interrupted frequently by driveways) is a soft place. People will happily walk, ride, and take transit along a soft street. If the street is engaging, with interesting and varied facades, people will be willing to walk farther.

Maintenance Costs

There is often pushback against softer street environments, from the entities that maintain the streets, due to cost reasons. It is true that the maintenance costs will increase with softer streets. However, with the clever selection of materials, tree species, and ground cover, the street can be softened and create a comfortable environment, with only modest increases in maintenance costs. Conversely, if the materials and design are too soft, then the maintenance costs increase rapidly. The increase in value, to the area, town, and tax base, follows a different curve than the maintenance costs. Well-designed streets achieve a big change in value with a modest change in maintenance costs, such that there is a net gain to society. That difference more than offsets the change in maintenance costs. See Figure 3.

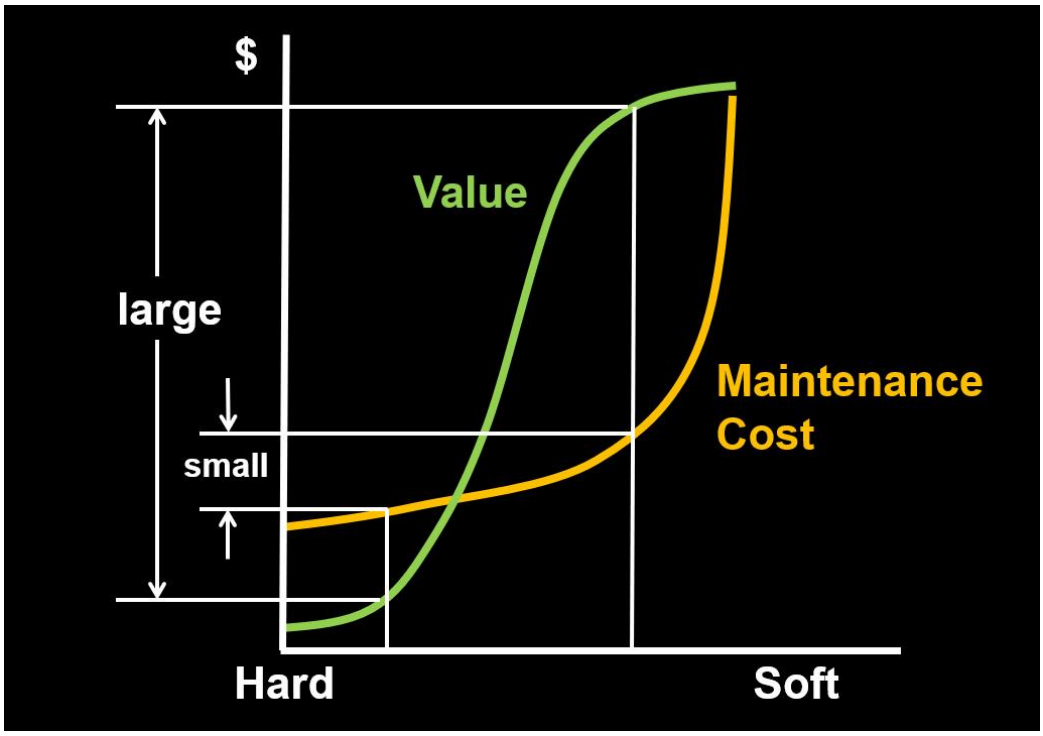


Figure 3: The relationships between hard and soft places, value, and maintenance costs

The streets, within West Wasaga Beach, particularly those under the jurisdiction of the MTO, are hard places. For the area to be successful economically, socially, image-wise, sustainably,

and from a safety perspective, the streets need to be softened. The streets need to contribute more to society than just being car-conduits. They are part of the place, and their designs should embody the values of the community and Town. West Wasaga Beach's streets ought to be designed such that they contribute to a nice place.

Like-Faces-Like

Figure 4 shows examples of like-faces-like, where changes in land use and density occur mid-block, not across the street. For example, townhomes should face townhomes, retail should face retail, and so on. Any land use can face an open space, across a street.

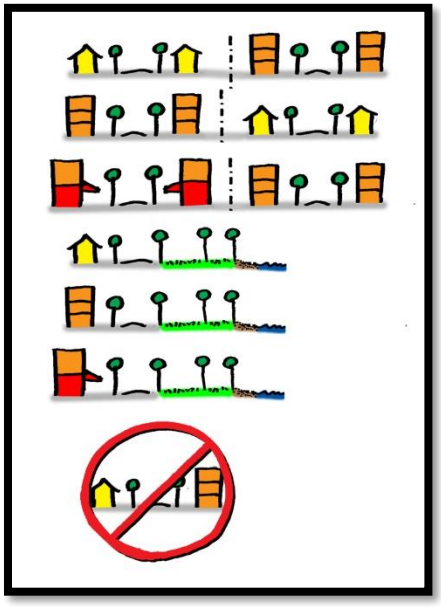


Figure 4: Like-Faces-Like

A-Frontage and B-Frontage Streets

The A-frontages of buildings ought to address streets or other public spaces, to provide natural surveillance via their front doors/main entrances, and windows, and for convenient access for pedestrians. Streets, lined with the A-frontages of buildings, are called, "A-frontage streets." A-frontage streets should not be interrupted by driveways, parking lots, or service functions. Those are B-functions, which should be located and accessed via alleys, lanes, or B-frontage streets. A-frontage streets are intended to provide comfortable and engaging pedestrian experiences. All the collector and arterial streets in West Wasaga Beach ought to be A-frontage streets and the land uses address them properly. There should be no driveways,

parking lots, access to garages, drive-through lanes, etc., between the A-frontage streets and the buildings.

B-frontage streets may or may not have buildings addressing them. B-frontage streets can be interrupted by driveways. Some places or developments do not have B-streets to handle the back-of house needs of buildings (i.e., parking, services, deliveries, trash pick-up). In those cases, they would need an alley, lane, or service court.

This A-frontage and B-frontage street guidance should be applied to every proposed development in West Wasaga Beach.

Density, Form, and Scale

At the public meetings, there was vocal support for low density, residential, development in West Wasaga Beach. Though well-intended, the people advocating for a low-density future may benefit from more information.

Different densities and land uses help or hurt the finances for towns and cities. Towns and cities should make financially informed land use decisions. Figure 5 shows the typical annual revenues that a town or city receives, per hectare, from different densities and types of land uses. Please note that these are generic typical revenues (i.e., not from Wasaga Beach). However, the relative values are similar in most towns and cities.

Figure 5: The typical revenue from various densities and land uses Source: Urban3

The numbers indicate the annual taxes that a town or city receives per hectare, minus the annual service costs per hectare. The patterns are clear. The denser land uses are the best value to the town or city from an annual revenue perspective. However, each additional low-density, single-family, home represents an annual financial loss to the town or city. In other words, it costs more in services for a low-density house than it generates in taxes.

The Town of Wasaga Beach does not have a lot of dense development to keep annually subsidizing the increasing numbers of low-density residential developments. If more low-density housing is developed in West Wasaga Beach, then the Town, as a whole, will have even less money, annually, for parks, street maintenance, fire services, library services, etc. across the entire town.

Interestingly, the low-density, one-story, surface-parked, big-box stores consume a lot of land, and do not contribute much to the tax base, compared to the equivalent land-area used by denser and more mixed land uses. So, in West Wasaga Beach's commercial node, there ought to be push for far more density, a richer mix of land uses, a better form of development, and less parking.

Low-density developments are, by definition, spread out and consume more land-area per unit of development. Consequently, it is more expensive to provide transit services, bike infrastructure, sidewalks, fire service, etc. Furthermore, the automobile trip-generation per unit of development (e.g., number of households, floor area of commercial, etc.) increases. That ironically increases traffic volumes, which was a key reason many people, in West Wasaga Beach, wanted low-density development.

There are various property rights, provincial requirements, and other planning influences that affect densities.

There are plenty of dense villages and towns that are charming, walkable, and not overrun with traffic. The point is that the future outcomes for West Wasaga Beach are a result of many factors, not just the density. Examples include adjacencies, views, materiality, building heights, transitions, parking requirements, land use mix, and the block structure/street network. In Toole Design's opinion, the latter, the lack of a connected street network, is the biggest growth-related challenge in West Wasaga Beach.

SECTION 5: THE STREET NETWORK CHALLENGE

The Need for a Parallel Street

The four most important streets in West Wasaga Beach include Beachwood Road, Lyons Court, Mosley Street, between the two roundabouts, and Side Road 33/44 (a.k.a., Local Airport Road). They are currently under the jurisdiction of the MTO. The Ministry restricts access,

requires large setbacks, and enforces other design criteria in manner that the streets have road/highway-like qualities that are at odds with the interests and values of the community and Town.

The current street network is dendritic, resembling a grapevine. The stem is Beachwood Road, and the intersecting streets are the branches. Consequently, Beachwood Road is required to handle all the street roles in West Wasaga Beach (i.e., emergency route, route for motorists, pedestrian route, cycling route, business address, transit route, residential address, delivery route, and accommodate short trips and long trips). There are no parallel streets and, consequently, no redundancy or routing options for busy times, when there is a crash, during maintenance, etc., making the area vulnerable and problematic.

As the main route, the MTO's street also shapes the image of the Town to residents and visitors alike. In many ways the qualities of the public realm express the values of the community and Town. Currently, the qualities of the street design fall well short of the community's values and desired image. The street is not performing any of its numerous roles well, which was reflected in the community's input throughout the charrette. As the traffic volumes increase, its barrier effect and other shortcomings will increase, the street will become less multimodal, and the area will be diminished. Naturally, the negative consequences will impact the community, the visitors, and the Town, more than the Ministry.

The current situation was shaped by the history of the area. In the early 1900s, Wasaga Beach became a resort community. It's first hotel opened in 1915, and the development spread, linearly, along the shore in the form of mostly cottages. Over time, the area grew. The Town was incorporated in 1974. That same year, the Province of Ontario expanded Wasaga Beach from 75th Street to Fairgrounds Road, which about doubled the land area of West Wasaga Beach. Cottages became houses and seasonal occupancy increasingly became full-time occupancy. Faster highways allowed long-distance commuting, such that Wasaga Beach evolved towards becoming a bedroom community for larger places. The downtown fire, in 2007, and the evolution towards national chain retailing, struck blows to the Town's draw, image, money-multiplier effect, tax-base, and local entrepreneurship. Despite that, the price of housing escalated, making owning a home in the Town out of reach for various demographics.

In 2012, the Highway 26 Bypass was built on the boundary between Wasaga Beach and Clearview Township. Like Beachwood Road, the highway was built parallel to the shore, Unfortunately, the MTO built the highway as close as feasible to the shore, leaving only a 750m swath of land between the shore and the highway. The highway was built at an angle of about 45 degrees, to the concession lines. That coupled with, the Ministry's limited access policies, the pre-existing developments, and the resulting, oddly shaped, remnant lots (i.e., triangles, parallelograms, etc.,) severely limits the ability to add to the existing street network.

The Frontage Street

Though it is difficult, the most feasible opportunity for a parallel street in West Wasaga Beach is a "frontage street" close to, and north of, Highway 26. **If just one of the proposed developments, adjacent to the highway, is built as currently proposed, then it will most likely preclude the last feasible opportunity for a parallel street in West Wasaga Beach.** Consequently, the biggest transportation challenge is a combination of timing (i.e., it is urgent) and process. If the Town agrees that the parallel street is important, then a process will need to be undertaken, as quickly as possible, to protect about a 25m-wide right-of-way. Note ideally, the Ministry would cooperate and allow the parallel street to use parts of their Highway 26 right-of-way. However, that negotiation will likely take time and a parallel street needs to be secured in the short run. The frontage street does not need to be built immediately, just not precluded. So, in the meantime, the City ought to secure the closest feasible right-of way next to the Ministry's right-of-way, from Fairgrounds Road to Lyons Court (via Berton Avenue in the commercial node).

Figure 6 shows the frontage street from Fairgrounds Road to Berton Avenue along the most plausible route. The objectives of the frontage street are to provide a parallel street to Beachwood Road, enable a better trail and bike network, provide redundant access throughout West Wasaga Beach, ameliorate the traffic effects of existing and future developments, help the commercial node succeed, create a bit of a block structure, and to increase the utility of Highway 26.

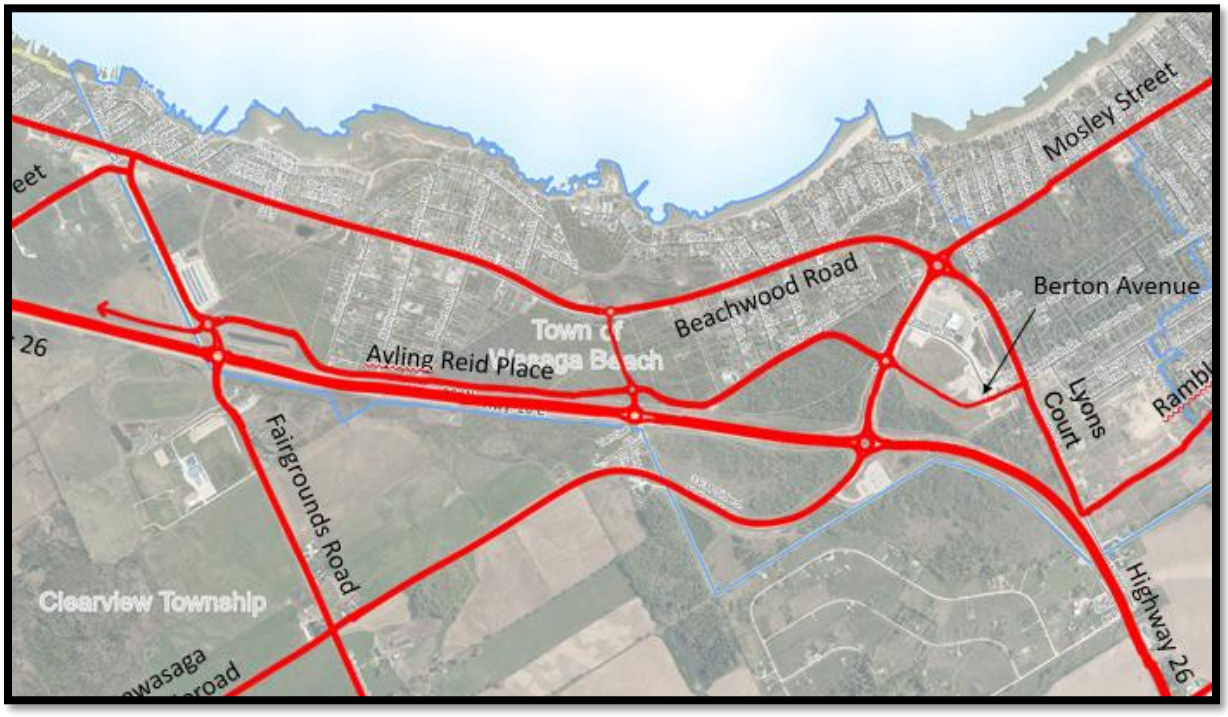


Figure 6: Proposed Frontage Street Along Highway 26

Several groups, who participated in the charrette's visioning session on Monday night, expressed a desire to increase access to Highway 26. Toole Design agrees that would be a good idea. The sole access point, in West Wasaga Beach, to Highway 26, is at Mosley Street, via a roundabout. The roundabout is already under stress, at peak times, with the current traffic loads. When the commercial node develops and more residential developments occur, that roundabout will be under even more stress and will likely begin to affect the operations along Highway 26. To help with both issues, two additional roundabouts on Highway 26 are proposed: i) one at Fairgrounds Road, which would facilitate removing the bridge over Highway 26, shorter trips to get to Highway 26, and better access to the Fairgrounds Road and to the actual Fairgrounds; and ii) another roundabout, on a north-south, property line, located about 750m west of the Mosley Street roundabout. The second roundabout would become the southern end of a street that would extend north to Beachwood Road. That street has no official name yet. However, let's call it Water Tower Street, due to the Town's proposed water tower nearby.

As with all public streets in the Town, development would be encouraged to face the Frontage Street to create an attractive edge, to the north of Highway 26. The alternative would be views of back-of-house activities. In addition, the south side of the Frontage Street's right-of-way would lend itself nicely to a mostly uninterrupted trail/shared use path. Combined with attractive landscaping, West Wasaga Beach would present a handsome edge, north of Highway 26.

The spacing between interchanges, on busy roads, is an issue due to space needed for weaving lengths, acceleration lanes, and deceleration lanes. Similarly, spacing between signalized intersections, on busy roads, is an issue due to length needed for reaction times, deceleration times, and queuing at red lights. However, roundabouts do not suffer from those issues, as is shown in Figure 7. Roundabouts can be so close together that their splitter islands can join. They can get even closer and become dumbbell roundabouts, peanutabouts, and ovalabouts.

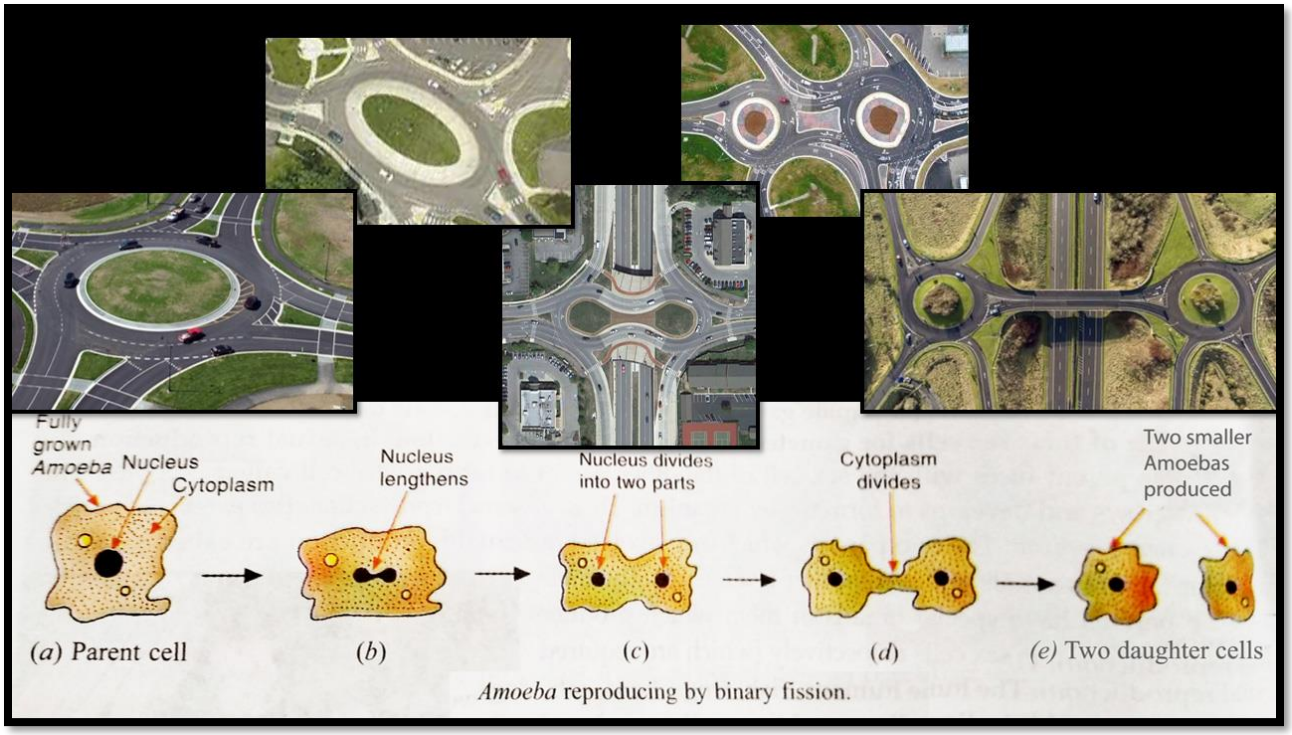


Figure 7: Minimum Roundabout Spacing is Not an Issue

There is a strong community desire for a smalltown feel and access to schools, shopping, trails, and public spaces within West Wasaga Beach. The transition, from a highway environment to an environment with a smalltown feel, can occur in two ways. The first is a long transition zone and entry sequence, where the street's cross section and design speed evolves from a rural road design vocabulary to a more urban, smalltown, design vocabulary. The other way is via a roundabout, which takes far less room; the highway vocabulary comes into the roundabout along one approach and then, within the roundabout environment, the motorists are travelling at relatively slow speeds, and then on the way out of the roundabout, they enter a smalltown context. Due to the narrow (i.e., 750m) space between Highway 26 and the shore, a space-efficient transition, using a roundabout, would be the better choice for transitions into West Wasaga Beach.

Figure 8 shows how the concept would work at Water Tower Street. The proposed roundabout on the highway would be similar to the existing roundabout at Mosley Street. The roundabout to the north, along Water Town Street would be a community-oriented roundabout where the sidewalk crossings, trail crossings, etc., would be located. The two nearby roundabouts would fall into the category of "dumbbell roundabouts." The community-oriented roundabout would be landscaped more nicely than the Highway 26 roundabout. That would create a nice entry feature and help with the transition between the two environments (i.e., the highway environment and the Town environment).

Figure 8: Entry Sequence, North of Highway 26 to the Frontage Street

A similar entry sequence would be used at Fairgrounds Road and at Mosley Street. However, at Mosley Street, the distance between the two roundabouts would be greater due to the desire to align the frontage street with Burton Avenue. That alignment would create a strong connection between the commercial node and the balance of West Wasaga Beach, relieving both Highway 26 and Beachwood Road.

Finally, for the purposes of this project, we called the frontage street, Ayling Reid Place, as a place holder, until an official name can be assigned. The reason for the name was that the frontage street connects to an existing street, towards its east end, which is called Ayling Reid Court.

Other Street Changes Within and Close to West Wasaga Beach

Existing bike and trail infrastructure, upon which the recommendations were built, include:

- A trail that runs east-west, and parallel to Ramblewood Drive (Carly Patterson Memorial Trail, shown with a purple line);
- An on-street bike route, with some off-road sections, parallel with the beaches and Mosley Street and Beachwood Road (Shore Lane Trail), shown with black and purple lines; and

- A trail (Clearview-Collingwood Rail Trail) along the old rail line that leads to Collingwood, to the west, and Stayner, to the south, shown with a purple line.

There are streets that are used frequently for cycling such as Beachwood Road, Lyons Court, and Mosley Street that would benefit by adding bike infrastructure.

Proposed bike and trail infrastructure within, and close to, West Wasaga Beach, shown in Figure 9, include:

- Shared use paths along the streets, north of Highway 26, shown in blue lines.
- South of Highway 26, parallel trails or side paths are recommended along Fairgrounds Road and Nottawasaga Sideroad 33 &34, shown in yellow lines, which lead to the Clearview-Collingwood Rail Trail.

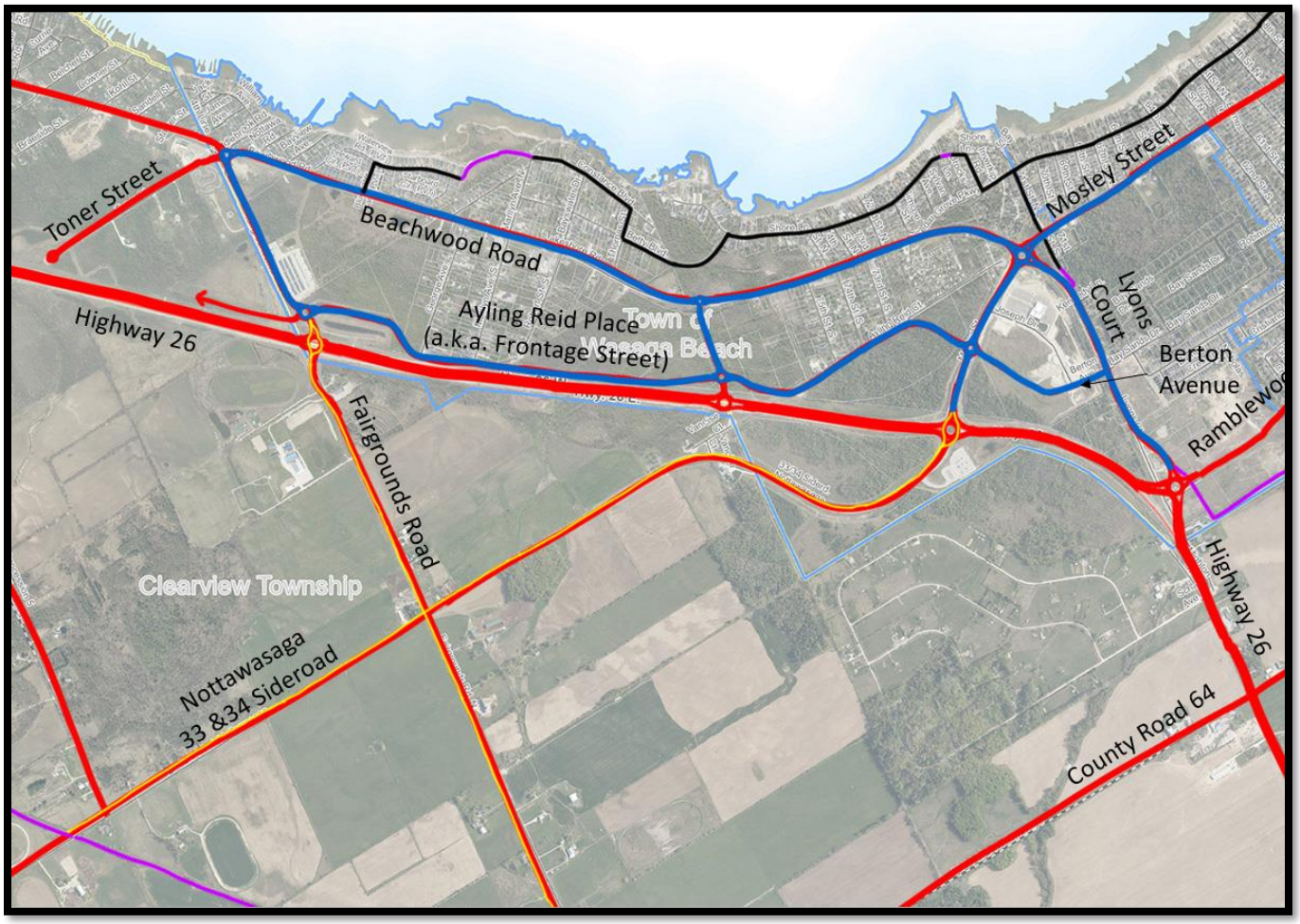


Figure 9: Other Proposed Changes Within, and Close to, West Wasaga Beach

Figure 9 also shows three additional, proposed roundabouts. The first one is on the western boundary of the Town of Wasaga Beach at the intersection of Beechwood Road, Toner Street,

and Fairgrounds Road. The purposes of this roundabout are to slow motorists on their way into West Wasaga Beach, to resolve the peculiar intersection arrangement in the vicinity, and to create an attractive entrance feature into the Town. The second roundabout is at the intersection of Highway 26, Ramblewood Drive, and Lyons Court. The purposes of the second roundabout include: relieving the existing roundabout at Mosley Street, creating better access to Lyons Court and Ramblewood Drive, creating a better-connected street network to the east of West Wasaga Beach; and creating better access to the commercial node. The third additional roundabout is proposed at the intersection of Water Tower Street and Beachwood Road. Its purposes include traffic calming, legibility/wayfinding, and consistency.

From a legibility perspective, the four streets that connect Highway 26 and Beachwood Road have roundabouts at Highway 26 and Beachwood Road. Consequently, the presence of roundabouts makes it easy to tell which streets lead to Highway 26 and which streets do not. From a consistency perspective, roundabouts work well in series, as opposed to mixing signalized intersections and roundabouts.

The blue lines indicate streets that are proposed to have their cross sections changed to include the components shown in Figures 10 and 11. The components of the cross sections are the same for all the streets shown in blue. However, the rights-of-way may differ in width. Consequently, the dimensions of the components will vary accordingly, such that they fit within the available rights-of-way. Two examples of this cross section are shown, assuming a 30m right-of-way, like along Beachwood Road, and a 20m right-of-way, like along Mosley Street.

Note that the cross-section shows three motor vehicle lanes: one lane each way and a two-way-left-turn-lane (or TWLTL). In places with few driveways and/or intersecting streets, the TWLTL will not be needed. In these places, adjust the cross section to be either a two-lane street, or a two-lane street with regular left turn lanes.

Also note that, periodically, short, landscaped, medians are proposed. The purposes of the medians are to prevent motorists from using the center lanes for overtaking, create a greater sense of enclosure for traffic calming purposes, and provide a refuge for pedestrians at crossings. Pedestrian crossings should occur at every intersection and, for long blocks, at midblock locations.

Because these are complete streets, with shared use paths, they augment the existing trail network and the existing on-street bike routes. They also provide “loops” which make walks, runs, and bike rides more interesting. This is because people are not required to walk, run, bike a route for the first half of their journey, and then use the same route to return. Finally, the loops provide routing options, a more fine-grain network of facilities for active transportation, and connections to more destinations within West Wasaga Beach.

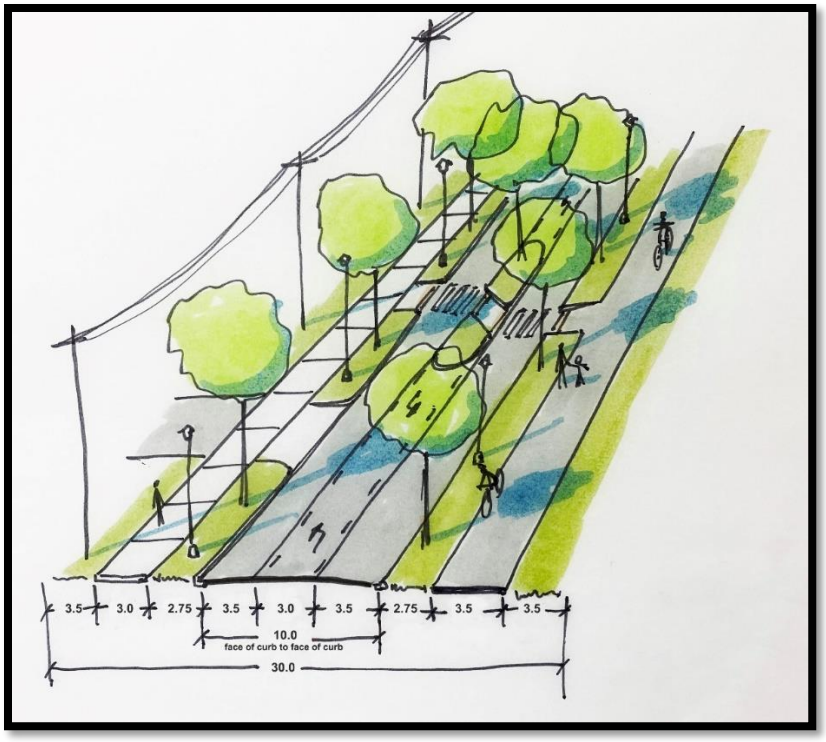


Figure 10: Complete Street with a 30m Right-of-Way

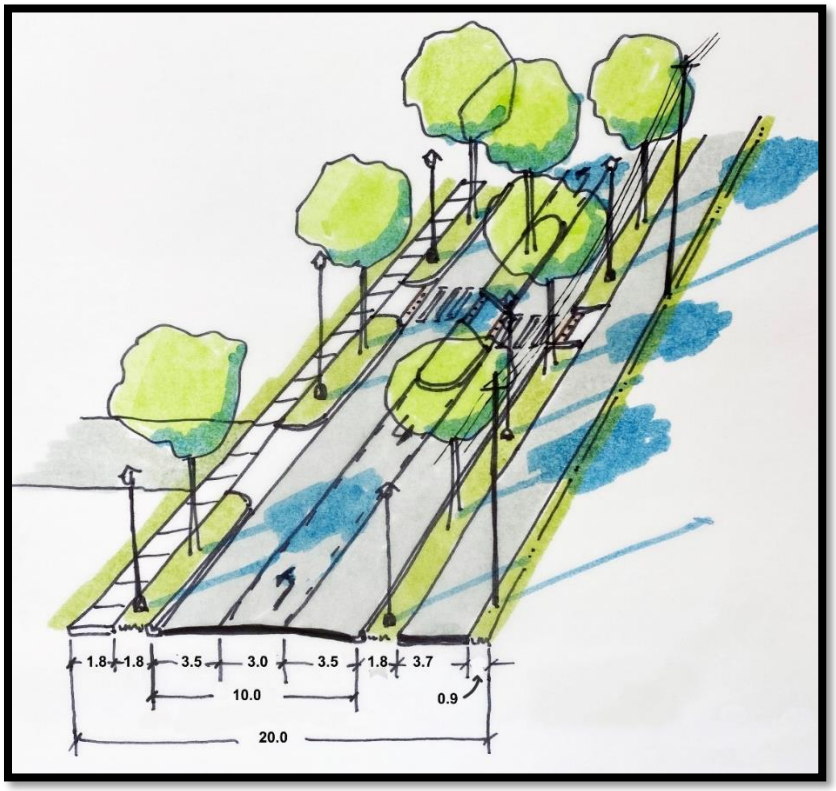


Figure 11: Complete Street with a 20m Right-of-Way

The roundabout, at the intersection of Beachwood Road and Mosley Street, should be altered to provide more deflection, on the way in and on the way out of the roundabout. This will help achieve slower speeds for motorists, when in the roundabout, and result in higher yield rates for pedestrians and cyclists. At the same time, the alterations to the street approaches to the roundabout should incorporate the proposed complete street cross sections. Lastly, this roundabout is located within West Wasaga Beach and, as such, it ought to feel like a roundabout in a friendly small town. So, better landscaping, including trees, is recommended in the centre.

Commercial Node

The proposed next phase of the commercial node, south of the casino, is on a large parcel of land, shown in white on Figure 12. The relatively small black shapes are the buildings. Most of the land is consumed by automobile facilities, namely parking lots. The site plan will result in an unwalkable place that provides a suburban, car-centric, identity. It is the antithesis of the community vision of a place that provides walkability, a small-town feel, and neighborliness. The problems are not due to the proposed land uses per se. The problems are due to the lack of density and the automobile-centric form.

The site, as designed, lacks the flexibility to receive infill development as the market evolves. The site, its streets, and its utilities, should be designed to densify, in an orderly manner, with a rich mix of land uses, and become increasingly urban and town-like. As proposed, this site is a super block. Instead, it should have a connected street network and blocks that work, in the near term, but also create lasting value by anticipating compatible infill development. The street network/block structure should create synergies with the adjacent parcels, labeled “future development.” The proposed buildings should be up to the public streets and the private streets. The B-spaces, such as parking, service locations, dumpsters, and drive-through facilities, should be located behind the buildings. For example, the proposed strip of retail stores should front a Main Street. The Main Street should have wide sidewalks, street trees, and 60-degree angle parking. The Main Street should terminate at a public plaza at one end. The hotel could create a wonderful terminating vista, looking over the plaza and down the Main Street. The commercial node should connect with the proposed shared use paths in the vicinity and along the frontage street. There is a lot of potential for this site to align with the community vision, be more valuable for the developer, and be an increasingly highly regarded location in the community over time.

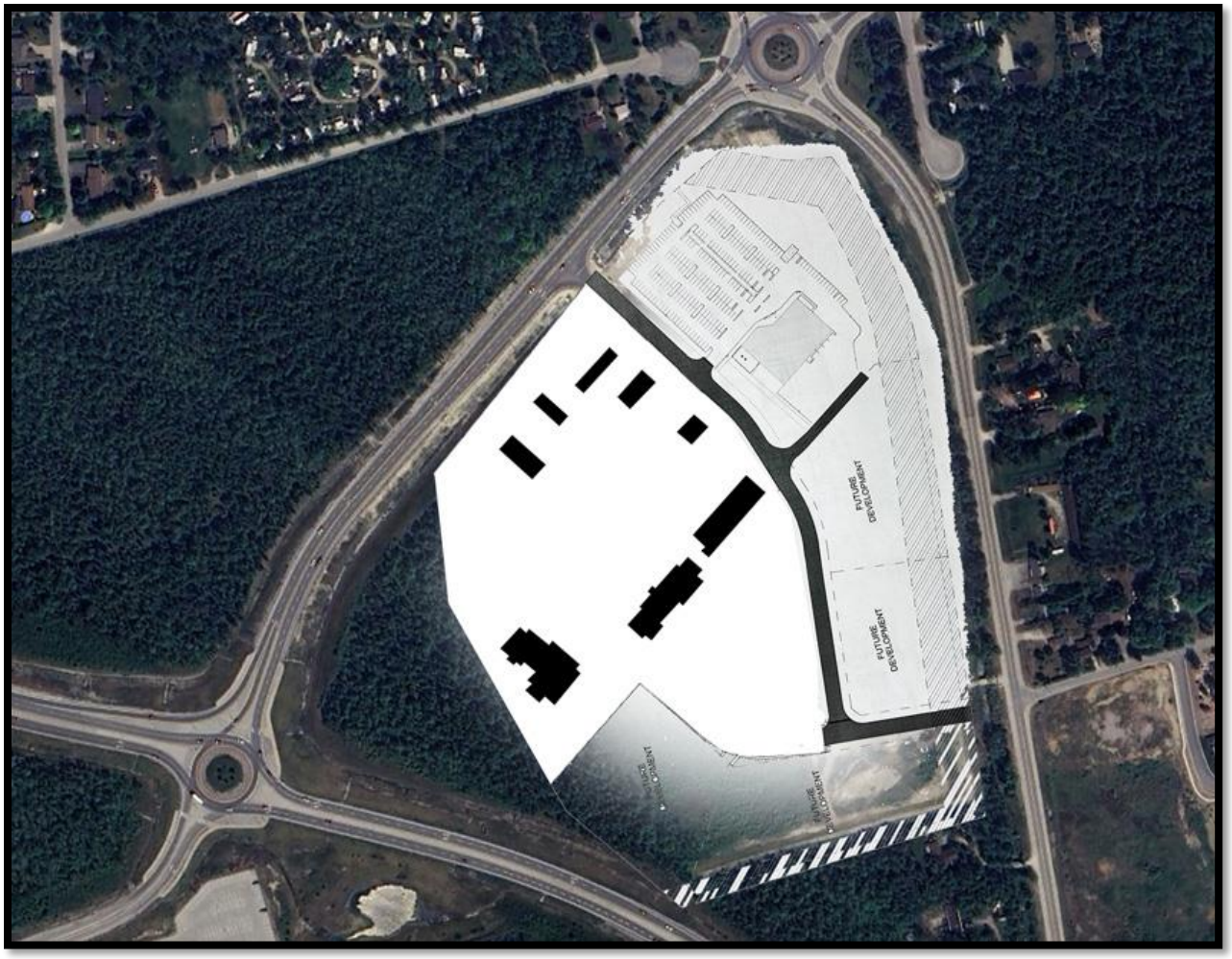


Figure 12: A Figure Ground of the Proposed Buildings in Phase 2 of the Commercial Node

See Figure 13 that shows the beginning of a counter plan, that embodies the spirit of the previous paragraph. It includes the same land uses as were proposed by the developer, some infill development, and a plaza that is overlooked by the hotel. Ideally, the commercial node would include some high-density residential development too, with active ground floor uses. Figure 13 shows one conceptual alternative for providing a direction for this site plan. It is not the only alternative, meaning the site plan should be "worked" until it is optimal at full buildout and then adjusted backwards to reflect opening day.

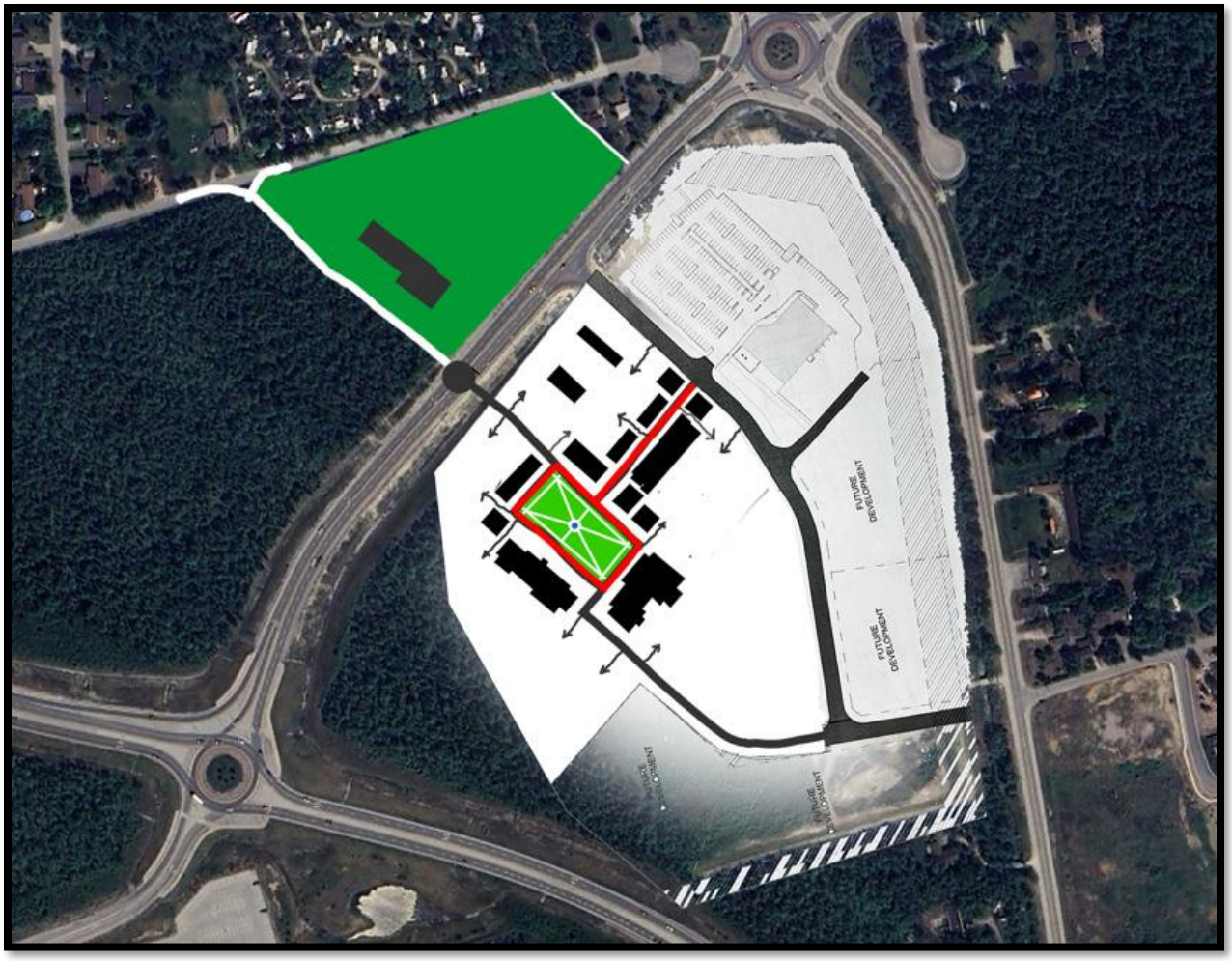


Figure 13: Some Ideas to Improve the Development Proposal for the Commercial Node

The frontage street was routed to the north, in the vicinity of the commercial node, to create a strong connection to Phase 2 of the commercial node. Across Mosley Street, from the commercial node, a 2.8-to-3.0-hectare elementary school was proposed on the north side of the frontage street. A myriad of other compatible uses should be proposed across the frontage street from the school. Those uses should benefit the commercial node, the school, and the community. There should be an effort to coordinate all the plans in the vicinity of the commercial node and elementary school to create strong relationships and synergies. The idea would be the whole, of the commercial node, would be greater than the sum of its parts.

Presently, the commercial node has relatively poor access due to the existing street network, the limited relationship with Highway 26, and the MTO's access restrictions. The developers should consider the many access changes and cross section ideas, proposed herein. They should design their site plan to take full advantage of them. Additionally, the Town should refine its development policies to prohibit designs that lead to undesirable outcomes, as well as encourage designs that result in desirable outcomes (i.e., aligns with the community vision).

Changes Beyond West Wasaga Beach's Boundaries

The problems and opportunities that affect West Wasaga Beach cannot be addressed completely within the borders of West Wasaga Beach, because there are contributing factors that extend beyond the borders. The following are a series of related ideas and recommendations.

Figure 12 shows two changes to county roads, south of Wasaga Beach, that will help with east-west connectivity, especially in the long-term. These two changes do not need to happen in the near-term. However, action should be taken, in the near-term, so that these changes are not precluded in the future by development or other factors.

i) Extend County Road 64 to 45th Street (County Road 7, south of the Town boundary).

ii) Presently the east-west-running County Road 96 intersects with the north-south-running County Road 7 (known as 45th Street in Town), approximately 300 metres south of the intersection of the east-west-running Concession 12. Consequently, the east-west traffic that moves along County Road 96 and Concession 12 (which crosses Sunnidale Road/County Road 10 further to the east) must travel in the north-south-direction on County Road 7 for 300 metres and drive through both intersections. This is known as an "offset intersection" which is a type of "confluence." In the long run, this will likely be problematic. The solution is to align the two east-west streets at the same intersection.

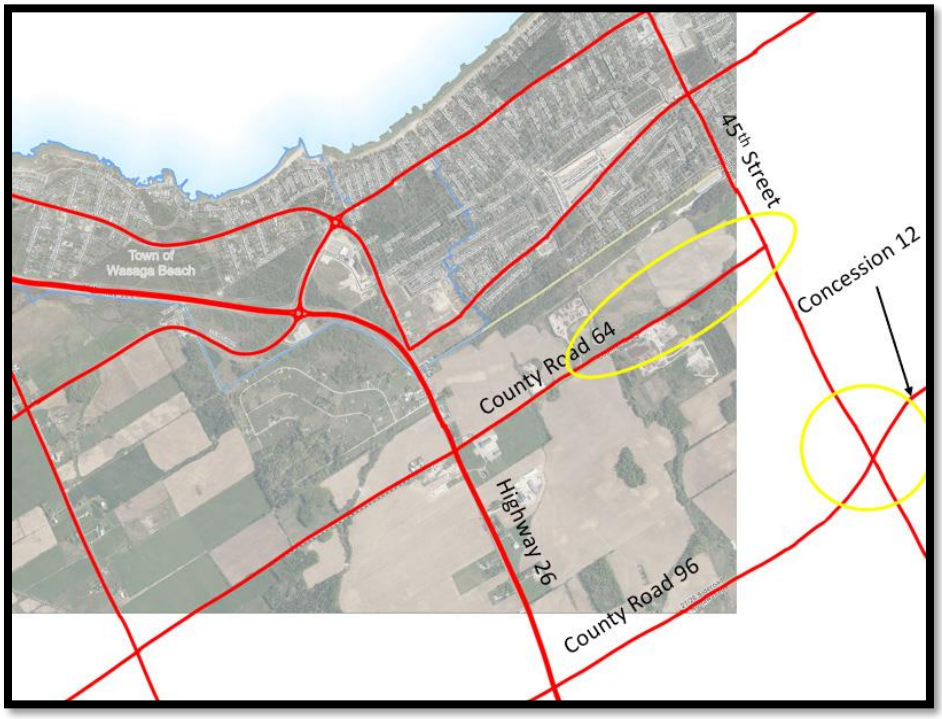


Figure 14: Proposed Changes to County Roads

Figures 6 and 9 show the frontage street extending to the west, past Fairgrounds Road. The idea is that Collingwood is facing the same network problems as West Wasaga Beach. It is recommended that the Town share this idea and the other ideas that affect jurisdictions, outside of Wasaga Beach, including the MTO, to garner their support and collaboration.

Figure 9 shows bike facilities (e.g., a parallel side path or a trail) extending beyond West Wasaga Beach, along Fairgrounds Road, and along Nottawasaga 33 & 34 Sideroad, that lead to the Clearview-Collingwood Rail Trail. Furthermore, the existing roundabout at Highway 26 and Mosley Street should be altered to make the bike and pedestrian crossings more comfortable. The proposed roundabout at Fairgrounds Road should be designed similarly. Having a comfortable route between the Rail Trail and West Wasaga Beach will be a wonderful addition to the bike and pedestrian network for residents and visitors alike.

SECTION 6: WORKING WITH THE MTO

To a great extent, the success of West Wasaga Beach is in the hands of the Ministry. They control the important streets, walkability, and connectivity with Highway 26, Beachwood Road, Mosley Street, and Lyons Court. They control the feasibility of complete streets, achieving safer speeds, the potential of the frontage street, the comfort of the existing roundabouts for pedestrians and cyclists, and access to the development sites and the commercial node. They control the public realm and, thus, the identity of West Wasaga Beach. The Town only controls land uses and local streets.

Unfortunately, the MTO and the Town do not share the same set of values when it comes to access and the community vision. However, it is in the MTO's interest that the Town and every other town and city in Ontario thrive, that the residents and business do well, that safety increases, and that we are good stewards of the land. All the professionals involved have made oaths to consider the public welfare as paramount. So, there is common ground from which the Town and MTO can collaborate.

Streets North of Highway 26

Today, the Town and adjacent municipalities are trying to help their communities, north of Highway 26, grow in an orderly manner, in keeping with the communities' visions, and using the best urban design practices available. Such efforts have their challenges under normal circumstances. However, the challenges in West Wasaga Beach are more difficult due to a combination of geographical constraints, jurisdictional boundaries, existing development, current development pressure, the location of Highway 26, the placement of existing streets,

the concession lines being 45 degrees to the streets, the important streets in West Wasaga Beach being under the MTO's jurisdiction, and limited Town budgets.

Part of the solution may include some changes of jurisdiction of the streets within West Wasaga Beach, from the MTO to the Town. Arguably Beachwood Road, Lyons Court, Mosley Street, within West Wasaga Beach serve a negligible provincial role today. Years ago, prior to the construction of Highway 26, that was not the case. The MTO still considers these streets as "roads" which connotes that they should be designed for faster and longer trips by car. That perspective, though helpful decades ago, no longer serves the public interest in these evolving contexts. The current needs include greater connectivity, slower speeds, and shorter trips, in order to provide the provincially mandated housing numbers, while simultaneously providing a good quality of life in the Town. So, the recommendation is to change the jurisdiction of these streets to the Town.

A Proposed Arrangement between the Town and the MTO

Toole Design believes that a change of jurisdiction would help, but it would not be sufficient to solve the problems. A package of changes is needed, which would be most feasible if an arrangement could be made between the Town and the MTO/Province.

At first glance, it is odd that the Province would have jurisdiction over all the collector streets and arterial streets in West Wasaga Beach. However, it is a result of how the area evolved over many decades. The current situation is not desirable for either the Province or the Town and ought to be corrected. Unfortunately, there are some time-sensitive, public interest, reasons why the Province and the Town need to move forward on a solution in the near term. In summary, the most feasible package of solutions is susceptible to being precluded without governmental action and cooperation from some property owners and developers.

From a practical perspective, the MTO's values and street design practices are not aligned with the vision for West Wasaga Beach. Furthermore, in general, the fundamental purpose of towns (and cities) is to concentrate people and resources, in close proximity, for the ease of access to the things that people need to live and thrive in the Town. To that end, the best towns and cities have a grid of connected streets. Unfortunately, West Wasaga Beach lacks a connected street network which creates problems, currently, that will worsen, over time, if not corrected.

The urgency exists because the opportunity to plan and build a helpful piece of new network could close soon for two reasons:

1) There are several development applications moving forward that, if approved and built, will jeopardize the last remaining, feasible, opportunity for the addition of meaningful street connectivity (i.e., the "frontage street"); and

2) The MTO's stance on access and street design.

If the cooperation of the developers, the Town, and MTO are not forthcoming, then the new street will likely become infeasible. If that happens, then the potential to solve the traffic and quality of life shortcomings in West Wasaga Beach will be diminished permanently, and the problems will get worse, which is not in the public interest.

The streets in the Town, under the jurisdiction of the MTO, are considered Provincial "assets." Those assets lose money. They are destined to achieve negative financial returns perpetually, due to ongoing maintenance costs. It would be better for the Province, if the Town were to assume the jurisdiction of the streets and take over the ongoing maintenance costs. That arrangement would make sense because the streets serve many Town purposes (though badly, due to the streets' current designs) and insignificant Provincial purposes.

The Town has three financial considerations:

1) Presently, the Town cannot take on the jurisdiction of the MTO's streets in West Wasaga Beach, in their current highway-like form, because: a) the streets currently perform poorly, financially; and b) the ongoing maintenance costs.

2) The Town does not have the money or authority to: a) rebuild the existing MTO's streets to suit the context and align with the Town's vision, and b) build the frontage street. However, the Town does have: c) the authority to influence the upcoming development to be more valuable, contextual, and connected. If an arrangement could be reached, that leverages 2a), 2b), and 2c), then, the economic potential of the commercial node could be increased, and value could be added to the whole of West Wasaga Beach. With the resulting increase in the tax-base, the Town could then afford to take over the jurisdiction of the MTO streets, within the Town's borders, and cover the ongoing maintenance costs of the formerly MTO-owned streets.

3) Without the changes above, the opportunity will be missed and precluded. The potential financial performance and quality of life in West Wasaga Beach will be stifled. That is not in the Town's, community's, or the Province's best interest.

Furthermore, the Town did not cause the problems, in West Wasaga Beach, on its own, and it cannot solve the problems on its own. In fact, the problems evolved with no malicious intent by anyone or any jurisdiction. It happened over decades with several jurisdictions and developers doing what they thought was best at the time. That being said, the Province's jurisdictional and infrastructure changes, over time, contributed to the current situation. For example, they built Highway 26 along its current alignment, creating some severe constraints to the north. The Province designed the collector and arterial streets in West Wasaga Beach that are context insensitive. The Province also expanded the Town's boundary to the west, during the annexation, which added much of West Wasaga Beach into the Town. On the other hand, the Town permitted development with little connectivity. The Town needs the collaboration of the

MTO more than the other way around because, proportionally, the negative effects of the status quo are larger on the Town than on the Province.

The following is a recommendation to move forward that is win-win for the Province and the Town:

1) At the Province's expense, the MTO would rebuild its streets, in West Wasaga Beach in accordance with designs specified by the Town and, at the same time, update the underground infrastructure. Once the changes are complete, the streets' jurisdiction would be transferred to the Town at no cost to the Town. The benefits to the MTO are that they get the streets out of their inventory and no longer must maintain them indefinitely, saving them money in the long run. They also would not have to deal with the related development issues and other issues that the Town ought to be doing. The benefit to the Town is that they have a "25 - year street," which would not need much maintenance work for a long time. That gives the Town the opportunity to build up the value of the area, through development and redevelopment, and increase the tax-base, such that the Town could afford the ongoing maintenance. The increased tax base will also help the Province's tax base.

2) The MTO would allow the three proposed roundabouts along Highway 26 (i.e., at Ramblewood Drive, Water Tower Street, and Fairgrounds Road). This will help reduce VKT along Beachwood Road and at the existing roundabout at Highway 26 and Mosley Drive due to direct routing and sharing the traffic loads. Otherwise, traffic pressure will eventually overwhelm the ability of the existing roundabout to handle it, and a grade-separated interchange or traffic signal would have to be contemplated. Those eventualities should be avoided because they would exacerbate the existing barrier effect along Mosley Street, focus excessive traffic volumes on Mosley Street, detract from the character of the area, reduce walkability, and stifle the success of the commercial node. Furthermore, the series of roundabouts would provide access to Highway 26 such that longer trips can more easily use the highway, lowering the volumes of long-distance trips on the Town's street network.

3) The MTO would support the planning and implementation of the frontage street. The frontage street would substantially help the active transportation network in the area and provide people with viable alternatives to driving. It would also provide a new route to and from the commercial node for a substantial portion of the population, who would still drive, in West Wasaga Beach and Collingwood. That route would not require drivers to access Highway 26 or Beachwood Road. Lastly, it provides redundancy for busy traffic days, emergencies, and such. The frontage street will likely need a right-of-way of about 25m. If there is a hard constraint, for a portion of the route, that results in a narrower right-of-way, then it would be helpful if the MTO could permit part of its Highway 26's right-of-way to be used, such that the whole 25m right-of-way is achieved for the frontage street.

The MTO is contemplating a future highway bypass, a few miles to the south of West Wasaga Beach. That highway would make Highway 26 less important for long distance trips,

compared to today. So, this should provide some comfort, at the MTO, with the above recommendations, such as adding some carefully planned access, via roundabouts, to Highway 26, in the vicinity of West Wasaga Beach.

SECTION 7: ONE-YEAR MORITORIUM ON DEVELOPMENT IN WEST WASAGA BEACH

The potential of West Wasaga Beach, to approach its vision, depends on several site planning and infrastructure changes being successful. Each component is difficult and requires collaboration with the MTO, other jurisdictions, and developers, and may require subsequent public involvement. A successful scenario, in which the development applications continue to be processed, seems unlikely. Consequently, the Town should consider a moratorium on development for one year. This will give the Town the time to negotiate, collaborate, and plan.

SECTION 8: MISCELLANEOUS IDEAS AND RECOMMENDATIONS

1) Many residents said that they want less density, fewer traffic problems, and a small-town feel. It is infeasible to achieve all these objectives simultaneously in a growing Town, with provincial requirements, entitled land, and an affordable housing shortage. It is likely that there are misunderstandings about density, the factors that influence density, and what is in the public interest. So, it is recommended that the Town develop an easy-to-understand explanation about “all-things-density.”

One component of that explanation should be “What does density look like?” A lot of people fear that higher densities will be ugly and incompatible. However, it doesn’t have to be that way. The idea would be to have photos of many developments with their densities indicated. Some side-by-side comparisons could be made. They would show that the look and compatibility of development has a lot to do with the form/design, and it is not simply a function of density.

2) The Town should consider developing some ways to influence form. This is a challenge considering the Provincial influence, but it could be a win-win. Examples include requiring buildings to face public streets, like-facing-like, density transitions, etc.

3) The town should consider parking reform. One idea could be getting rid of parking minimums. Perhaps with medium and high-density housing, the parking could be decoupled from the home so that the buyer/renter could purchase or rent only the number of parking

spaces that they want. This would also increase affordability for families that have one or no cars. Perhaps, parking spaces/garages need to be located behind 66% of the floor area of the home, or at the back of the home via an alley, lane, or long driveway. The developments, whose streets and front yards are littered with garages, driveways, and parked cars look terrible and detract from walkability.

4) The Town should consider purchasing all the private property north of Bay Street (i.e., towards the north end of 71st Street) and combine that land with the balance of the public lands to create a public beach and beach access. It would also behoove the Town to: a) secure and provide land nearby, such that the number of affordable homes in the area is not reduced; and b) help relocate the affected renters and owners.