



BA Group

KESWICK SECONDARY PLAN BACKGROUND REPORT

Transportation

Prepared For: Planning Partnership
January 16, 2020



TABLE OF CONTENTS

1.0	INTRODUCTION	1
1.1	This Document	1
2.0	BACKGROUND DOCUMENTS	2
2.1	The Regional Municipality of York Official Plan (YROP)	3
2.1.1	YROP – Transportation Related Policies.....	4
2.1.2	YROP - Regional Cycling Network	22
2.1.3	YROP - Regional Transit Network	23
2.1.4	YROP – Street Network	24
2.1.5	YROP – York Region Strategic Employment Lands.....	25
2.2	Town of Georgina Official Plan.....	26
2.2.1	GOP – Street Network	27
2.2.2	GOP – Active Transportation	28
2.3	Keswick Secondary Plan.....	29
2.3.1	KSP – Transportation and Pathway System.....	30
2.3.2	KSP – Transportation Related Policies.....	31
2.3.3	KSP - Urban Design Guidelines.....	37
2.4	Trails & Active Transportation Master Plan.....	44
2.5	Engineering and Design Standards	44
2.6	Town of Georgina Zoning By-Law Number 500	45
2.6.1	Section 5.28 – Parking Area Regulations	45
2.6.2	Section 5.30 – Planned Width of Public Street Allowance	45
2.7	Planned Road Network	45
3.0	EXISTING CONDITIONS	47
3.1	Existing Road Network.....	47
3.2	Existing Traffic Conditions	48
3.2.1	Daily and Weekday Peak Hour Traffic.....	48
3.2.2	EMME Model Traffic Output.....	48
3.2.3	Existing Transit Service	49
3.3	Existing Parking Conditions	54
4.0	SUMMARY	58
4.1	Existing Conditions	58
4.1.1	Road Network	58
4.1.2	Transit	59
4.1.3	Active Transportation	59
4.1.4	Parking	59
4.1.5	Urban Design Guidelines	60
4.2	Draft Concept Plans.....	61



TABLE OF APPENDICES

APPENDIX A:	Keswick Secondary Plan
APPENDIX B:	Trails and Active Transportation
APPENDIX C:	Development Engineering Cross-Sections
APPENDIX D:	Town of Georgina Zoning Bylaw
APPENDIX E:	Daily ATR Data by Road Segment
APPENDIX F:	Peak Hour Traffic Volumes
APPENDIX G:	Geometric Design Guidelines for Canadian Roads
APPENDIX H:	Existing Parking Regulations



LIST OF TABLES

Table 1	York Region Official Plan Transportation Policies	4
Table 2	Keswick Secondary Plan Transportation Policies.....	31
Table 3	Existing Keswick Transit Service	49

LIST OF FIGURES

Figure 1:	Excerpt from YROP-Map 1: Regional Structures	3
Figure 2:	Excerpt from YROP - Map 10: Regional Cycling Network.....	22
Figure 3:	Excerpt from YROP - Map 11: Transit Network.....	23
Figure 4:	Excerpt from YROP - Map 12: Street Network	24
Figure 5:	Excerpt from YROP - Figure 2: Strategic Employment Lands.....	25
Figure 6:	Excerpt from GOP Schedule A1: Municipal Structure	26
Figure 7:	Excerpt from GOP - Schedule E: Roads Plan	27
Figure 8:	Excerpt from GOP - Schedule F: Active Transportation Plan.....	28
Figure 9:	Excerpt from Keswick SP - Schedule F1: Land Use Plan	29
Figure 10:	Excerpt from Keswick SP - Schedule F3: Transportation and Pathway Systems Plan.....	30
Figure 11:	The Queensway, KSP Existing Cross-Section (Ravenshoe Road to Pine Beach Drive)....	38
Figure 12:	The Queensway, KSP Proposed Cross-Section (Ravenshoe Road to Pine Beach Drive) .	38
Figure 13:	The Queensway, KSP Existing Cross-Section (Pine Beach Drive to Morton Avenue)	39
Figure 14:	The Queensway, KSP Proposed Cross-Section (Pine Beach Drive to Morton Avenue)	39
Figure 15:	The Queensway, KSP Existing Cross-Section (North of Morton Avenue)	40
Figure 16:	The Queensway, KSP Proposed Cross-Section (North of Morton Avenue).....	40
Figure 17:	The Queensway, KSP Proposed Urban Cross-Section.....	41
Figure 18:	Woodbine Avenue, KSP Existing Cross-Section	42
Figure 19:	Woodbine Avenue, KSP Proposed Cross-Section	42
Figure 20:	Local Road, KSP Proposed Cross-Section	43
Figure 21:	Collector Road, KSP Proposed Cross-Section	43
Figure 22:	Road Classifications.....	46
Figure 23:	Existing Signalization	50
Figure 24:	TMC Inventory.....	51
Figure 25:	Average Weekday Daily Traffic.....	52
Figure 26:	Existing Transit.....	53
Figure 27:	Parking – Urban Centre 1	55
Figure 28:	Parking – Urban Centre 2	56
Figure 29:	Parking – Urban Centre 3	57



1.0 INTRODUCTION

BA Group is retained with The Planning Partnership to provide transportation advisory services for the Keswick Secondary Plan Review (KSPR) process.

The KSPR will be developed in three phases:

- Phase 1: Technical Background
- Phase 2: Concept Development
- Phase 3: Final Secondary Plan

1.1 THIS DOCUMENT

This report presents the initial draft transportation background study review of policies and existing conditions for the Keswick area.

This report will be updated following commentary from the technical advisory committee (TAC), Regional and Town staff, public consultation, initial concept development, and development of more in-depth analysis of opportunities and constraints.

This document has been organized to present:

1. **Introduction** to the report framework.
2. **Background Documents:** A review of the applicable Regional and Town of Georgina planning documents, Town of Georgina Development Design Criteria, and Zoning By-law No. 500 as they relate to transportation in and immediately surrounding the Keswick area.
3. **Existing Conditions:** A review of the existing road network, transit, and active transportation conditions as well as current modelling forecasts for the Keswick area.
4. **Concept Development:** This section of the report will be populated following a focus group discussion on transportation and Workshop #1 in order to provide transportation input for the development and review of draft concept plans.

2.0 BACKGROUND DOCUMENTS

The following municipal planning and engineering documents were reviewed by BA Group to understand the transportation related policies and legislation applicable to the Keswick Secondary Plan (KSP) area.

- The Regional Municipality of York Official Plan, 2010 (Consolidated April 2019)
- Town of Georgina Official Plan, 2016 (Consolidated September 2018)
- Keswick Secondary Plan, 2004 (Consolidated November 2018)
- Keswick Business Park Secondary Plan, 2008
- The Regional Municipality of York Transportation Master Plan, 2016
- Town of Georgina Development Design Criteria, 2013 (Last Updated August 2017)
- Town of Georgina Zoning By-Law Number 500, 1994 (Latest Revision August 2019)

2.1 THE REGIONAL MUNICIPALITY OF YORK OFFICIAL PLAN (YROP)

Date: Modified York Region Official Plan (2010). Consolidated: April 2019

The York Region Official Plan (YROP) identifies Keswick as an Urban Area. Immediately east of the Keswick area is the Environmental Assessment (EA) approved extension of Highway 404. Keswick is also considered a Local Centre and Corridor in the YROP, which are considered,

“...focal points for residential, human services, commercial, and office activities for the surrounding community and play a supporting role to Regional Centres and Corridors and enhance the network connectivity throughout York Region...”

“...Certain Local Corridors, which may be Regional arterial streets, in existing and proposed urban areas, have the potential for intensive and mixed-use land development, supported by public transit services. Local Corridors link Regional and Local Centres and may be identified as routes for transit services and facilities. The appropriate level of development and density will depend on site-specific circumstances and the nature of the surrounding area.

Local Centres and Corridors have a role to play in achieving the Region’s intensification objectives, and will be addressed within local intensification strategies.”

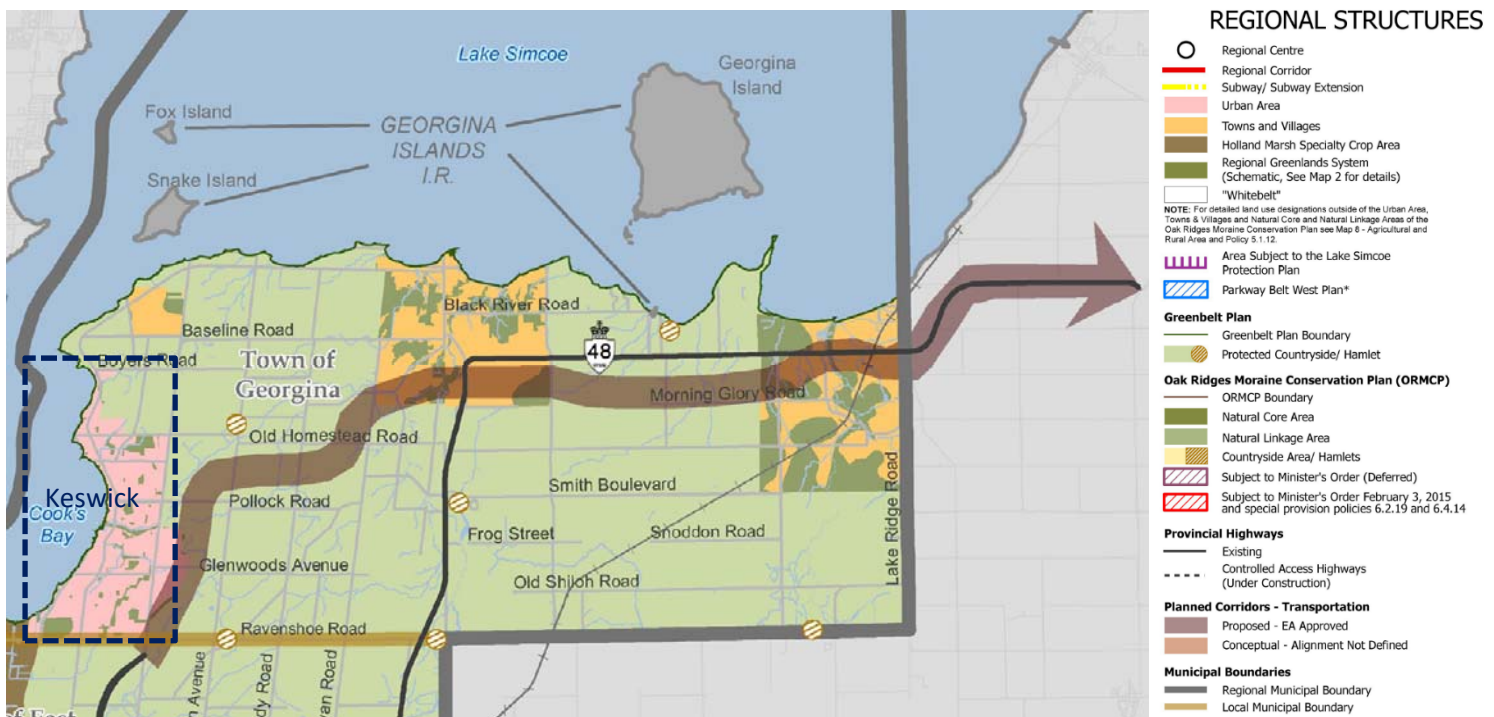


FIGURE 1: EXCERPT FROM YROP-MAP 1: REGIONAL STRUCTURES

2.1.1 YROP – Transportation Related Policies

Individual sections of the YROP have been reviewed in relation to their transportation related policies and relevance to the KSPR. Transportation related policies have been summarized further in Table 1.

TABLE 1 YORK REGION OFFICIAL PLAN TRANSPORTATION POLICIES

Chapter / Section Description	Transportation Related Policies
<p><u>Chapter 5.0 – An Urbanizing Region</u></p> <p>This chapter lays the foundation for creating the next generation of communities within York Region. The policies set new standards to ensure that growth is based on innovation, place making, and decision making that integrates the environment, community and economy.</p>	
<p>5.1 Forecasting and Phasing Growth</p> <p><u>Objective:</u> To ensure that growth in York Region occurs in an orderly and sustainable manner.</p> <p>Section 5.1 outlines policies related to phasing delivery to ensure the effective delivery of services and encourage orderly, sustainable growth.</p>	<ul style="list-style-type: none"> - 5.1.6 requires local municipalities to develop a phasing plan for new community areas that is co-ordinated with the following Regional plans and policies: <ul style="list-style-type: none"> a) the new community areas criteria in Section 5.6 of this Plan; b) the fiscal policies in Section 4.5 of this Plan; c) the York Region 10-Year Capital Plan; d) the York Region Water and Wastewater Master Plan; and, e) the York Region Transportation Master Plan. - 5.1.7 requires that local official plans, master plans, capital plans and secondary plans be consistent with phasing plans prepared in accordance with policy 5.1.6.b through 5.1.6.e. - 5.1.9 requires local municipalities to prepare detailed sequencing plans within each secondary plan that provide for an orderly and efficient progression of development to the next sequence, and are supported by water, wastewater, and transportation infrastructure, and the provision of human services. - 5.1.11 forecasts in Table 1¹ of the YROP be monitored annually and reviewed at least every 5 years, taking the following into account: <ul style="list-style-type: none"> a) the latest population and employment forecasts for the Region; b) the fiscal policies in Section 4.5 of this Plan; c) the York Region Water and Wastewater Master Plan; d) the York Region Transportation Master Plan; e) the York Region 10-Year Capital Plan; and, f) the pace of growth and shifts in the marketplace.

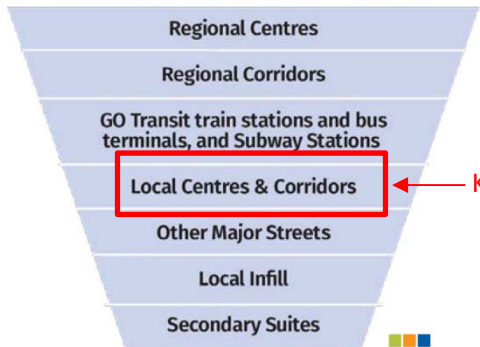
¹ Table 1 of the YROP identifies the population and employment forecasts for Georgina.

Chapter / Section Description	Transportation Related Policies
	<ul style="list-style-type: none"> - 5.1.12 expansions of the Urban Area, shall only be initiated by the Region, in consultation with local municipalities, as part of a Regional municipal comprehensive review in conformity with Policy 2.2.8 of Places to Grow: Growth Plan for the Greater Golden Horseshoe and the following: <ul style="list-style-type: none"> a) population and employment forecasts for the Region; b) the role of the lands proposed for expansion in the context of local municipal growth management; c) the protection of and integration with the Regional Greenlands System; d) the amendment is large enough (e.g. a concession block) with clear and identifiable boundaries, such as concession streets, major natural features, rail or major utility corridors; e) the role of the lands proposed for expansion that is supportive of the Region's urban structure, including centres and corridors, Regional Rapid Transit Corridors, and GO commuter rail line; f) that expansions of the Urban Area are contiguous to an existing Urban Area; g) the completion of local municipal strategies and policies to phase in and achieve the intensification targets in this Plan; h) the existing or planned infrastructure required to accommodate the proposed expansion can be provided in a financially and environmentally sustainable manner; i) future expansions, to the Urban Area as shown on Map 1 of this Plan, are directed to lands outside the boundary of that Urban Area and outside the Greenbelt Plan Area Boundary; j) the Region and local municipalities shall protect for the opportunity for new community areas and employment lands within such lands that could be considered through any future municipal comprehensive review; and, k) other policies of this Plan.
<p>5.2 Sustainable Cities, Sustainable Communities</p> <p><u>Objective:</u> To create high-quality, sustainable communities.</p> <p>Section 5.2 outline principles and policies that set a high standard for development in areas identified for growth, in order to promote well-designed communities that have integrated greenspace, pedestrian and transit networks, and that offer a variety of housing, transportation, human services, and employment options</p>	<ul style="list-style-type: none"> - 5.2.3 communities be designed to ensure walkability through interconnected and accessible mobility systems. These systems will give priority to pedestrian movement and transit use, provide pedestrian and cycling facilities, and implement the York Region Pedestrian and Cycling Master Plan. - 5.2.4 development requiring Regional approval shall be supported by a transportation study that assesses impacts on the Region's transportation system and surrounding land uses. Significant development shall prioritize walking, cycling and transit. - 5.2.5 a balance of residential and employment uses shall be provided throughout the Region to improve the possibilities for working and living in close proximity.

Chapter / Section Description	Transportation Related Policies
	<ul style="list-style-type: none"> - 5.2.6 encourages development to incorporate live-work opportunities through a combination of flexible zoning permissions and accommodations for combined residential and business or personal services, office uses, and home occupations. - 5.2.7 communities be designed to ensure accessibility to people of all ages, cultures and abilities. - 5.2.8 employs the highest standard of urban design, which: <ul style="list-style-type: none"> a) provides pedestrian scale, safety, comfort, accessibility and connectivity; b) complements the character of existing areas and fosters each community's unique sense of place; c) promotes sustainable and attractive buildings that minimize energy use; d) promotes landscaping, public spaces and streetscapes; e) ensures compatibility with and transition to surrounding land uses; f) emphasizes walkability and accessibility through strategic building placement and orientation; g) follows the York Region Transit-Oriented Development Guidelines; and, h) creates well-defined, centrally-located urban public spaces. - 5.2.9 retail, commercial, office, and institutional structures be carefully designed in a compact form and be pedestrian-oriented, transit-supportive, and multi-storey where appropriate. - 5.2.10 secondary plans and zoning by-laws shall, in consultation with the Region and related agencies, incorporate parking management policies and standards that include: <ul style="list-style-type: none"> a) reduced minimum and maximum parking requirements that reflect the walking distance to transit and complementary uses; b) shared parking requirements, where possible, reflecting variances in parking demand between complementary uses on a time-of-day, weekday/weekend, and monthly basis; c) on-street parking; d) site design that orients the main building entrance(s) to face the public street(s), provides a pedestrian friendly urban form, and where appropriate, as determined by the local municipality, does not permit the placement of surface parking spaces between the main building entrance and the major street; e) the design of surface parking to support redevelopment and retrofitting; and, f) preferential locations for carpooling and car-sharing spaces and bicycle storage requirements.
5.3 Intensification	<ul style="list-style-type: none"> - 5.3.3 local municipalities shall complete and adopt their own intensification strategies based on the York Region 2031 Intensification Strategy and on the Region's

Chapter / Section Description	Transportation Related Policies
<p><u>Objective:</u> To create vibrant and sustainable urban areas.</p> <p>Section 5.3 provides policies that support intensification, with a focus on the Region's Centres and Corridors recognizing the highest density will occur based on the hierarchy outlined in Policy 5.3.6 with smaller intensification areas identified by local municipalities..</p> <p>York Region's urban structure will intensify strategically to support growth and maximize efficiencies in providing infrastructure, human services, and transit with the objective to create vibrant and sustainable urban areas.</p>	<p>Intensification Guide. The local municipal intensification strategies, developed in cooperation with the Region, shall:</p> <ul style="list-style-type: none"> a) plan to meet and/or exceed intensification targets identified in Table 2². b) identify the role for each of the following: <ul style="list-style-type: none"> i. Regional Centres and Corridors; ii. GO Transit train stations and bus terminals, and subway stations; iii. Local Centres and Corridors; iv. Other major streets; v. Local infill; and, vi. Secondary suites. c) identify and map intensification areas and provide targets for each area; d) identify appropriate density ranges for intensification areas that support the Intensification Matrix Framework; e) incorporate employment opportunities into intensification areas; f) plan for a range and mix of housing, taking into account affordable housing needs; and, g) identify implementation policies and strategies to prioritize, phase in and achieve local municipal intensification targets. <ul style="list-style-type: none"> - 5.3.4 the distance to a transit stop in the Urban Area is within 500 metres (a 5-to-10 minute walk) for 90 percent of the residents and no more than 200 metres for 50 percent of residents. - 5.3.5 intensification areas are planned and design to meet: <ul style="list-style-type: none"> a) the York Region Transit-Oriented Development Guidelines; and, b) the Region's implementation guidelines for Regional Centres and Corridors. - 5.3.6 intensification areas be planned and designed to achieve an appropriate transition of built form to adjacent areas.

² Table 2 of the YROP identifies the York Region Intensification Targets by Local Municipality (2006 – 2031). There are 2,690 units identified for the Town of Georgina.

Chapter / Section Description	Transportation Related Policies
	<div data-bbox="857 323 1437 703"> <p>The Intensification Matrix Framework</p>  </div> <ul style="list-style-type: none"> - 5.3.8 the Regional Greenlands System shall be protected and enhanced and include pedestrian-accessible green spaces and passive parks, where appropriate. - 5.3.9 parking shall be managed in a manner consistent with policies 5.2.10, 5.4.8, 5.4.9 and 5.4.26.c of this Plan. - 5.3.10 retail, commercial, office, and institutional structures shall be well designed, street-oriented and pedestrian scaled, and shall include, wherever appropriate as determined by the local municipality, mixed-use, multi-storey buildings, and public meeting spaces in order to support the planned urban structure and density targets of this Plan. - 5.3.11 human services facilities be located in close proximity to public transit.
<p>5.4 Regional Centres and Corridors</p> <p><u>Objective:</u> To achieve an urban, integrated and connected system of Regional Centres and Corridors.</p> <p>Section 5.4 focusses on the policies as they relate to the Regional Centres and Corridors which form the foundation and focal point of the Region's city building model of development, pairing the Region's significant investments in rapid transit with land use planning.</p> <p>Keswick is identified under Local Centres & Corridors, the policies for which are presented in Section 5.5. A selection of transportation policies from Section 5.4 have been provided in this table as they relate to transportation policies referenced by policies in other sections in the YROP that may be applicable to Local Centres and Corridors.</p>	<ul style="list-style-type: none"> - 5.4.5 development within Regional Centres and Corridors be of an urban form and design that is compact, mixed-use, oriented to the street, pedestrian- and cyclist-friendly, and transit supportive. - 5.4.8 secondary plans and zoning by-laws shall, in consultation with the Region and related agencies, incorporate parking management policies and standards that include: <ul style="list-style-type: none"> a) reduced minimum and maximum parking requirements that reflect the walking distance to transit and complementary uses; b) shared parking requirements where possible, reflecting variances in parking demand between complementary uses on a time-of-day, weekday/weekend, and monthly basis; c) site design that orients the main building entrance(s) to faces the public street(s), provides a pedestrian friendly urban form, and where appropriate, as determined by the local municipality, does not permit the placement of surface parking spaces between the main building entrance and the major street;

Chapter / Section Description	Transportation Related Policies
	<ul style="list-style-type: none"> d) an approach that anticipates and plans for the transition of surface parking to structured/underground parking as site development evolves; and, e) preferential locations for carpooling and car-sharing spaces. <ul style="list-style-type: none"> - 5.4.9 all new buildings shall front the major street. Reverse lotting on the street is not permitted and site design shall orient the main building entrance(s) to face the public street(s) and provide a pedestrian friendly urban form and where appropriate, as determined by the local municipality, does not permit surface parking between the main building entrance and the major street. - 5.4.26 work with local municipalities in the area of parking management, for the long term establishment of the following within the Regional Centres: <ul style="list-style-type: none"> a) a system of municipal parking authorities to develop and/or operate shared public parking facilities; b) cash-in-lieu-of-parking policies; and, c) the planning for parking by structured or underground facilities in the final phasing of all site development.
<p>5.5 Local Centres and Corridors</p> <p><u>Objective:</u> To establish Local Centres as focal points of activity and culture for surrounding communities and to enhance Local Corridors as part of the network of connectivity within the urban structure.</p> <p>Section 5.5 identifies policies for Local Centres and Corridors that play an important role in the local urban structure and provide focal points of interest. Local Corridors may connect Local and Regional Centres and be serve by transit services. This section acknowledges that circumstances for development and density are site specific and intensification objectives will be addressed within local intensification strategies.</p>	<ul style="list-style-type: none"> - 5.5.3 local municipalities shall address in secondary plans or other appropriate studies the following criteria for Local Centres: <ul style="list-style-type: none"> a) that the specific location and boundaries of the Local Centres are identified; b) that a wide range of residential, commercial and institutional uses, including retail uses, offices, mixed-use and human services is provided; c) that urban design requirements are consistent with policy 5.2.8 of this Plan; d) that Local Centres connect efficiently with and contribute to the vitality of the surrounding area; e) that focal points for community activity and civic pride are created; f) that pedestrian and cycling systems, and local green spaces, including parks and natural features, are integrated; g) that the size and context for development should be in relation to the surrounding community and corridors; h) that specific employment targets that contribute to live/work opportunities be identified; i) that land use and transit is co-ordinated to ensure that Local Centres are focal points for current and/or future public transit services and infrastructure and that they prioritize pedestrian movement, transit use and access; and, j) to revitalize and preserve cultural heritage resources within core historic areas through urban design standards which reflect local heritage, character, and streetscape.

Chapter / Section Description	Transportation Related Policies
	<ul style="list-style-type: none"> - 5.5.4 development, secondary plans, or other appropriate studies in the Local Corridors address the following criteria: <ul style="list-style-type: none"> a) to identify the function of each section of the corridors, considering the historic function and preservation and revitalization of historic mainstreet areas; b) to establish a range of residential and commercial land uses, including retail uses, office, mixed-use, human services and other amenities; c) that new employment uses be generally located within 200 metres of transit stops; d) to establish consistent setback and frontage provisions to encourage a continuous building form adjacent to the street right-of-way; e) be consistent with the urban design and built form policy 5.2.8; f) to encourage pedestrian activity through the arrangement and design of land development sites and related streetscaping treatments; and, g) be consistent with Regional streetscaping policies. - 5.5.5 planning and implementation of Local Centres and Corridors shall be consistent with the intensification policies of Section 5.3 of this Plan. - 5.5.6 Local Corridors located on existing or planned rapid transit corridors consider the Regional Corridor policies of Section 5.4 of this Plan
<p>5.6 Building Complete, Vibrant Communities</p> <p><u>Objective:</u> To ensure the Region's new community areas prioritize people, sustainability, and liveability.</p> <p>Section 5.6 identifies policies, and more specifically as they relate to transportation that provide people the opportunities and choices required to live rewarding lives through mobility choices, mixed-use communities, and high-quality urban design.</p>	<ul style="list-style-type: none"> - 5.6.5 new community areas shall be designed to contain community core areas, which will be the focus of retail, personal services, human services, community services and provide connections to rapid transit. The community cores shall be within a reasonable walking distance from the majority of the population. - 5.6.6 within new community areas, live-work opportunities be provided through a combination of flexible zoning permissions and accommodations for combined residential and business or personal services, office uses, and home occupations. - 5.6.7 new community areas shall be designed to have high-quality urban design, attractive buildings, landscaping and public streetscapes, consistent with policy 5.2.8 of this Plan. - 5.6.10 the local municipality shall develop a Community Energy Plan for each new community area to reduce community energy demands, optimize passive solar gains through design, maximize active transportation and transit, and make use of renewable, on-site generation and district energy options including but not limited to solar, wind, water, biomass, and geothermal energy. - 5.6.12 mobility plans shall be completed to ensure that:

Chapter / Section Description	Transportation Related Policies
	<ul style="list-style-type: none"> a) communities are designed to have interconnected and accessible mobility systems, with a priority on pedestrian movement, and on transit use and access; b) communities are designed to include a system of pedestrian and bicycle paths linking the community internally and externally to other areas, and providing access to the transit system; c) a transit plan is completed in consultation with York Region Transit, which identifies transit routes and corridors, co-ordinates transit with land use patterns and ensures the early integration of transit into the community; d) the distance to a transit stop in the Urban Area is within 500 metres of 90 per cent of residents, and within 200 metres of 50 per cent of residents; e) all schools and community centres shall be integrated into the community mobility system and provide the ability to walk, cycle, transit and carpool to these locations; f) the street network includes continuous collector streets that run both north-south and east-west and/or a grid system of streets linked to the Regional Street network; g) new community areas are designed to meet the York Region Transit-Oriented Development Guidelines; h) planned rapid transit corridors, and/or transit terminals that connect to a rapid transit corridor, are included in the community; i) parking standards, consistent with policy 5.2.10, encourage and support transit use and include reduced minimum and maximum parking standards; and, j) trip-reduction strategies consistent with the policies of Section 7.1 are promoted. <ul style="list-style-type: none"> - 5.6.13 new community areas shall be designed to implement the York Region Pedestrian and Cycling Master Plan. - 5.6.14 a Greenlands System Plan shall be prepared that identifies how the Greenlands System will be managed in an urban environment including: <ul style="list-style-type: none"> a) ensuring the protection and enhancement of all key natural heritage features and key hydrologic features of the System; b) identifying areas and opportunities for enhancement and restoration within the system and management needs to maximize the quality of the entire system; c) identifying opportunities for locating necessary infrastructure that minimizes impacts to the system; d) identifying how infrastructure projects within the System, including: stormwater management systems/facilities, streets, water and wastewater systems; can contribute to an overall ecological gain by measures such as increasing natural cover, enhancing ecological function, providing recreational access or contributing to off-site enhancements;

Chapter / Section Description	Transportation Related Policies
	<ul style="list-style-type: none"> e) developing a trail system, which is integrated as appropriate into the mobility systems of the community; f) examining the feasibility of providing local community gardening plots where appropriate, outside of key natural heritage features and key hydrological features; and, g) identifying hazardous land and hazardous sites, incorporating them into the Greenlands System, directing development away from these areas and including an appropriate buffer or access allowance if required. <ul style="list-style-type: none"> - 5.6.18 infrastructure in new community areas may be planned to anticipate growth beyond the current planning horizon.
<p>Chapter 7.0 – Servicing Our Population</p> <p>The Region identifies the effective provision of services involves reducing demand while expanding and updating existing infrastructure, which requires a strong policy framework, dynamic partnerships, and sustainable infrastructure investment.</p> <p>Chapter 7 includes policies that support the long term vision for YR Pedestrian and Cycling and Transportation.</p>	
<p>7.1 Reducing the Demand for Services</p> <p><u>Objective:</u> To reduce automobile dependence by enhancing opportunities for residents and workers to walk, cycle, take transit, and carpool.</p> <p>This chapter identifies policies that target trip reductions that focus on making efficient use of existing and future infrastructure, including a comprehensive TDM program that promotes walking, cycling, transit use and per capita reduction in trips taken.</p>	<ul style="list-style-type: none"> - 7.1.1 requires that appropriate TDM measures to reduce single occupancy automobile trips are identified in transportation studies and in development applications. - 7.1.2 works with local municipalities, Metrolinx and other stakeholders to support local Smart Commute associations. - 7.1.3 manages the supply of parking in Regional Centres and Corridors, consistent with the policies in Section 5.4 of this Plan. - 7.1.4 investigates establishing a Regional Parking Authority or municipal parking authority framework in conjunction with local municipalities. - 7.1.5 works with local municipalities to develop a co-ordinated approach to parking and parking management, consistent with the parking policies in Chapter 5 of this Plan. - 7.1.6 works with local municipalities to update the York Region Transit-Oriented Development Guidelines to provide greater emphasis on trip reduction and to identify key benchmarks and targets. - 7.1.7 requires new development applications to demonstrate how the proposed development is transit-oriented. The York Region Transit-Oriented Development

Chapter / Section Description	Transportation Related Policies
	<p>Guidelines provide guidance on how to address this policy.</p> <ul style="list-style-type: none"> - 7.1.8 works with developers to provide all new-home buyers with information on available pedestrian, cycling and transit facilities and carpooling options within the community, including local transit routes and schedules. - 7.1.9 requires that new institutional, commercial and industrial development applications include a TDM strategy that considers preferential carpool parking, bicycle facilities, employee transit passes, and alternative work arrangements. - 7.1.10 works with institutional, commercial and industrial employers to undertake TDM strategies to encourage preferential carpool parking, bicycle facilities, employee transit passes, and alternative work arrangements. - 7.1.11 requires local municipalities to adopt land use and site design policies that promote sustainable modes of transportation, including walking, cycling, transit, and carpooling. - 7.1.12 implements transit pass bulk-buying programs for employers and to encourage employers to provide transit passes in lieu of parking. - 7.1.13 partners with the Province and Metrolinx to provide transit service to carpool lots along 400-series highways - 7.1.14 promotes, in partnership with Smart Commute, employer-based initiatives and policies that reduce the need for peak-period trips, including alternative work arrangements, transit incentives, and carpooling. - 7.1.15 encourages retailers and community facilities to provide discounts and incentives to those using transit and active forms of transportation. - 7.1.16 develops a discounted university and college transit pass program in partnership with educational institutions. - 7.1.17 partners with Metrolinx, the private sector and non-governmental agencies to deliver real-time information on commuting options. - 7.1.18 explores and leverage opportunities for funding from the Province and Federal government, as well as from other funding sources, for TDM measures and programs.
<p>7.2 Moving People and Goods</p> <p><u>Objective:</u> To create an active transportation system and programs that encourage walking, cycling and the use of public transit.</p>	<p>Active Transportation</p> <ul style="list-style-type: none"> - 7.2.1 implements the Regional Cycling Network shown on Map 10.

Chapter / Section Description	Transportation Related Policies
<p>Section 7.2 focuses on implementation of active transportation, transit, streets, goods movement, and active transportation</p>	<ul style="list-style-type: none"> - 7.2.2 updates the York Region Pedestrian and Cycling Master Plan at least every 5 years, concurrent with the 5-year review of this Plan. - 7.2.3 applies the York Region Pedestrian and Cycling Master Plan's Planning and Design Guidelines in the implementation of the Regional pedestrian and cycling network. - 7.2.4 develops an integrated Regional cycling network connecting people to places of recreation, services and employment and transit. - 7.2.5 provides safe, comfortable and accessible pedestrian and cycling facilities that meet the needs of York Region's residents and workers, including children, youth, seniors and people with disabilities. - 7.2.6 partners with local municipalities and other stakeholders to implement pedestrian and cycling programs. - 7.2.7 works with local municipalities to co-ordinate infrastructure within Regional rights-of-way for operating and capital components, including street lighting, sidewalks and cycling facilities. - 7.2.8 works with local municipalities to provide sidewalks and street lighting on all streets within the Urban Area, and Towns and Villages. - 7.2.9 ensures the safe year-round operation of Regional pedestrian, cycling and transit facilities through design, signage, enforcement and effective maintenance. - 7.2.10 construction of proposed pedestrian and cycling paths will protect and enhance the Regional Greenlands System. - 7.2.11 integrates pedestrian, cycling and transit activities through improvements such as bicycle racks and storage at transit stops, bicycle racks on buses, and improved access for pedestrians and bicycles at transit stops, stations and terminals. - 7.2.12 encourages property owners to provide facilities such as benches, shelters and secure bicycle storage at major destinations, including employment, educational, institutional and shopping locations. - 7.2.13 co-ordinates Regional and local pedestrian and cycling networks with trail connections to the Regional Greenlands System trails network, where appropriate. - 7.2.14 develops and promotes a continuous pedestrian and cycling path from Lake Simcoe to Lake Ontario in partnership with local municipalities and the City of Toronto.

Chapter / Section Description	Transportation Related Policies
	<ul style="list-style-type: none"> - 7.2.15 encourages the development and implementation of local municipal pedestrian and cycling master plans. - 7.2.16 partners with the York Region District and Catholic School Boards to implement the Active and Safe Routes to School program, and to design and locate school campuses to promote walking, cycling and transit as a primary means of transportation. - 7.2.17 works with the Province, Metrolinx and other partners to develop innovative programs that support active transportation, such as cycling safety training, education and information, bicycle sharing programs and bicycle libraries. - 7.2.18 encourages the Province and Federal government to provide funding and tools to support the development and promotion of active transportation as part of a healthy, active lifestyle. <p>Transit</p> <ul style="list-style-type: none"> - 7.2.19 recognizes transit as a Regional strategic investment priority and a key element of York Region's urban structure. - 7.2.20 develops effective transit services to connect rural communities. - 7.2.21 develops transit corridors and related infrastructure necessary to establish the York Region Transit and Viva network as illustrated on Map 11. - 7.2.22 works with partners to complete the transit network, as illustrated on Map 11, including subway line extensions, Metrolinx enhancements, the 407 Transitway and other rapid transit corridors. - 7.2.23 ensures communities are planned with the early integration of transit. - 7.2.24 provides preferential treatment for transit vehicles on Regional streets designated as Regional Transit Priority Network on Map 11, including the construction of high-occupancy vehicle lanes, dedicated transit lanes, transit signal priority and other transit priority measures within the right-of-way. - 7.2.25 achieves higher transit usage by supporting improvements in service, convenient access and good urban design, including the following: <ul style="list-style-type: none"> a) minimizing walking distance to planned and existing transit stops through measures such as the provision of walkways, sidewalks and more direct street patterns. The Region will plan to provide transit service so that the distance to a transit stop in the Urban Area is within 500 metres of 90 per cent of residents, and within 200 metres of 50 per cent of residents;

Chapter / Section Description	Transportation Related Policies
	<ul style="list-style-type: none"> b) connecting transit stops directly to sidewalks and adjacent buildings in the Urban Area; c) providing bus bays, transit shelters and bus loops with sufficient lighting and accessibility features; d) directing medium- and high-density urban development to rapid transit corridors; e) creating a system of parking and drop-off facilities for commuters f) providing intermodal terminals or hubs; g) providing transit service on mid-block collectors; h) giving priority to pedestrian and cycling access to transit through the planning and development approval process; i) utilizing the York Region Transit-Oriented Development Guidelines and related tools in the review and evaluation of development applications and related studies; and, j) requiring all new development applications to prepare a mobility plan and demonstrate the proposal's approach to transit. <ul style="list-style-type: none"> - 7.2.26 achieves an overall transit modal split of 30 per cent during peak periods in the Urban Area by 2031. - 7.2.27 works with local municipalities to provide multi-use paths, sidewalks and street lighting along Regional streets serviced by transit. - 7.2.28 works with local municipalities to ensure that sidewalks and street lighting are provided on both sides of all streets within the Urban Area, and Towns and Villages that are serviced by transit. - 7.2.29 supports and implement an equitable transit fare strategy that is integrated with transit services in adjacent regions and with Metrolinx. - 7.2.30 for the purpose of implementing the Transit Network shown on Map 11, and as a condition of approval of a development application and in accordance with the Planning Act, the Region may require the necessary lands for public transit rights-of-way and related facilities through dedication at no expense to the Region. Other methods of acquisition that may be used by the Region include purchase and/or expropriation. - 7.2.31 supports the Transit Network shown on Map 11 by securing lands in accordance with policy 7.2.30 of this Plan, for facilities such as: <ul style="list-style-type: none"> a) transit stations including intermodal terminals, mobility hubs, subway, bus and light rail stations and related passenger drop-off and commuter parking lots; b) related infrastructure, including vent shafts, transit operation and maintenance facilities, passenger standing pads and passenger pick-up and drop-off areas, electrical and electronic infrastructure and passenger safety facilities; and, c) pedestrian and cycling facilities.

Chapter / Section Description	Transportation Related Policies
	<ul style="list-style-type: none"> - 7.2.32 the Transit Network shown on Map 11 is further described in one or more of the following documents: <ul style="list-style-type: none"> a) approved environmental assessments or approved transit project assessments; b) the York Region Transit 5-Year and annual Service Plans; c) the York Region Transportation Master Plan; d) Regional Rapid Transit Standards; e) the Regional Rapid Transit Network Plan; and, f) the Pedestrian and Cycling Master Plan. - 7.2.33 manages the movement of traffic in the Regional Rapid Transit Corridors shown on Map 11 to improve the safety and efficiency of all movements including that of pedestrians, cyclists and transit vehicles. - 7.2.34 provides accessible and integrated public transit to people with disabilities. - 7.2.35 requires local municipalities to include policies in local official plans to implement the Transit Network shown on Map 11, consistent with the policies of this Plan. - 7.2.36 co-ordinates the planning, integration and operation of existing and new transit services with local municipalities, the Toronto Transit Commission, the Province, Metrolinx and adjacent municipalities. - 7.2.37 works with local municipalities, the Toronto Transit Commission, Metrolinx and adjacent municipalities to encourage the Province and the Federal government to provide sustainable capital and operational funding and tools to support transit. <p>Streets</p> <ul style="list-style-type: none"> - 7.2.38 the hierarchy of streets on Map 12 supports the Region's urban structure. These corridors are to accommodate all modes of transportation including walking, cycling, transit, automobile use and the movement of goods, as well as public and private utilities. - 7.2.39 improves the street network identified on Map 12, based on the following: <ul style="list-style-type: none"> a) the York Region Transportation Master Plan and the 10-Year Capital Plans; b) the completion of the necessary planning and environmental assessment studies for each project; c) street improvement projects that take into account the needs and requirements of all forms of transportation including walking, cycling, transit, automobiles, and goods movement; and, d) priority accorded to the needs of pedestrians, cyclists and transit users and the integration of adjacent land uses in Regional Centres and Corridors, to promote these forms of transportation.

Chapter / Section Description	Transportation Related Policies
	<ul style="list-style-type: none"> - 7.2.40 implements transit improvements on urban streets as identified on Map 11, which may include transit lanes, high-occupancy vehicle lanes, queue jump lanes, bicycle lanes and other transit signal priority needs. - 7.2.41 requires transit or high-occupancy vehicle lanes and bicycle lanes within the right-of-way of 6-lane Regional streets. - 7.2.42 encourages the planning and implementation of high-occupancy vehicle lanes on all 400-series highways within and/or adjacent to York Region. - 7.2.43 investigates establishing a continuous alternative east-west corridor(s) in the central part of the Region. - 7.2.44 street widenings and proposed Regional streets shall be in accordance with the policies of Chapter 2 and shall protect and enhance the Regional Greenlands System. - 7.2.45 within the Oak Ridges Moraine, all improvements to the Regional Transit and Street Networks shall conform with the policies of the Oak Ridges Moraine Conservation Plan. - 7.2.46 priority be given to protecting existing heritage streetscapes using techniques such as variable rights-of-way widths, as identified on Map 12, and innovative street cross-section standards. - 7.2.47 the planned street widths shown in Map 12 represent the maximum street widths required under this Plan and include the Region's transportation and transit requirements for vehicle lanes, turning lanes, intersections, sidewalks, bicycle lanes, high-occupancy-vehicle lanes, public transit lanes and transit facilities (including shelters but not necessarily including those facilities referenced in policy 7.2.31 of this Plan), boulevards, landscaping and public streetscape enhancements. Notwithstanding the above, additional widths may be required for elements such as sight triangles, cuts, fills and extra turn lanes. - 7.2.49 as a condition of the approval of a development application, landowners may be required to provide land at no expense to the Region for street widenings based on the following principles, and in accordance with the Planning Act: <ul style="list-style-type: none"> a) that land will be conveyed to the Region for street widenings, sight triangles, cuts, fills, and extra turn lanes required as a result of new growth and development, changes in use that generate significant traffic volumes, or additions that substantially increase the size or usability of buildings or structures; b) that in general, street widenings shall be taken equally from the centre line of the street; however

Chapter / Section Description	Transportation Related Policies
	<p>unequal or reduced widenings may be required where constraints or unique conditions such as topographic features, historic buildings or other cultural heritage resources such as archaeological features, significant environmental concerns or other unique conditions necessitate taking a greater widening or the total widening on one side of the existing street right-of-way; and,</p> <p>c) that additional land may also be required to construct future grade separations where there is an existing at-grade crossing of a Regional street and a railway line.</p> <ul style="list-style-type: none"> - 7.2.50 notwithstanding policy 7.2.49.b of this Plan, where a street widening results in a greater requirement for land on one side of the centre line of the right-of-way, which extends beyond the road allowance width identified on Map 12 or as confirmed through application of policy 7.2.48 (assuming an equal distribution of that planned width from the existing right-of-way centre line), and if the constraint is the result of existing or approved development, man-made physical obstructions which cannot reasonably be relocated, or other development related constraint the Region will, unless otherwise agreed to, compensate the landowner for those lands in excess of the planned road allowance limit. - 7.2.51 land required for new or realigned Regional streets to accommodate land development be conveyed, at no expense to the Region, up to and including the first 36 metres of the required right-of-way. - 7.2.53 restricts vehicle access from developments adjacent to Regional streets to maximize the efficiency of the Regional street system through techniques such as suitable local street access, shared driveways and interconnected properties. Exceptions may be made to this policy in Regional Centres and Corridors, and mainstreets. - 7.2.54 plans for and protect Provincial corridors and rights-of-way for transportation and transit facilities as determined through the Environmental Assessment process, or identified in Provincial Plans to meet current and projected needs and not permit development in such Planned Corridors - Transportation that could preclude or negatively affect the use of the corridor for the purpose(s) for which it was identified or is actively being planned. Transportation and land use considerations shall be integrated and coordinated at all stages of the planning and Environmental Assessment process. - 7.2.55 as an Environmental Assessment Act process progresses, any related Official Plan or Secondary Plan may, in consultation with the proponent, include provisions for the phased release of lands that are appropriate to the environmental assessment process.

Chapter / Section Description	Transportation Related Policies
	<ul style="list-style-type: none"> - 7.2.56 works with the Province and local municipalities to plan for and protect for the following corridors and facilities: <ul style="list-style-type: none"> a) Highway 427 north to the GTA West Corridor; b) Highway 404 north beyond Ravenshoe Road to the Highway 48/Highway 12 junction; c) the Bradford Bypass; d) the GTA West Corridor; and, e) interchanges on 400-series highways at Regional and other arterial street crossings as identified in the York Region Transportation Master Plan. <p>Local municipalities, in consultation with and to the satisfaction of the Province, shall develop official plan policies that provide corridor protection to ensure that development applications will not predetermine or preclude the planning and/or implementation of the above noted transportation facilities.</p> - 7.2.57 requires local municipalities to design street systems to accommodate pedestrian, cycling and transit facilities. - 7.2.58 works with local municipalities to complete missing sidewalk links on Regional streets in the Urban Area. - 7.2.59 arterial streets identified on Map 12 that are currently not part of the Regional street network may be considered for a transfer in jurisdiction to York Region, and such a transfer shall not require an amendment to this Plan. - 7.2.60 requires local municipalities to protect arterial streets under local jurisdiction, as illustrated on Map 12, as major transportation corridors. - 7.2.61 requires local municipalities to plan and implement, including land takings necessary for, continuous collector streets in both east-west and north-south directions in each concession block, in all new urban developments, including new community areas. - 7.2.64 encourages all appropriate agencies to expedite the construction of street/railway grade separations where warranted. - 7.2.65 plans and co-ordinates cross-boundary transportation needs with adjacent municipalities and appropriate agencies. <p>Goods Movement</p> <ul style="list-style-type: none"> - 7.2.69 promotes an interconnected goods movement network that links local municipalities and surrounding areas, utilizing Provincial highways, Regional streets and rail corridors. - 7.2.70 works with Metrolinx, the Province, local municipalities, and surrounding jurisdictions to plan for

Chapter / Section Description	Transportation Related Policies
	<p>an effective and integrated goods movement system throughout the Greater Toronto and Hamilton Area.</p> <ul style="list-style-type: none"> - 7.2.71 supports the optimization of the existing transportation network for goods movement, through methods such as access management and intelligent transportation systems. - 7.2.72 supports the protection of existing rail lines and promote rail as an efficient goods movement method. - 7.2.73 encourages the protection of abandoned railway rights-of-way for public uses such as trails, cycling paths, and transit. - 7.2.75 encourages freight and logistics uses to locate in clusters that create synergies within the goods movement industry. - 7.2.76 encourages employment uses and activities that require heavy truck traffic to locate in areas near and adjacent to Provincial highway interchanges. - 7.2.77 supports an interconnected and efficient system for goods movement through: <ul style="list-style-type: none"> a) the completion of the 400-series highway network, including the GTA West Corridor, the Highway 427 Extension, and the Highway 404 Extension; and, b) the addition of 400-series highway interchanges and overpasses. - 7.2.78 recognizes that Provincial highways and Regional streets are generally corridors for goods movement, subject to existing truck and load restrictions. - 7.2.80 works with other levels of government, agencies and the private sector to minimize risks and ensure the safe and efficient movement of goods by either rail or streets in the Region. - 7.2.81 directs the movement of hazardous goods to rail and roadways outside of the Urban Area, where possible. - 7.2.83 encourages grade separation of railways and major streets, where warranted. - 7.2.84 encourages businesses to move towards more energy efficient and effective freight modes and technologies. - 7.2.85 encourages rail and truck operators to investigate new technologies and increase the efficiency of the design and operations of their facilities.

2.1.2 YROP - Regional Cycling Network

Cycling facilities in the YROP include but are not limited to multi-use trails, bike lanes, paved shoulders, signed routes, and other amenities to be determined through co-ordination between the Region and local municipalities.

Map 10 of the YROP identifies the following cycling facilities within Keswick.

- Existing/Proposed Cycling Facilities on all Regional Roads within the Keswick area, with the exception of Metro Road (YR78), from Church Street to Boyers Road.
- Existing/Proposed Cycling Facilities on Non-Regional Roads, including:
 - Lake Drive South and Bayview Avenue, west of The Queensway South
 - Glenwoods Avenue, west of The Queensway South
 - Lake Drive North and Church Street, west of Metro Road North

The waters' edge cycling route forms the proposed Lake to Lake Route. Figure 2 presents an excerpt from the YROP (Map 10).

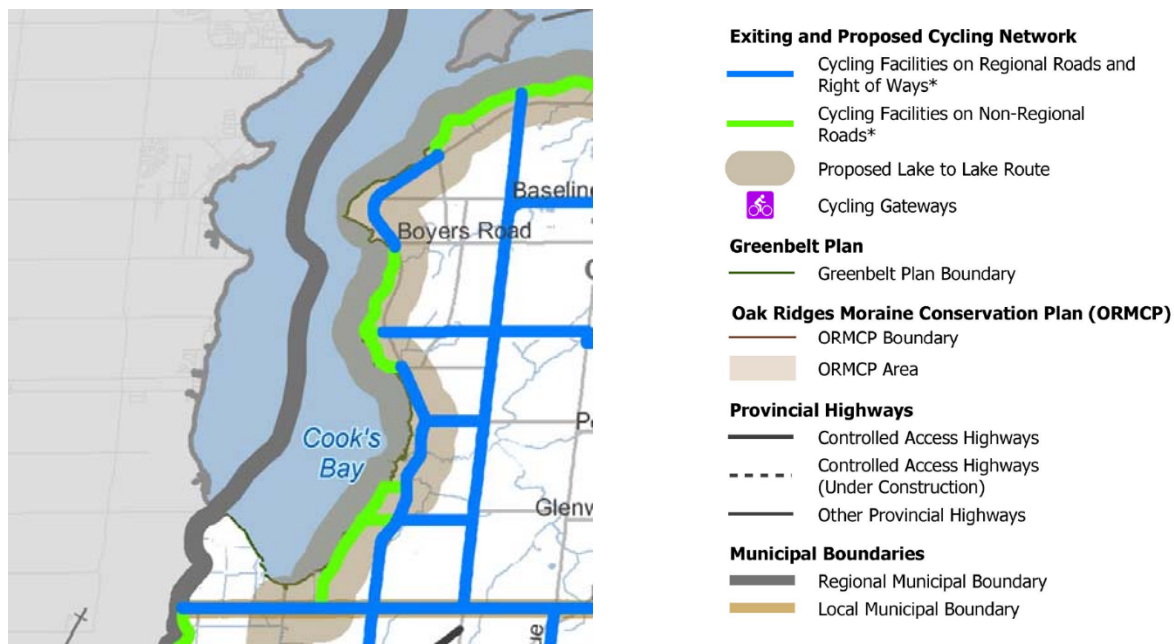


FIGURE 2: EXCERPT FROM YROP - MAP 10: REGIONAL CYCLING NETWORK

2.1.3 YROP - Regional Transit Network

Map 11 of the YROP identifies the Region's transit network. There is no new service or transit facilities identified within Keswick in the YROP.

Rural Transit Links identified along the perimeter or terminating at the boundary of Keswick include:

- Woodbine Avenue (YR8), running north-south along the entire eastern perimeter of Keswick
- Leslie Street (YR12), running north-south terminating at the south perimeter of Keswick
- Ravenshoe Road (YR32) running east-west terminating at the southeast corner of Keswick.

Figure 3 presents an excerpt from the YROP (Map 11).

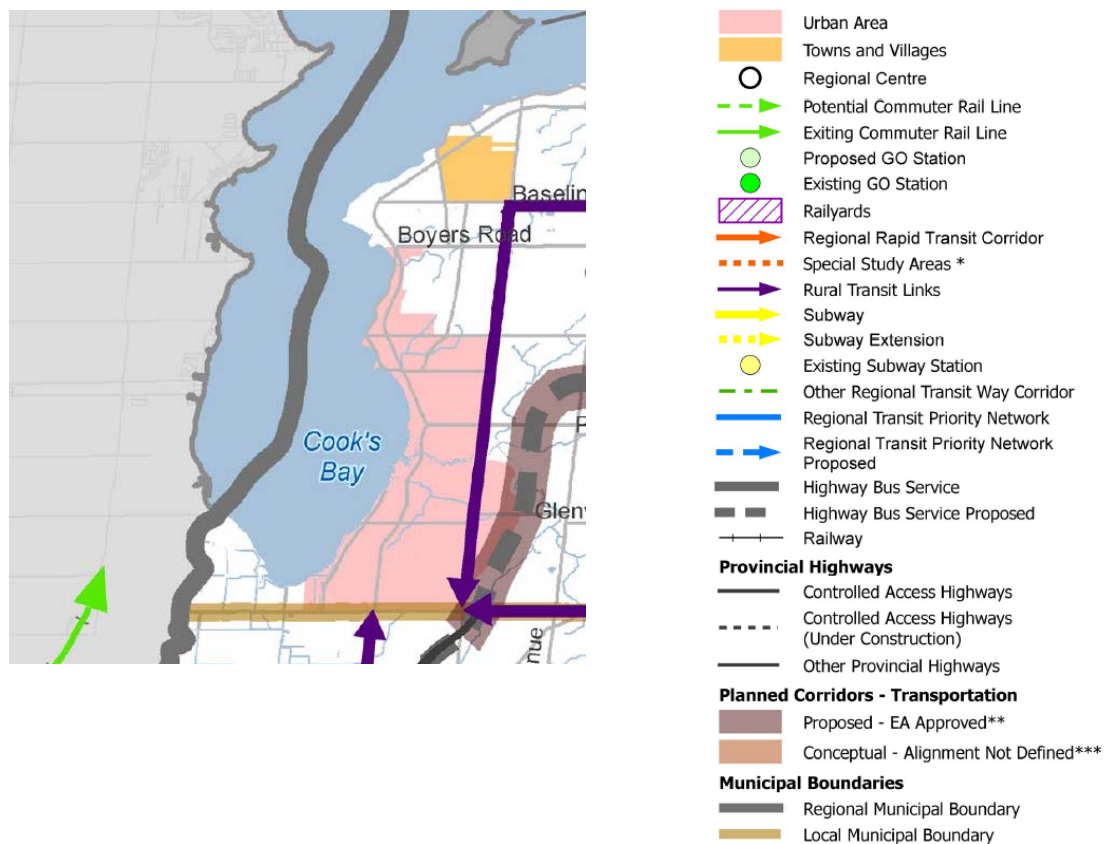


FIGURE 3: EXCERPT FROM YROP - MAP 11: TRANSIT NETWORK

2.1.4 YROP – Street Network

Map 12 of the YROP identifies the following planned street widths for Regional Roads within Keswick.

- **Woodbine Avenue (YR8):** up to 36 metres
- **The Queensway South (YR12),** from Keswick south boundary to Glenwoods Avenue (YR33): up to 36 metres
- **The Queensway South (YR12),** from Glenwoods Avenue (YR33) to Keswick north boundary: up to 30 metres
- **Glenwoods Avenue (YR33):** up to 36 metres
- **Morton Avenue (YR76):** up to 36 metres
- **Old Homestead Road (YR79):** up to 30 metres

East of the Keswick boundary, the existing Highway 404 alignment is proposed to be extended northeast to eventually connect with Highway 12 (EA approved). Figure 4 is an excerpt from the YROP (Map 12).



FIGURE 4: EXCERPT FROM YROP - MAP 12: STREET NETWORK

2.1.5 YROP – York Region Strategic Employment Lands

Figure 2 of the YROP identifies the Keswick Business Park, which is located on the east side of Woodbine Avenue (YR8), on either side of Glenwoods Avenue (YR33) as Strategic Employment Lands (Conceptual). These lands are outside of the Keswick Secondary Plan boundary.

Figure 5 presents an excerpt from the YROP (“Figure 2”).

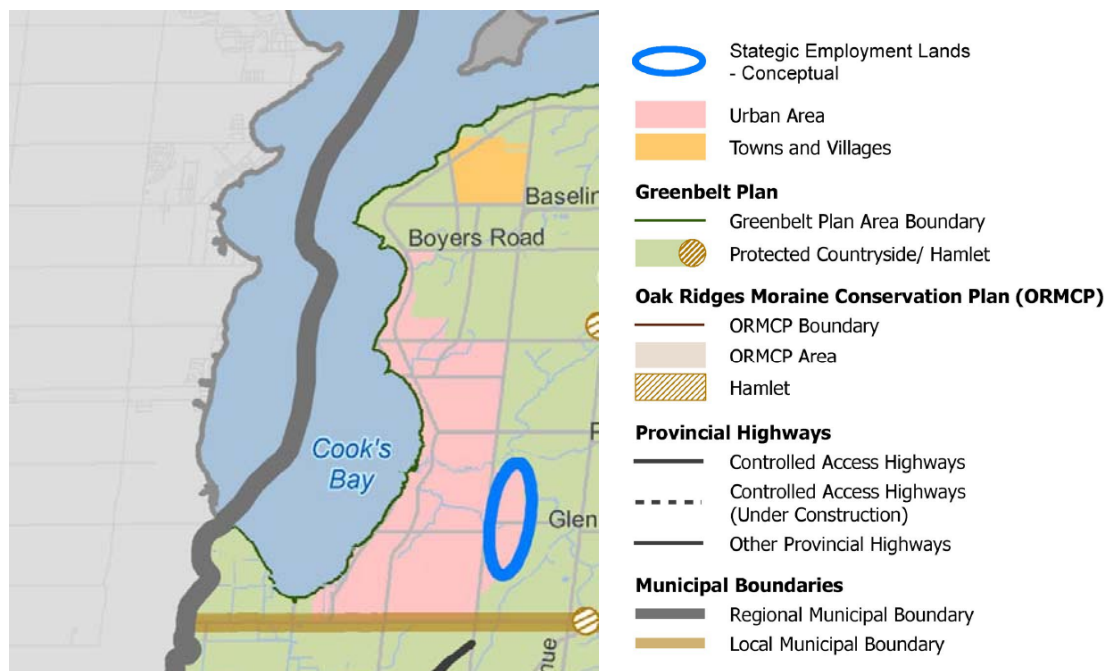


FIGURE 5: EXCERPT FROM YROP - FIGURE 2: STRATEGIC EMPLOYMENT LANDS

2.2 TOWN OF GEORGINA OFFICIAL PLAN

Date: In force and effect on November 23, 2016, As modified and approved by York Region on December 15, 2016, Consolidated September 10, 2018.

Schedule A1 of the Georgina Official Plan (GOP) identifies Keswick as an Urban Area, consistent with the YROP.

Figure 6 is an excerpt from the GOP (Schedule A1).

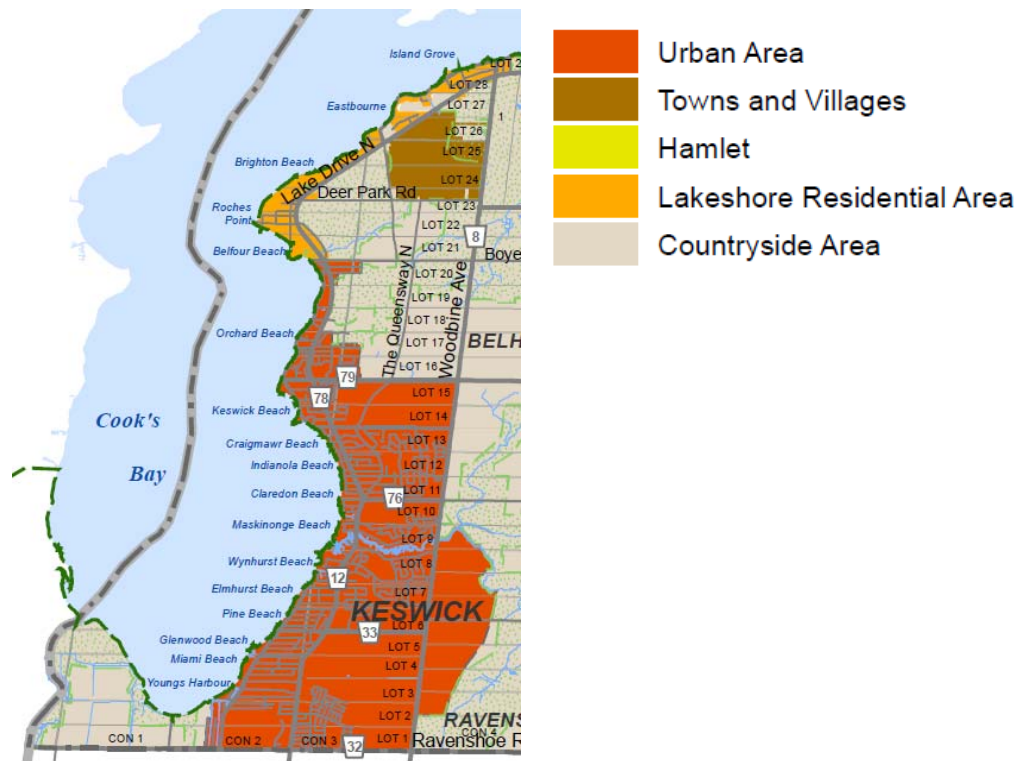


FIGURE 6: EXCERPT FROM GOP SCHEDULE A1: MUNICIPAL STRUCTURE

2.2.1 GOP – Street Network

Schedule E of the GOP identifies the road network that connects with the boundary limits of the KSP. East of the Keswick boundary, the existing Highway 404 alignment is proposed to be extended northeast (EA approved).

The road network that connects with the boundary limits of the KSP includes:

- the Region's east-west arterial road network including Ravenshoe Road and Old Homestead Road;
- the Town's east-west arterial road network including Glenwoods Avenue and Pollock Road that will both intersect the planned Highway 404 extension; and,
- the Region's north-south arterial road network including Woodbine Avenue that intersects the existing Highway 404 and Metro Road North that generally follows the south shore of Lake Simcoe.

The GOP identifies the following policies for right-of-way widths by road classification for roadways that are under the jurisdiction of the Town:

- Major Arterial Roadway: 36 metres to 45 metres
- Collector Roads: 23 to 26 metres
- Local Roads: 20 metres or less (subject to approval of the Town)
- Private Roads: shall be adequate for traffic, including fire protection vehicles, and shall be designed to meet the Town's design standards and specifications.

Figure 7 is an excerpt from the GOP (Schedule E).

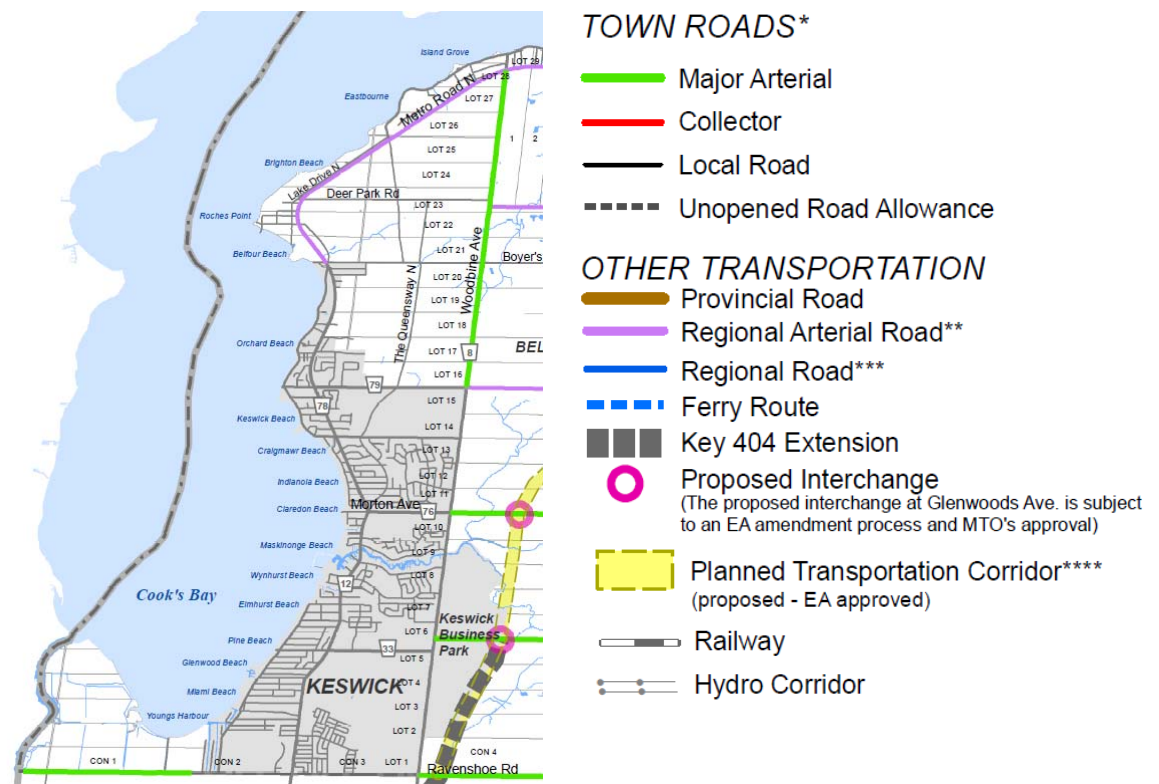


FIGURE 7: EXCERPT FROM GOP - SCHEDULE E: ROADS PLAN

2.2.2 GOP – Active Transportation

Schedule F of the GOP identifies the following existing and proposed primary active transportation facilities in the KSP boundary limits:

- existing cycling network along Woodbine that is comprised of on-street bike lanes along Woodbine Avenue, between Ravenshoe Road to just south of Morton Avenue. The lanes are constructed to just north of Morton Avenue;
- a proposed Lake-to-Lake Route along Lake Drive, The Queensway South, and Metro Road;
- a Proposed cycling network on each of the Regional Roads within Keswick;
- a proposed cycling network along the entirety of The Queensway Road through Keswick (including where it overlaps with the proposed Lake-to-Lake route), with the exception of roadway between the Maskinonge Urban Centre and Uptown Keswick Urban Centre;
- a proposed cycling network along Morton Avenue; and,
- a proposed cycling network along Church Street.

Immediately north of Keswick, Lake Drive forms part of the existing Lake-to-Lake Route and is provided as a shared roadway facility. Four cycling gateways are identified along Ravenshoe Road.

Figure 8 is an excerpt from the GOP (Schedule F).

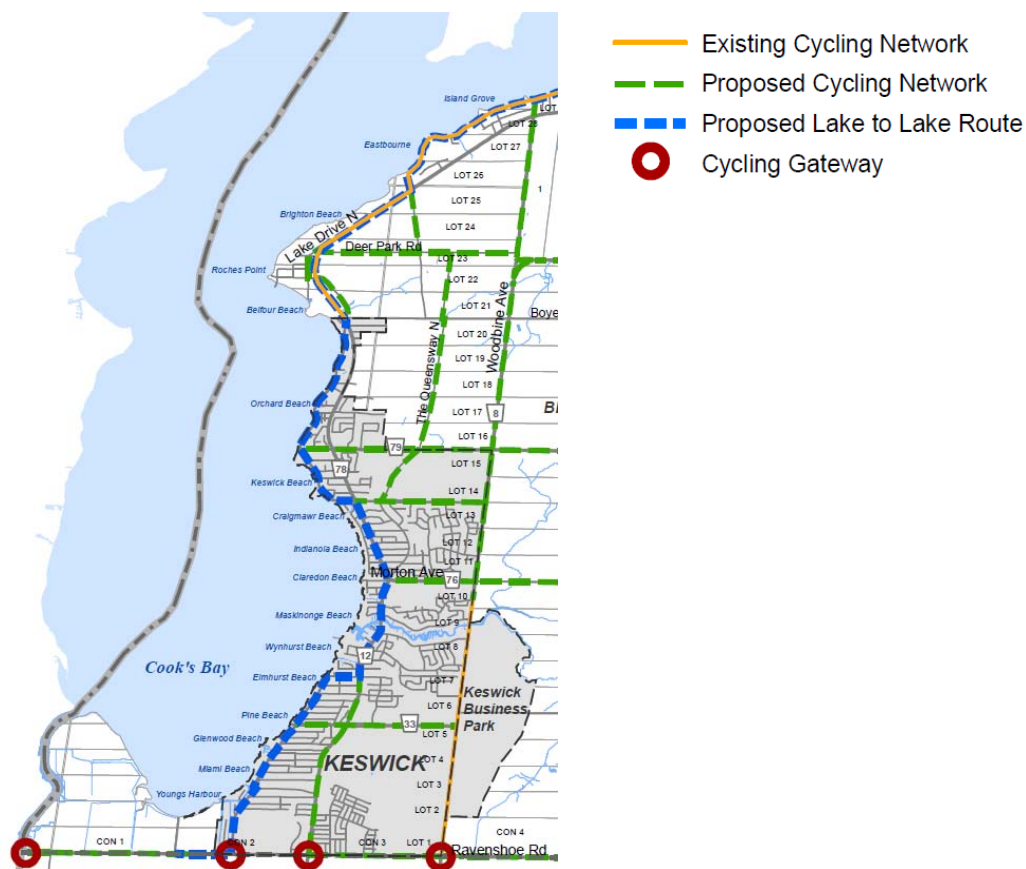


FIGURE 8: EXCERPT FROM GOP - SCHEDULE F: ACTIVE TRANSPORTATION PLAN

2.3 KESWICK SECONDARY PLAN

Date: As approved by the York Region on September 23, 2004. In force and effect on October 26, 2004. Office Consolidation: November 20, 2018.

Schedule F1 of the KSP identifies neighbourhood and urban centres within its boundary limits. Urban centres include:

1. Glenwoods Urban Centre
2. Maskinonge Urban Centre
3. Uptown Keswick Urban Centre

Schedule F1 of the KSP, being the Keswick Land Use Plan, is provided in **Appendix A**. Figure 9 is a reduced scale version of Schedule F1.

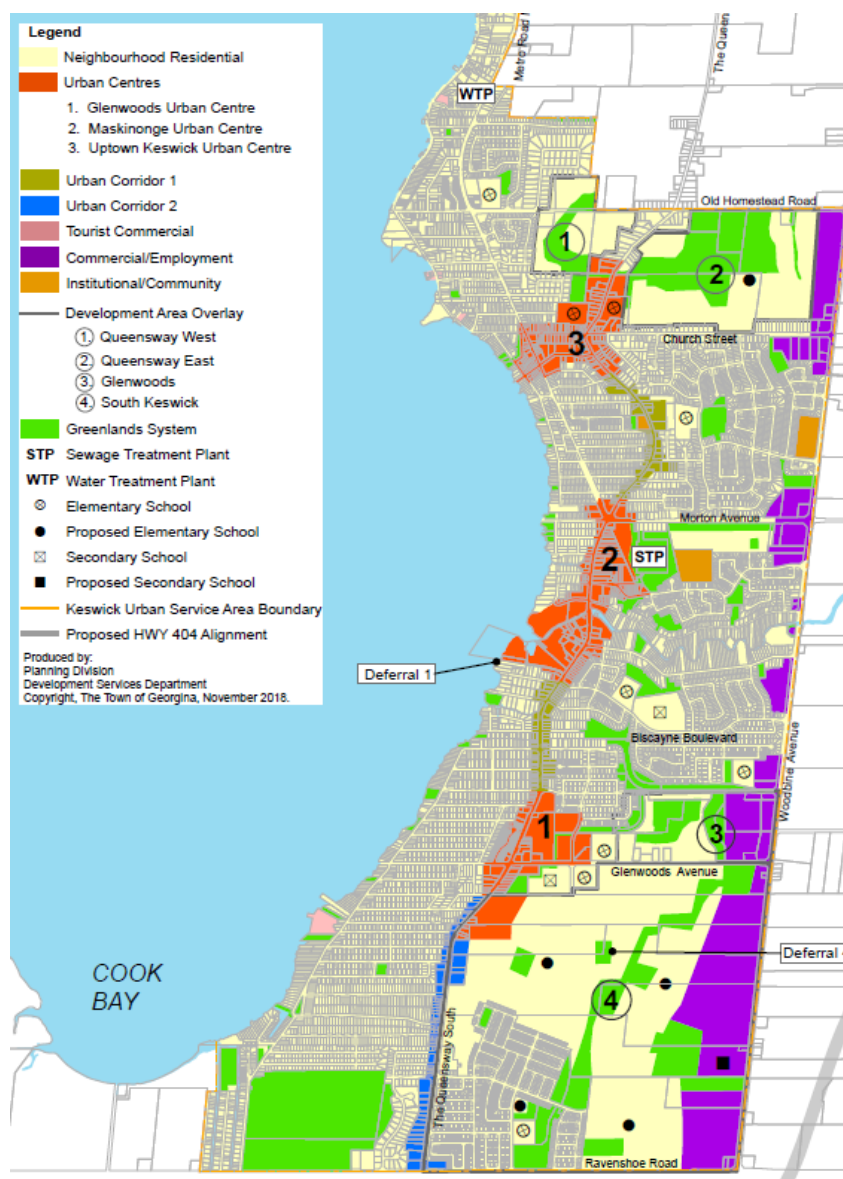


FIGURE 9: EXCERPT FROM KESWICK SP - SCHEDULE F1: LAND USE PLAN

2.3.1 KSP – Transportation and Pathway System

Schedule F3 of the KSP identifies a framework for roads and pathways, including:

- two east-west minor arterial roadways, Glenwoods Avenue and Morton Avenue;
- two north-south minor arterial roadways, The Queensway and Metro Road; and
- a number of east-west and north-south collector roadways under the jurisdiction of the Town of Georgina that facilitate a more fine-grained road network.

Schedule F3 of the KSP, being the Keswick Transportation and Pathway Systems Plan, is provided in **Appendix A**. Figure 10 is a reduced scale version of Schedule F3.

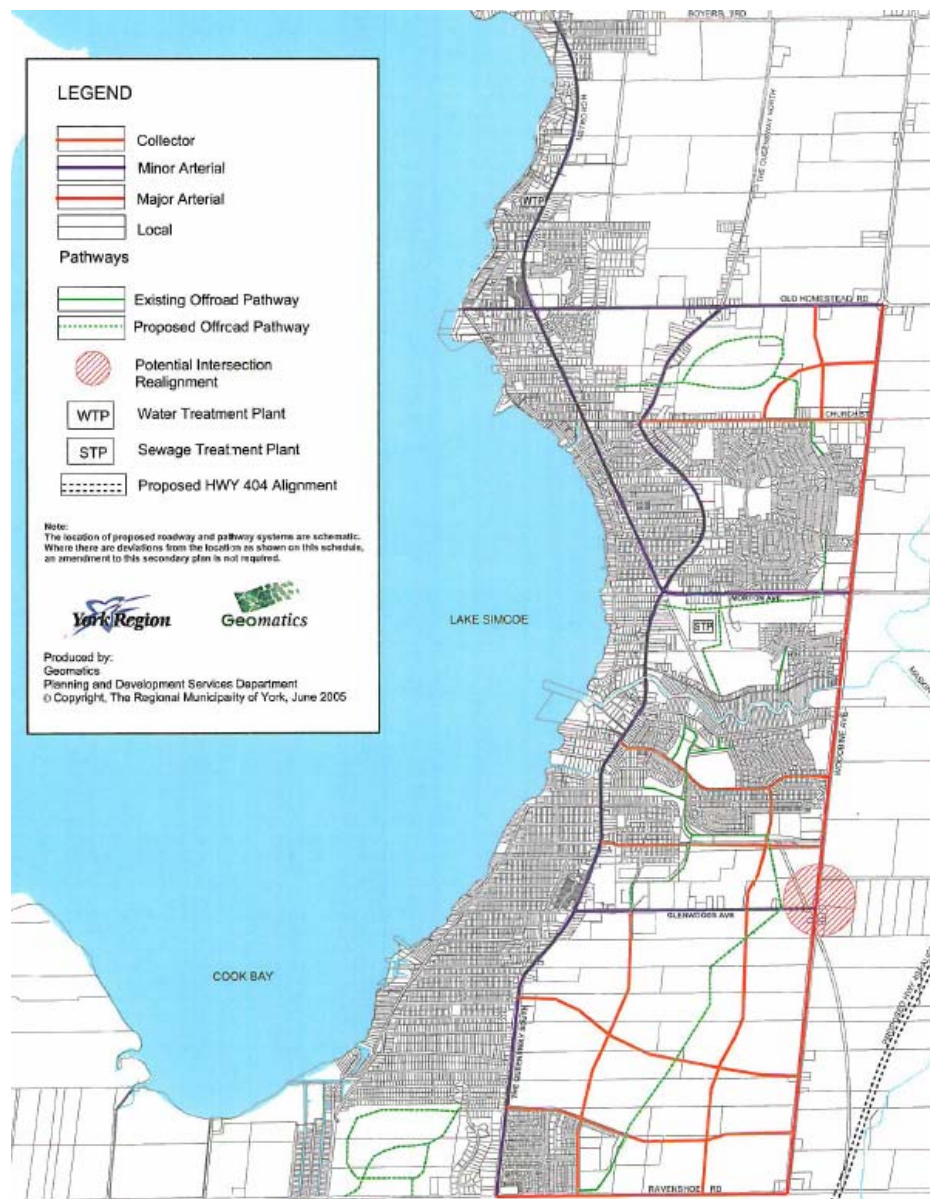


FIGURE 10: EXCERPT FROM KESWICK SP - SCHEDULE F3: TRANSPORTATION AND PATHWAY SYSTEMS PLAN

2.3.2 KSP – Transportation Related Policies

Individual sections of the KSP have been reviewed in relation to their transportation related policies and relevance to the KSPR. Transportation related policies have been summarized further in Table 2.

TABLE 2 KESWICK SECONDARY PLAN TRANSPORTATION POLICIES

Chapter / Section	Policies
General	<ul style="list-style-type: none"> - 13.1.4.1 General <ul style="list-style-type: none"> a) It is the intent of the Town to encourage the development of a safe and integrated transportation system for the efficient movement of people, goods and services in Keswick that consists of provincial, regional and municipal roads, public transit services, water transportation on Lake Simcoe, cycling, snowmobiling and pedestrian facilities. The objectives of the Town related to transportation are to: <ul style="list-style-type: none"> i. develop an effective road system that accommodates traffic demand and does not contribute to traffic congestion; ii. create a road network that promotes walking and cycling trips by providing a modified grid pattern of streets that is sensitive to natural features, land use designations and trip demand; iii. ensure that the road system is designed to be safe for all users; and, iv. encourage a road system and land use pattern that supports public transit. b) A network of continuous and inter-connected streets shall be developed in order to help distribute traffic, minimize travel times and offer pedestrians, cyclists and drivers a choice of routes. c) Where feasible, existing east-west and north-south streets shall be extended into new residential neighbourhoods to provide continuity and integration. d) A modified grid network of arterial and major collector roads shall be developed at a maximum spacing of one kilometre between either two arterials or between an arterial and a collector road.
Roadways <p>The KSP policies consider the best practice of limiting access on arterial roadways and/or connecting to collector/local roadways recognizing the higher carrying capacity and design characteristics for such roadways. Likewise, Collector and Local Road policies recognize providing a more fine-grained network and increased access opportunities for medium and small traffic generators.</p> <p>There is consideration in the SP for integrating transit design into both arterial and collector road networks. There is also consideration for integrating active transportation, such as pedestrian crossings and policies to support a widened local roadway cross-section that could include bicycle lanes.</p>	<ul style="list-style-type: none"> - 13.1.4.2.1 Policies for All Roads <ul style="list-style-type: none"> a) The Town, as a condition of development, may require lands for the purposes of road widening or extensions to be dedicated to the appropriate authority having jurisdiction. Additional lands in excess of the typical right-of-way widths may also be required to be conveyed for works related to, but not limited to, extensive cut/fill operations, intersection improvements, bridges, sight triangles, grade separations with a railway, and drainage, bikeway and buffering improvements. Where additional land is required for widening and extensions, such land shall be obtained in accordance with the provisions of the Planning Act. b) Any new road access must be designed in such a manner to accommodate public transit vehicles and such that no traffic hazard is created by reason of concealment of such access by a curve or grade. Access points should be limited, especially with respect to major roads. Comments from the appropriate engineering department in respect to development proposals

Chapter / Section	Policies
	<p>will be sought and carefully considered. Approval will be granted only if the access is found to be adequate.</p> <ul style="list-style-type: none"> c) It is intended, as traffic conditions warrant, that improvements such as road widenings, jog eliminations, regulation of turning movements, proper signing, installation of traffic signals, marking of traffic lanes and channelization will be undertaken. One key jog elimination has been identified on Schedule F3 at the intersection of Glenwoods Avenue and Woodbine Avenue. This jog elimination will be required to facilitate the proposed interchange at Glenwoods Avenue and Highway 404. d) Construction of new roads and bridges and the reconstruction of existing facilities will be undertaken in a manner to minimize the impact on significant natural and cultural features. Accordingly, when such construction or reconstruction is considered, the Town will consult with appropriate Regional and Provincial agencies. e) The precise location of new arterial, collector and local roads shall be established in conjunction with the preparation of Development Area Plans and development applications. f) The road network in Keswick is classified on Schedule F3 according to their ultimate function. The general function, design requirements and planned widths of the roads are set out as follows: <ul style="list-style-type: none"> - 13.1.4.2.2 Policies for Arterial Roads <ul style="list-style-type: none"> a) Arterial roads are designed to serve regional travel demands, with limited access to abutting properties. These roads are also divided into two types as follows: <ul style="list-style-type: none"> i. Major Arterial - These include major roads with right-of-way widths of between 36 and 45 metres; and, ii. Minor Arterial - These include roads of lesser significance with right-of-way widths up to 30 metres. b) Arterial roads are intended to carry moderate to high volumes of traffic at moderate speeds. c) Arterial roads are intended to provide access to adjacent land uses by means of intersections with collector and local streets. d) Limited direct access from individual development blocks may be permitted. In assessing applications for direct access, consideration shall be given to the size of the development block, the nature and magnitude of the uses being proposed, the resulting traffic, opportunities for other access arrangements and the volume of existing and future traffic using the arterial road. As the volume of traffic on the arterial road increases, the traffic carrying function shall take increasing priority over the access function. e) The precise right-of-way requirements for arterial roads shall be determined through the preparation of a detailed traffic impact and access study as part of the Development Area Plan and/or Plan of Subdivision application. f) Arterial roads shall incorporate design characteristics suitable for transit service. g) Consideration shall be given to minimizing the visual impact of arterial roads. Approaches may include the use of boulevard and/or median landscaping treatments, and the siting of buildings in proximity to the street line. h) Consideration shall be given to design features that facilitate pedestrian crossings of the roadway.

Chapter / Section	Policies
	<ul style="list-style-type: none"> - 13.1.4.2.3 Policies for Collector Roads <ul style="list-style-type: none"> a) Collector roads are designed to serve the movement of medium volumes of traffic between arterial and local roads, with some degree of access control to abutting properties, with a right-of-way width of 23 to 26 metres. b) Collector roads are intended to collect traffic from the local roads and carry it to the arterial roads. c) Collector roads may provide limited access to adjacent uses. In assessing the location and number of access points, the need for access shall be balanced with the traffic carrying requirements of the roadway. d) Collector roads shall incorporate design characteristics suitable for transit service. e) The precise right-of-way requirements for Collector Roads shall be determined through the preparation of a detailed traffic impact and access study as part of the Development Area Plan and/or Plan of Subdivision application. - 13.1.4.2.4 Policies for Local Roads <ul style="list-style-type: none"> a) Local roads are designed to serve residential neighbourhoods and other non-major traffic generating areas and provide access to abutting properties. Local roads shall have a right-of-way width of 20 to 23 metres. Reduced right-of-way widths for local roads may be permitted, subject to the approval of the Town. Consideration shall be given to the need for extra right-of-way or pavement for bicycle lanes where appropriate. - 13.1.4.2.5 Policies for Private Roads <ul style="list-style-type: none"> a) Private roads serving a condominium or lease arrangement area may be permitted, but shall not be maintained by the Town. However, this Secondary Plan recognizes that such private roads must be adequate for traffic, including fire protection vehicles, and shall be designed to meet the Town's design standards and specifications.
<p>Transit Service</p> <p>Policies for transit in the KSP respect working with Regional authorities who deploy transit operations.</p> <p>The KSP also contains a 500 metre policy for walking distance to transit stops that is similar to York Region's policy that the distance to a transit stop in the Urban Area is within 500 metres (a 5-to-10 minute walk) for 90 per cent of the residents. The YROP further notes a policy of no more than 200 metres for 50 per cent of residents.</p>	<ul style="list-style-type: none"> - 13.1.4.3 Transit Service <ul style="list-style-type: none"> a) The Town shall work with the Province to maintain and enhance existing GO Bus transit services within Keswick. b) York Region Transit will continue to link the communities in the Town with other communities in the Region, and will provide internal service within each community. c) The Town shall support transit supportive community design measures, and in particular shall ensure that: <ul style="list-style-type: none"> i. arterial and collector roads are designed to accommodate transit facilities; ii. key transit routes, such as The Queensway and Woodbine Avenue, can accommodate intensified and transit supportive forms and densities of development; iii. that subdivisions are designed to permit effective pedestrian access to transit routes; and, iv. building siting and design and the provision of on-street parking considers, where possible, the provision of a standard 200 metre transit stop separation; v. residences, places of employment, secondary and elementary schools, shopping centres and public facilities in an urban area are generally located within

Chapter / Section	Policies
	<p>a walking distance of no more than 500 metres of a public transit stop.</p> <ul style="list-style-type: none"> vi. sidewalks are generally located on both sides of the streets that support transit services. Transit facilities (passenger standing areas and shelter pads) will be incorporated into public sidewalks and walkway connections to buildings; and, vii. any new traffic calming measures proposed for existing or planned transit routes be designed and constructed in such a way that properly considers the negotiation of transit vehicles including, but not necessarily limited to, consideration of vehicle height, length and turning radii.
<p>Active Transportation</p> <p>KSP policies for active transportation respect integration of the planned cycling and trail system as roads are re-constructed or development opportunities permit linking pathway systems.</p> <p>Cycling lane widths (1.5 metres) and boulevard cycling lanes (3.0 metres) are consistent with the YROP and Region's Pedestrian and Cycling Master Plan for cycling lanes and multi-use trails, respectively.</p>	<ul style="list-style-type: none"> - 13.1.4.4 Pedestrian and Bicycle Pathway System <ul style="list-style-type: none"> a) It is an objective of the Town to develop a multi-use pathway system that would connect the shoreline areas with other areas within the Greenlands System, where appropriate, and with linkages to other pathways or trails in the Region such as the Oak Ridges Moraine Trail and the Nokiidaa Trail. b) Schedule F3 identifies the major components of the existing and proposed off-road pathway system that shall be implemented over time. c) Multi-use pathway facilities will be encouraged both as a means of travel and for recreational purposes. Recreational pathways that can accommodate various users year-round such as pedestrians and cyclists will be encouraged, particularly those which re-use abandoned railway right-of-ways. To ensure safety, the development of the pathway system may require the separation of the various uses/users. d) Where new development is proposed, specific routes for pathways shall be established and the provision of a pathway system link shall be a condition of approval of development, where appropriate. e) Walking for both utilitarian and recreational purposes shall be encouraged through the provision of suitable pedestrian facilities. Pathways shall be provided through parks, public open spaces and other public areas. The sidewalks and off-road pathways shall be integrated into a continuous pedestrian system. f) The primary system for pedestrian movement shall be along sidewalks. The following criteria are established for sidewalks: <ul style="list-style-type: none"> i. all arterial and collector roads shall have sidewalks along both sides of the street; ii. all local roads shall have a sidewalk along at least one side of the street; iii. sidewalks shall be a minimum of 1.5 metres (5 feet) wide, with consideration given to wider sidewalks in areas of more intensive pedestrian activity, such as near schools and in commercial areas; iv. sidewalks shall be kept free of potential obstacles such as newspaper boxes, bicycle racks, poles and parking metres. Where elements of street furniture are included within the public right-of-way, adequate sidewalk space shall be maintained free of obstructions; and, v. curb cuts shall be provided where the sidewalk intersects with the roadway, to facilitate persons with

Chapter / Section	Policies
	<p>mobility devices, baby carriages and others who have difficulty mounting curbs.</p> <p>g) Bicycle movement shall generally be accommodated in the street right-of-way. Consideration shall be given to the inclusion of bicycle lanes in rights-of-way for new arterial and collector roads. On existing arterial and collector roads, the addition of facilities for bicycles shall be considered when such roads are reconstructed, or where it is physically and financially feasible to do so. The following general criteria shall be considered in establishing bicycle routes:</p> <ul style="list-style-type: none"> i. additional pavement width to include designated cycling lanes of 1.5 metres in width for each direction of travel, as part of the road cross-section or 3.0 metres in the boulevard, shall be provided in corridors of existing or potential high cycling usage; ii. cycling paths shall be provided through key recreational/open space corridors; iii. cycling paths may be combined with pedestrian paths through recreational areas, however the two user groups should be delineated or physically separated if possible, to avoid potential conflicts; and, iv. bicycle and pedestrian routes shall be integrated throughout Neighbourhood Residential areas to provide links to Neighbourhood Centres, Urban Centres, Urban Corridors and Commercial/Employment Lands, wherever possible.
<p>Parking</p> <p>Policies in the KSP currently provide for some flexibility in on-street parking and a shared parking condition for mixed-use development.</p> <p>Policies for parking support the retention and expansion of on-street parking where it will not interfere with efficient movement of traffic.</p> <p>The current policies support flexibility in parking supply provision (cash-in-lieu), where there are site constraints.</p>	<p>- 13.1.4.5 Parking</p> <ul style="list-style-type: none"> a) The Town shall require, as a condition of development, that adequate off-street parking and loading facilities be provided. However, notwithstanding the foregoing, the Town shall encourage the retention and expansion of on-street parking in areas where it will not interfere with the efficient movement of traffic. b) On-street parking may be permitted along arterial roads during off-peak hours when the road capacity is not required for traffic carrying purposes. Alternatively, a right-of-way permitting on-street parking may be provided throughout the day by means of properly designed on-street parking bays. On-street parking will not be permitted on Morton Avenue, Glenwoods Avenue, or Ravenshoe Road. c) On-street parking may be permitted along one side of collector roads, if the pavement width is sufficient, and if the traffic carrying function of the roadway is not adversely affected. d) On-street parking shall be accommodated along one or both sides of local roads. However, timing restrictions may be imposed on the on-street parking to facilitate snow removal and other maintenance functions and to discourage excessively long term parking. e) For residential development, required resident and visitor parking shall be provided on-site, where possible. Where site constraints preclude the provision of required parking on-site, consideration shall be given to alternative parking arrangements, including payment of cash in-lieu. f) In the interest of efficiency, consideration may be given to reductions in the parking requirements for mixed use developments, where the individual uses exhibit different peaking characteristics and where the opportunity exists to share parking facilities. However, the residential component of

Chapter / Section	Policies
	<p>the parking requirement for a mixed use development shall be set aside exclusively for the residents' use and shall not be shared with other uses.</p> <ul style="list-style-type: none"> g) All parking facilities of a communal nature, whether publicly or privately owned, shall be properly lit and maintained, to encourage and facilitate the safe use of these facilities. h) Parking will not be allowed to interfere with transit stops.

2.3.3 KSP - Urban Design Guidelines

The KSP also includes Urban Design Guidelines (UDG) that include street cross-sections for:

- The Queensway;
- The Queensway Urban Centres;
- Woodbine Avenue; and,
- New Residential Neighbourhoods.

There is an opportunity to re-evaluate the proposed cross-sections including width and streetscape elements in relation to the current road context, planned intensification policies, active transportation policies, and planned land-use considerations that will be considered in KSPR.

2.3.3.1 The Queensway Cross-Sections

The Queensway cross-sections from the KSP recognize varying contexts within the full length of The Queensway that retain a four-lane cross-section between Ravenshoe Road and Morton Avenue, while accommodating a variety of streetscape treatments that respect the variation in character of the roadway through Keswick. North of Morton, where the roadway is under the Town's jurisdiction, the cross-section narrows to accommodate two travel lanes.

The Queensway, from Ravenshoe Road to Pine Beach Drive

Figure 11 is an excerpt from the KSP of existing conditions along the Queensway between Ravenshoe Road and Pine Beach Drive.

Figure 12 is an excerpt from the KSP of conditions that were proposed for the Queensway, between Ravenshoe Road and Pine Beach Drive, including a centre median, street trees, and sidewalks on both sides of the street.

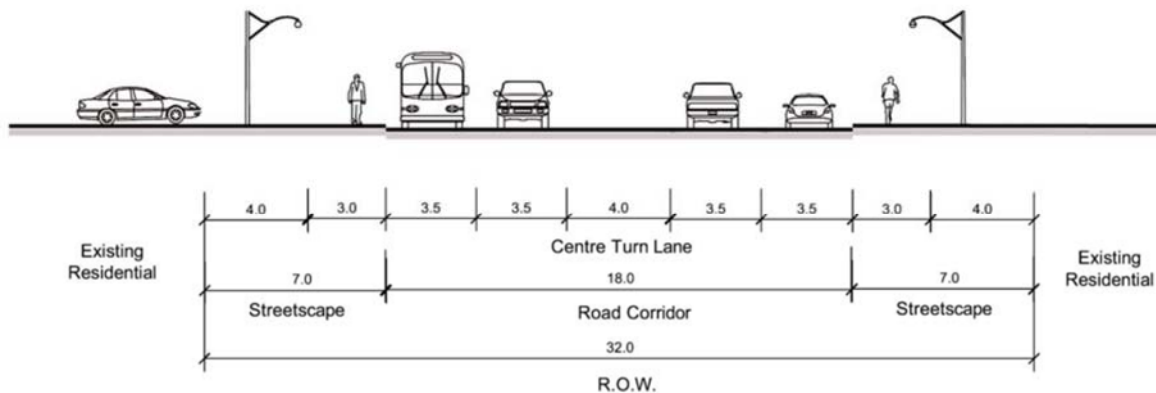


FIGURE 11: THE QUEENSWAY, KSP EXISTING CROSS-SECTION (RAVENSHOE ROAD TO PINE BEACH DRIVE)

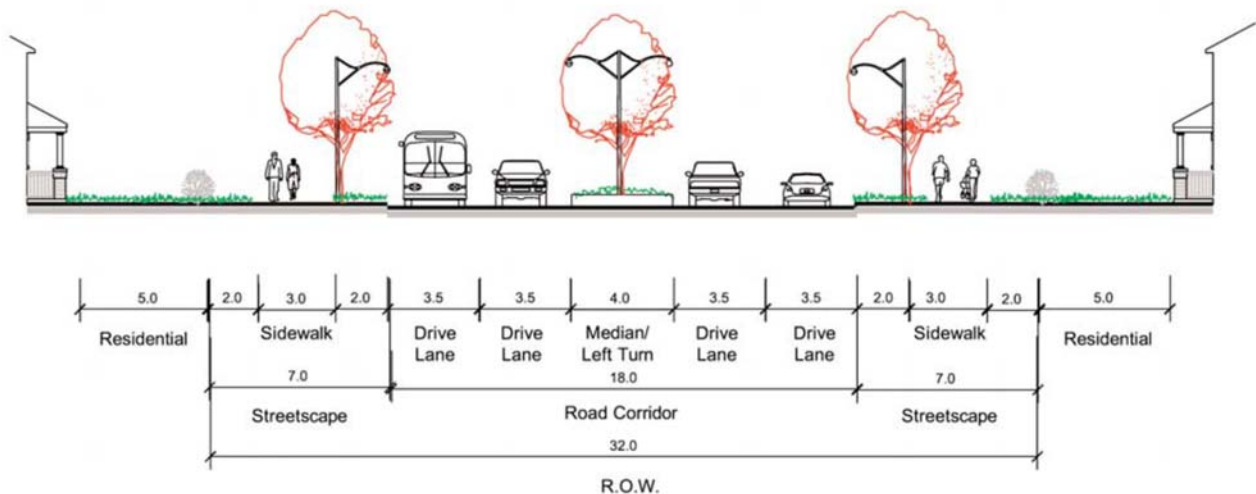


FIGURE 12: THE QUEENSWAY, KSP PROPOSED CROSS-SECTION (RAVENSHOE ROAD TO PINE BEACH DRIVE)

The Queensway, from Pine Beach Drive to Morton Avenue

Figure 13 is an excerpt from the KSP of existing conditions along the Queensway between Pine Beach Drive and Morton Avenue.

Figure 14 is an excerpt from the KSP of conditions that were proposed along the Queensway between Pine Beach Drive and Morton Avenue, including street trees and sidewalks on both sides.

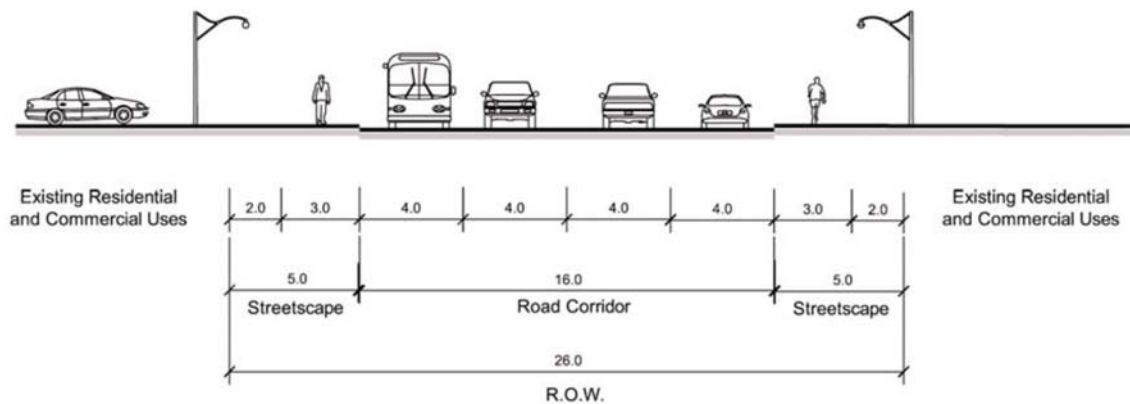


FIGURE 13: THE QUEENSWAY, KSP EXISTING CROSS-SECTION (PINE BEACH DRIVE TO MORTON AVENUE)

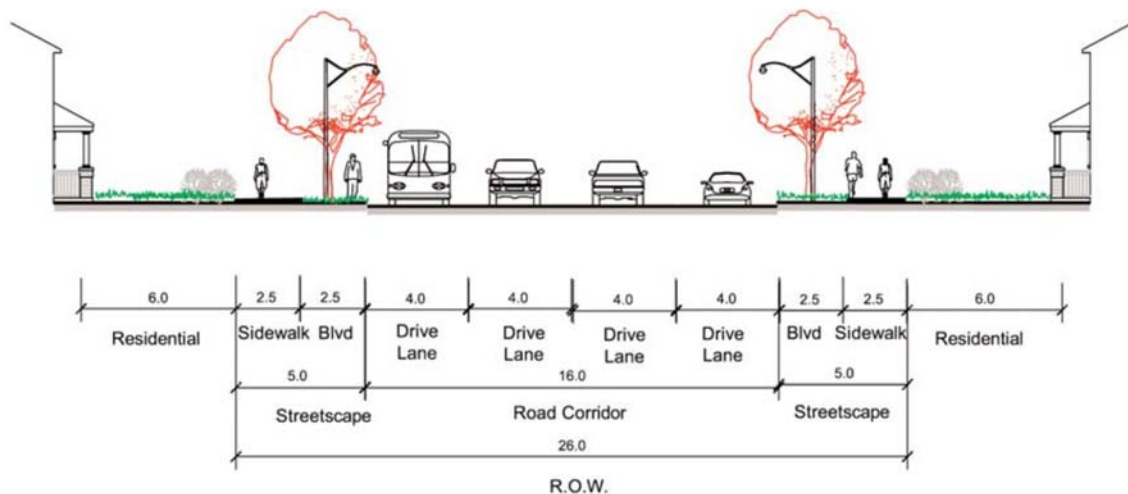


FIGURE 14: THE QUEENSWAY, KSP PROPOSED CROSS-SECTION (PINE BEACH DRIVE TO MORTON AVENUE)

The Queensway, north of Morton Avenue

Figure 15 is an excerpt from the KSP of existing conditions along the Queensway north of Morton Avenue. Since the KSP was published, a large portion of The Queensway (from Morton Avenue to north of Church Street) has been urbanized by the Town of Georgina with a minimum of a sidewalk on one side of the roadway and a sidewalk on both sides of the roadway in segments of the Urban Centres Corridors.

Figure 16 is an excerpt from the KSP of conditions that were proposed along the Queensway north of Morton Avenue, including street trees and a sidewalk.

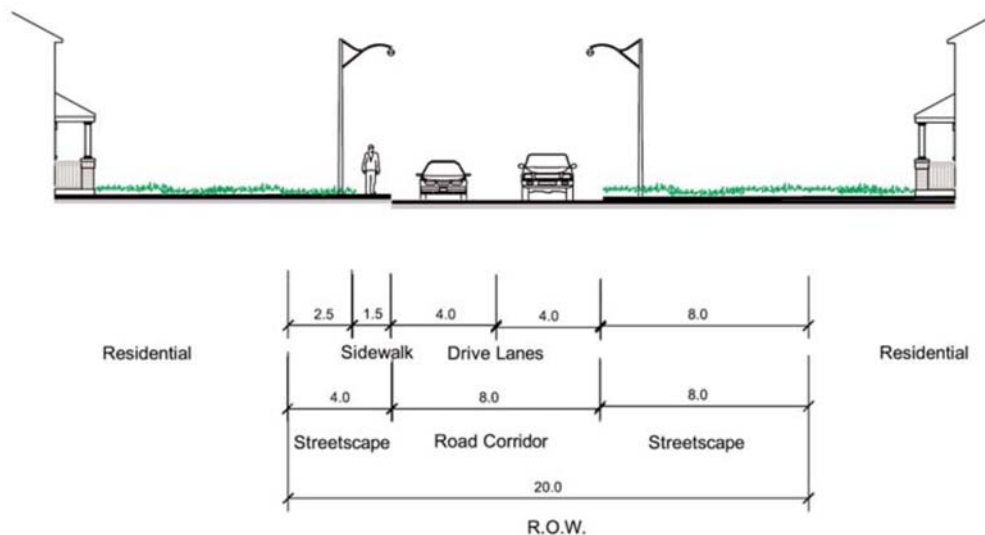


FIGURE 15: THE QUEENSWAY, KSP EXISTING CROSS-SECTION (NORTH OF MORTON AVENUE)

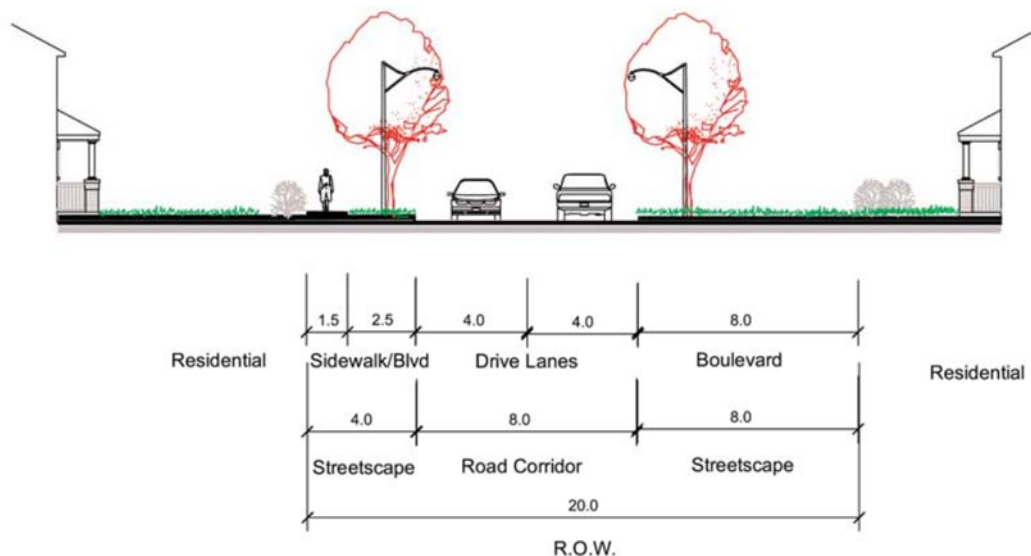


FIGURE 16: THE QUEENSWAY, KSP PROPOSED CROSS-SECTION (NORTH OF MORTON AVENUE)

The Queensway Urban Centres Cross-Sections

The cross-sections established in the KSP for the Queensway Urban Centres are illustrated below in Figure 17 and recognize accommodation of on-street parking, street trees, sidewalks, cycling paths and areas to enhance pedestrian activity.

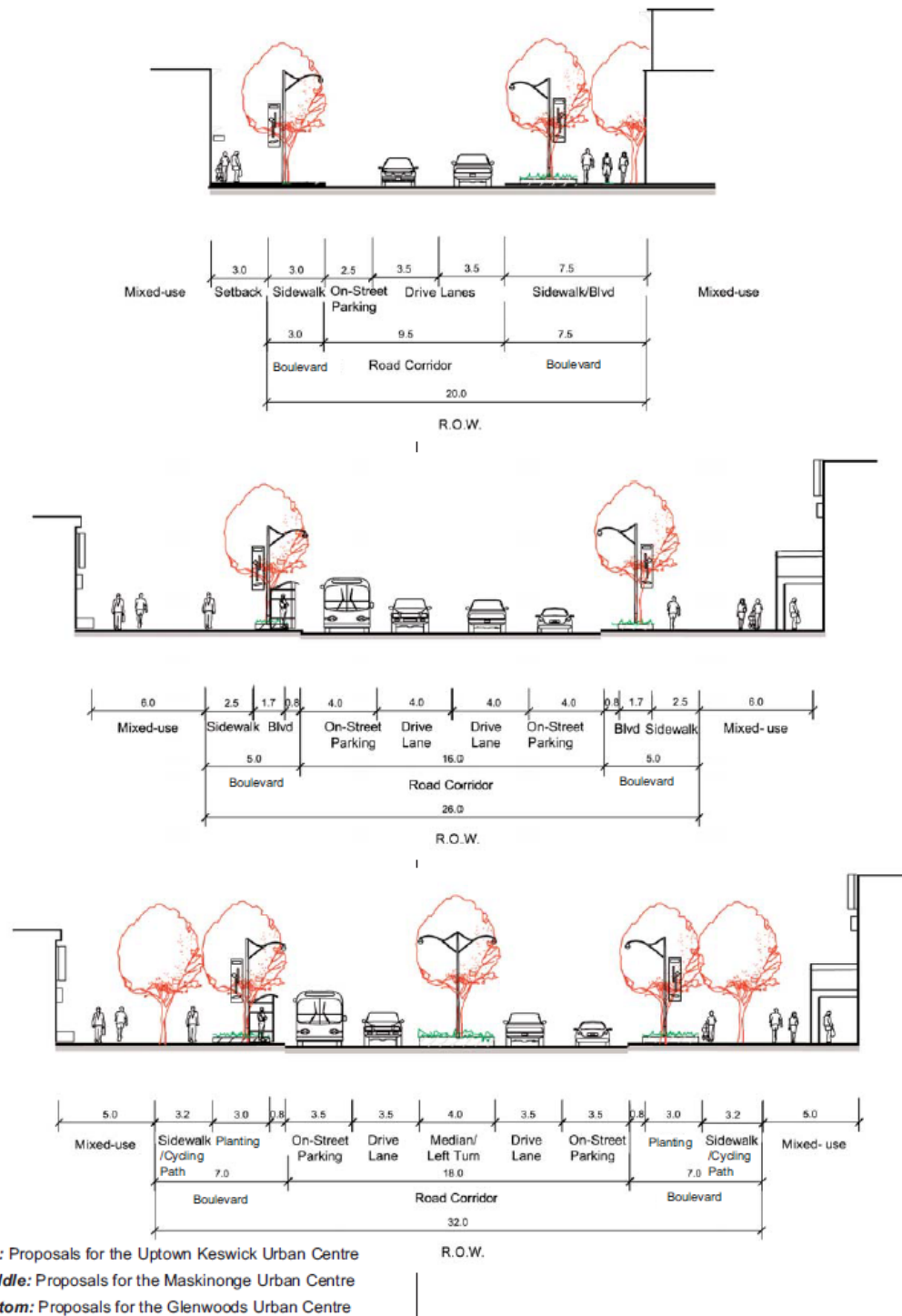


FIGURE 17: THE QUEENSWAY, KSP PROPOSED URBAN CROSS-SECTION

2.3.3.2 Woodbine Avenue Cross-Sections

Figure 18 is an excerpt from the KSP of existing rural conditions along Woodbine Avenue.

The Woodbine Avenue cross-sections recognize large-format retail, commercial, and community centre land uses, differing from the character of The Queensway.

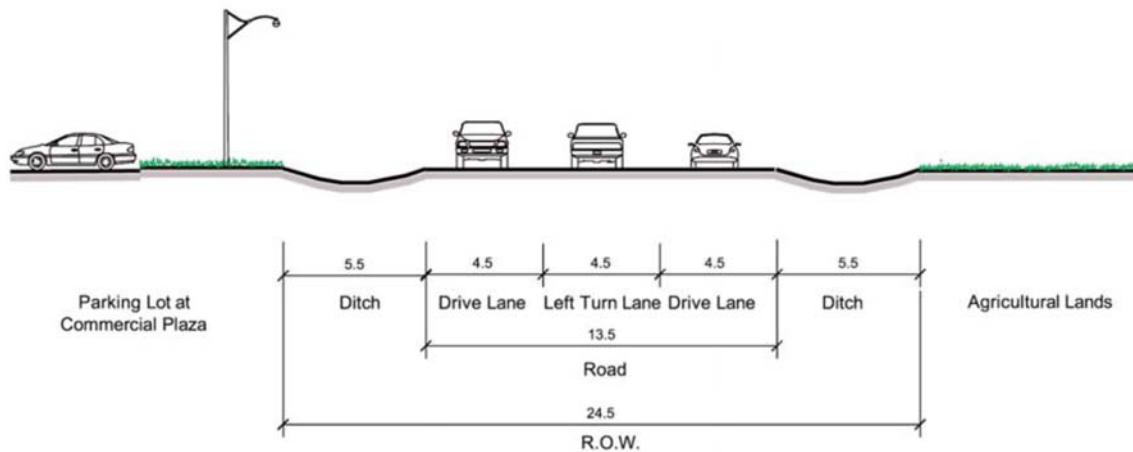


FIGURE 18: WOODBINE AVENUE, KSP EXISTING CROSS-SECTION

Figure 19 is an excerpt from the KSP of conditions that were proposed for Woodbine Avenue that proposed a four-lane urban cross-section with sidewalk, centre median, and boulevard along the commercial corridor.

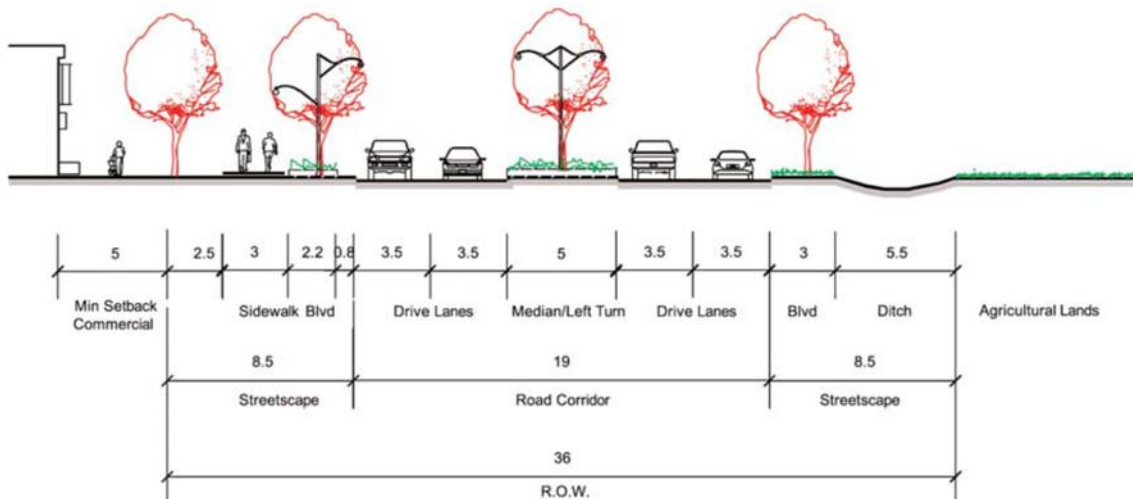


FIGURE 19: WOODBINE AVENUE, KSP PROPOSED CROSS-SECTION

2.3.3.3 Residential Neighbourhood Cross-Sections

A hierarchy of cross-sections for residential local and collector roads was established in the UDG to be 20 metres and 23 metres, respectively. Figure 20 and Figure 21 are excerpts from the KSP of proposed cross-sections for local and collector roads, respectively. The cross-sections includes provisions for on-street parking, street trees, and a boulevard/sidewalk on both sides to encourage and enhance pedestrian and public activity.

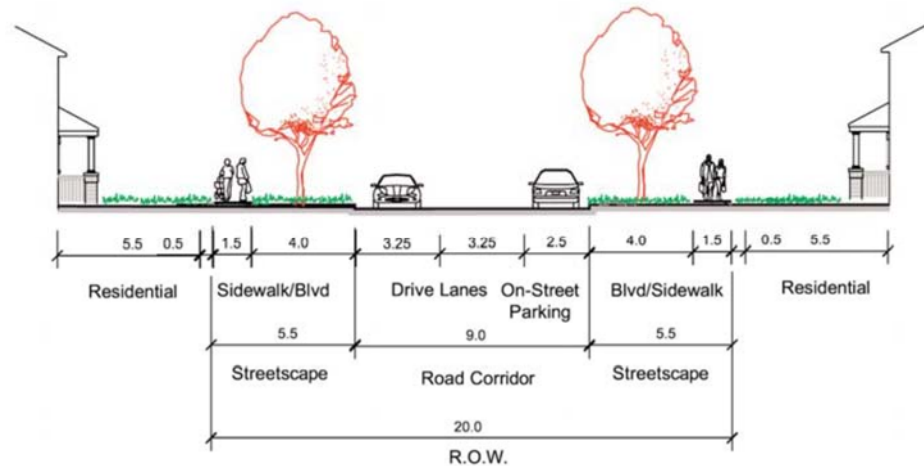


FIGURE 20: LOCAL ROAD, KSP PROPOSED CROSS-SECTION

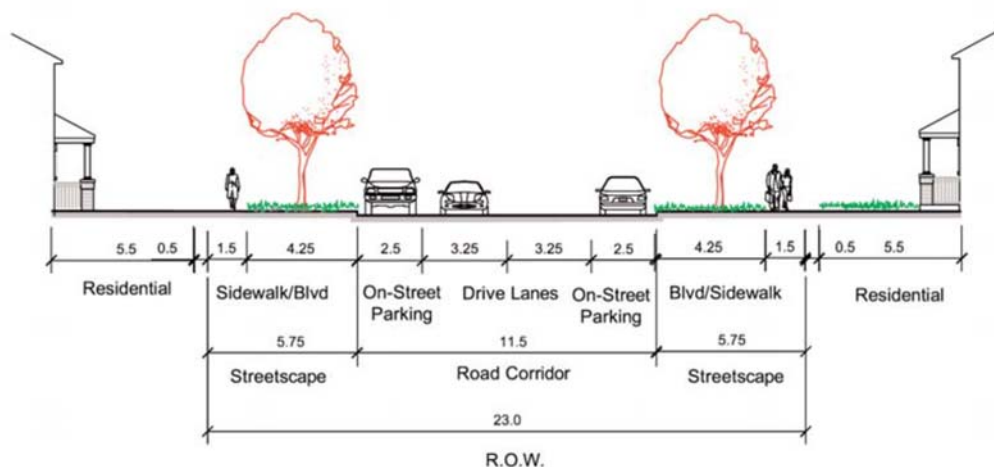


FIGURE 21: COLLECTOR ROAD, KSP PROPOSED CROSS-SECTION

2.4 TRAILS & ACTIVE TRANSPORTATION MASTER PLAN

Date: Ongoing Update. Last Updated May 2014.

The Town of Georgina is currently in the process of updating their Trails and Active Transportation (AT) Master Plan.

The existing Master Plan contemplates the following proposed Trail and AT connections:

- Primary System of major north-south and east-west connection. These are located along the Regional arterial road network and the Lake-to-Lake route within Keswick, with the exception of Glenwoods Avenue (Regional arterial).
- Secondary System of local neighbourhood routes parallel to the Primary System. These are located along the arterial and collector road network within Keswick, as well as along notable local east-west connections between The Queensway and Woodbine Avenue such as Riverglen Drive, Riveredge Drive, Richmond Park / Arlington Drive. A secondary system is proposed along Glenwoods Avenue from the lake, through the Keswick Business Park, and continuing east of the Highway 404 extension.
- Off-Road Trail System along the entire collector road network for the Keswick Business Park area, north-south between Glenwoods Avenue and Ravenshoe Road, and at a number of locations where communities are not otherwise connected by continuous roads.
- Desired Connection along the future alignment of the Highway 404 extension and an additional north-south connection between Glenwoods Avenue and Ravenshoe Road.
- New Pedestrian Bridge crossing the Maskinonge River. A preferred EA solution is approved for this bridge crossing.

An excerpt of existing trails from the Town of Georgina website and proposed trails and active transportation facilities from the 2014 Master Plan is provided in **Appendix B**.

2.5 ENGINEERING AND DESIGN STANDARDS

Date: 2013, Last Updated on August 17, 2017.

The current engineering design standards have three typical street cross-sections

1. 18 metres right-of-way: one-side sidewalk, 8.5 metre pavement width
2. 20 metre right-of-way: sidewalks on both sides, 8.5 metre pavement width
3. 23 metre right-of-way: sidewalks on both sides, 9.7 metre pavement width

The Town also has a rural cross-section with a 20 metre right-of-way. The rural cross-section has a 6.7 metre pavement width for residential applications and a 7.3 metres pavement width for industrial applications. The rural cross-section identifies a sidewalk on one side.

Each of the Town's cross-sections are provided in **Appendix C**.

2.6 TOWN OF GEORGINA ZONING BY-LAW NUMBER 500

Date: Date of Adoption: July 7, 1994. Approved by the Ontario Municipal Board on August 24, 1995. Latest Revision: August 19, 2019.

2.6.1 Section 5.28 – Parking Area Regulations

The Town of Georgina By-Law outlines parking space size and minimum number of parking space by land use in Section 5.28 of the General Provisions. An excerpt of parking rates are provided in **Appendix D**.

The Town's Zoning By-Law also has the following provision for cash-in-lieu where site restriction may prevent providing the parking supply in accordance with the Town's bylaw:

"5.28 (d) CASH-IN-LIEU OF PARKING

Notwithstanding Section 5.28 (b), where a cash-in-lieu of parking agreement has been executed, the parking space requirement for a building, structure or lot which is the subject of the agreement shall be the requirement set forth in 5.28 (b) less the number of spaces exempted by the cash-in-lieu agreement."

2.6.2 Section 5.30 – Planned Width of Public Street Allowance

Table 1 in Section 5.30 of the Town's Zoning By-law outlines individual planned street widths for Regional and Town roads. Table 1 is provided in Appendix D.

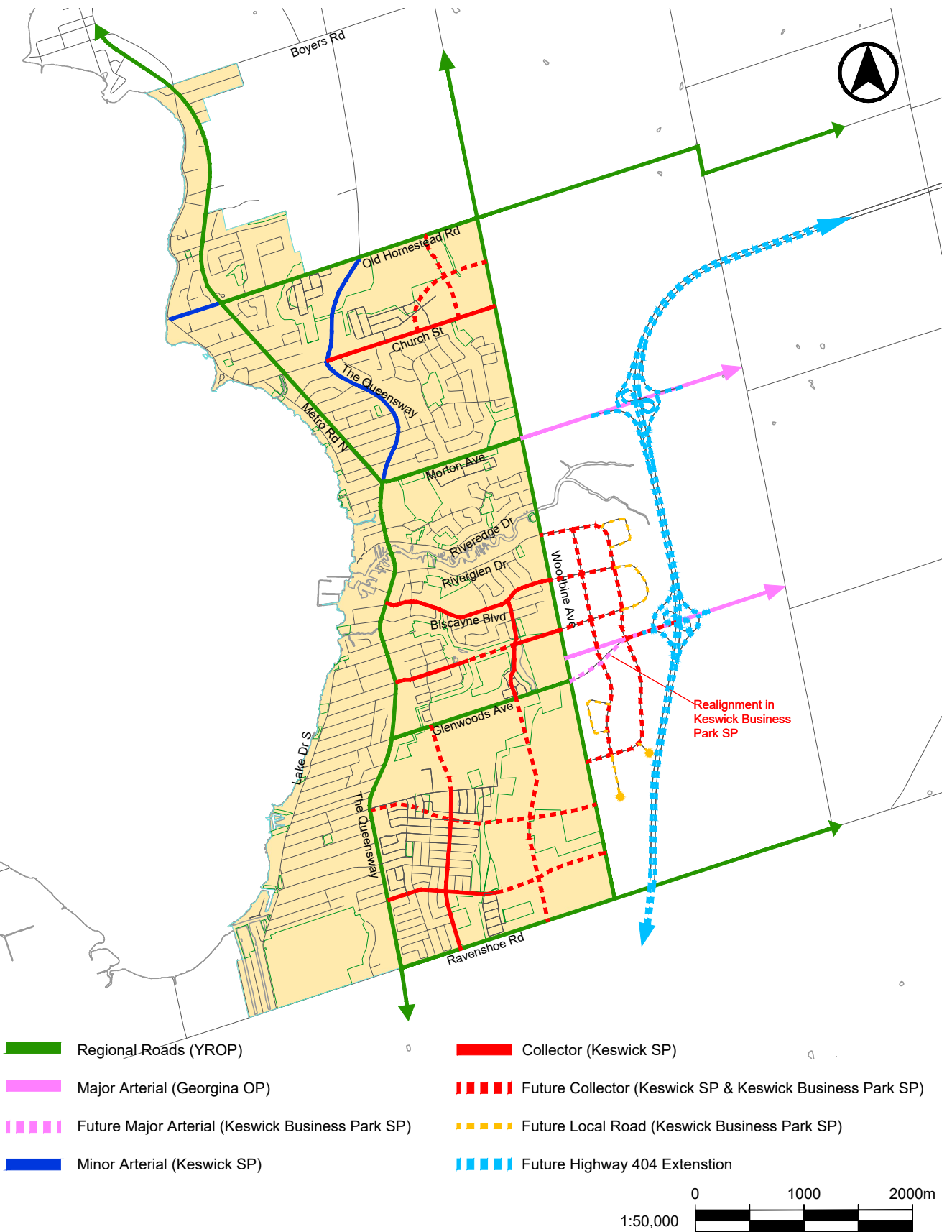
The following conditions, in accordance with the bylaw also apply to planned street widths:

- notwithstanding the planned street width in Table 1, where the appropriate road authority has provided written confirmation that a lesser planned street width is required, then the lesser standard shall apply.
- additional width may be required for sight triangles, cuts, fills, additional turning lanes at intersections, high-occupancy vehicle lanes and for accommodating bicycles, sidewalks and landscaping where appropriate.
- if not individually listed, the planned street width for local roads shall be 20 metres.

2.7 PLANNED ROAD NETWORK

A combined summary of the existing and planned road networks (by road classification and planning document source) for the Keswick area is provided in Figure 22.

Notably, the neighbouring Keswick Business Park Secondary Plan road network contemplates the re-alignment of Glenwoods Avenue at Woodbine Avenue and the introduction of additional collector road intersections along Woodbine Avenue at Riverglen Drive (local road) and mid-block between Glenwoods Avenue and Ravenshoe Road.



ROAD CLASSIFICATIONS



3.0 EXISTING CONDITIONS

3.1 EXISTING ROAD NETWORK

Road classifications for each of the existing and planned roadways are identified in Section 2.7 and provided in Figure 22.

Existing intersection signalized control and flashing beacons within the Keswick area are illustrated in Figure 23.

Woodbine Avenue is a north-south regional major arterial roadway along the eastern boundary of Keswick. Woodbine Avenue is a four-lane roadway with centre left turn lanes and additional turning lanes at intersections, until just north of Morton Avenue where it becomes a two-lane roadway.

Woodbine Avenue has bike lanes between Ravenshoe Road and Morton Avenue.

The Queensway is a north-south regional arterial roadway south of Morton Avenue to Ravenshoe Road. North of Morton Avenue it becomes an arterial road under the jurisdiction of the Town of Georgina. The Queensway is four lanes south of Morton Avenue and two-lanes north of Morton Avenue.

Metro Road is a north-south regional arterial within Keswick. Metro Road South begins at the intersection of The Queensway South and Morton Avenue and continues north to Church Street where it then turns into Metro Road North until it intersects with Dalton Road in Jacksons Point. Metro Road is a two-lane road for its entire length.

Old Homestead Road, Morton Avenue, Glenwoods Avenue, and Ravenshoe Road are two-lane east-west regional roads that bisect Keswick. Each of these roads intersect with The Queensway and Woodbine Avenue.

Biscayne Boulevard, Doverdale Drive, and Chuch Street are two-lane east-west collector roads that run between The Queensway and Woodbine Avenue within Keswick. The KSP identifies two new east-west and north-south local collector roads within the area bounded by Glenwoods Avenue to the north, Woodbine Avenue to the east, Ravenshoe Road to the south and The Queensway South to the west.

3.2 EXISTING TRAFFIC CONDITIONS

BA Group requested available traffic data for the locations identified in Figure 24 to determine peak hour and daily traffic volumes on the area road network. The dates for turning movement count information available through York Region are also identified on the inventory figure.

3.2.1 Daily and Weekday Peak Hour Traffic

Average weekday daily traffic available from York Region is summarized in Figure 25. Detailed weekday and weekend daily traffic for each of these segments is provided in **Appendix E**. Peak Hour Traffic is summarized in **Appendix F**.

Characteristics of urban roads are presented in **Appendix G**, with typical design considerations for road classifications. Observed traffic activity along Woodbine Avenue and The Queensway are in the range of 20,000 vehicles per day, consistent with typical traffic conditions for a major arterial roadway.

Traffic activity along Glenwoods Avenue is approximately 10,500 vehicles per day, consistent with a busy minor arterial / typical major arterial.

While daily traffic data is not available for the east-west collector road network, peak hour conditions indicate activity along Biscayne Boulevard and Morton Avenue are consistent with busy collector roads.

A review of peak hour and daily traffic volumes within Keswick indicate that the levels of activity are typical of what can be expected within the existing lane configurations, traffic control, and road classifications. A review of more detailed traffic operations can be expected to be context or intersection specific (i.e. review of storage lengths, signal timing operations) and are not considered network-wide. These could be reviewed further on a case-by-case basis, through development specific traffic studies, and through further discussion with the Town.

3.2.2 EMME Model Traffic Output

York Region provided model outputs for the 2016 and 2031 AM Peak Hour auto trips and AM Peak Period transit trips.

Population and employment forecasts have been provided by the Region for the year 2031.

The 2031 forecast indicates a gap between individual observed peak hour counts and link volumes indicating that the model should be considered a general representation of existing activity. From 2016 to 2031, most of the projected vehicle growth will occur in the south quadrant of Keswick, from the lands to be built out south of Glenwoods Road. Further analysis is to be done to determine individual zone inputs so they can be compared to the inputs of concept plans for the KSP. There is also more significant growth in vehicle traffic on Woodbine Avenue than The Queensway.

Forecasted transit trips for the year 2031 increase greatly along The Queensway by more than twice their 2016 value. This is indicative of the Region's policies to support better and more integrated transit services. There is some growth in transit along Woodbine Avenue, less so than The Queensway³.

3.2.3 Existing Transit Service

York Region provides one conventional transit route (Route 50) and an a "Mobility On Request" route (Route 51) during weekday midday, evening and Saturday that provides travel from an address in the service area to one of five select locations across Keswick.

Existing transit routes are illustrated in Figure 26. Route 51 also has scheduled service similar to a conventional route during weekday peak hours only.

Typical transit service on Routes 50 and 51 is summarized in Table 3, demonstrating the headway between bus arrivals along each transit route (in minutes) during the peak weekday and weekend time periods.

TABLE 3 EXISTING KESWICK TRANSIT SERVICE

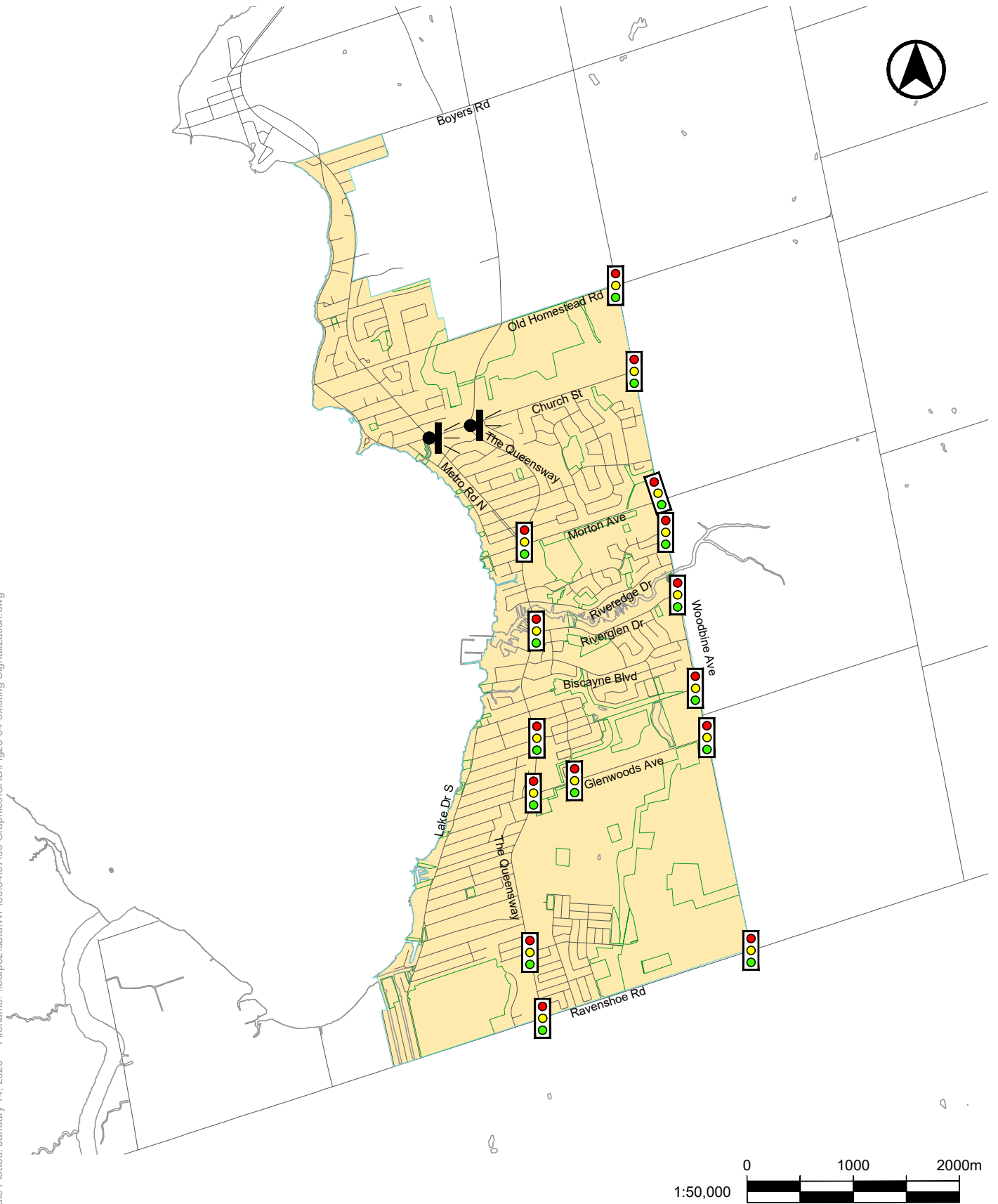
Route	Weekday Peak Hours (min)		Saturday (min)		Sunday (min)	
	AM	PM	AM	PM	AM	PM
50	30 ¹	30	55	55	80	80
51	40	40	Mobility on Request	Mobility on Request	Not Running	Not Running

Notes:

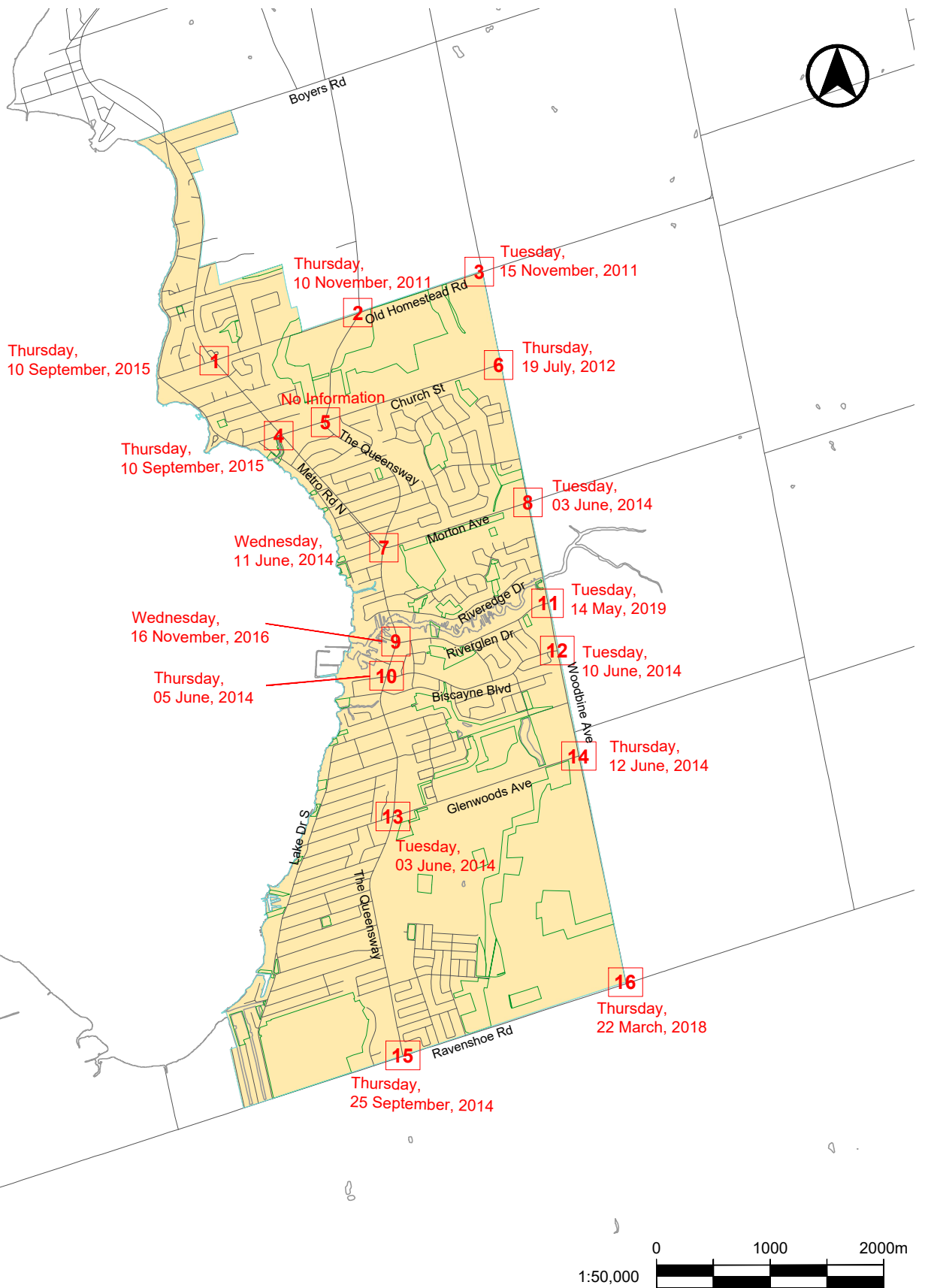
1. By way of example, this indicates that a bus is typically scheduled to arrive every 30 minutes during the peak weekday morning period.

³ Transit ridership increases are reviewed pending ridership and funding resources by YRT. There are not current plans to adjust transit service in Keswick, but YRT will continue to consider service adjustments as they are warranted.

Date Plotted: January 14, 2020 Filename: \\baftp02\data\WP\6684\07\05 Graphics\CAD\Fig23-04-existing Signalization.dwg



EXISTING SIGNALIZATION



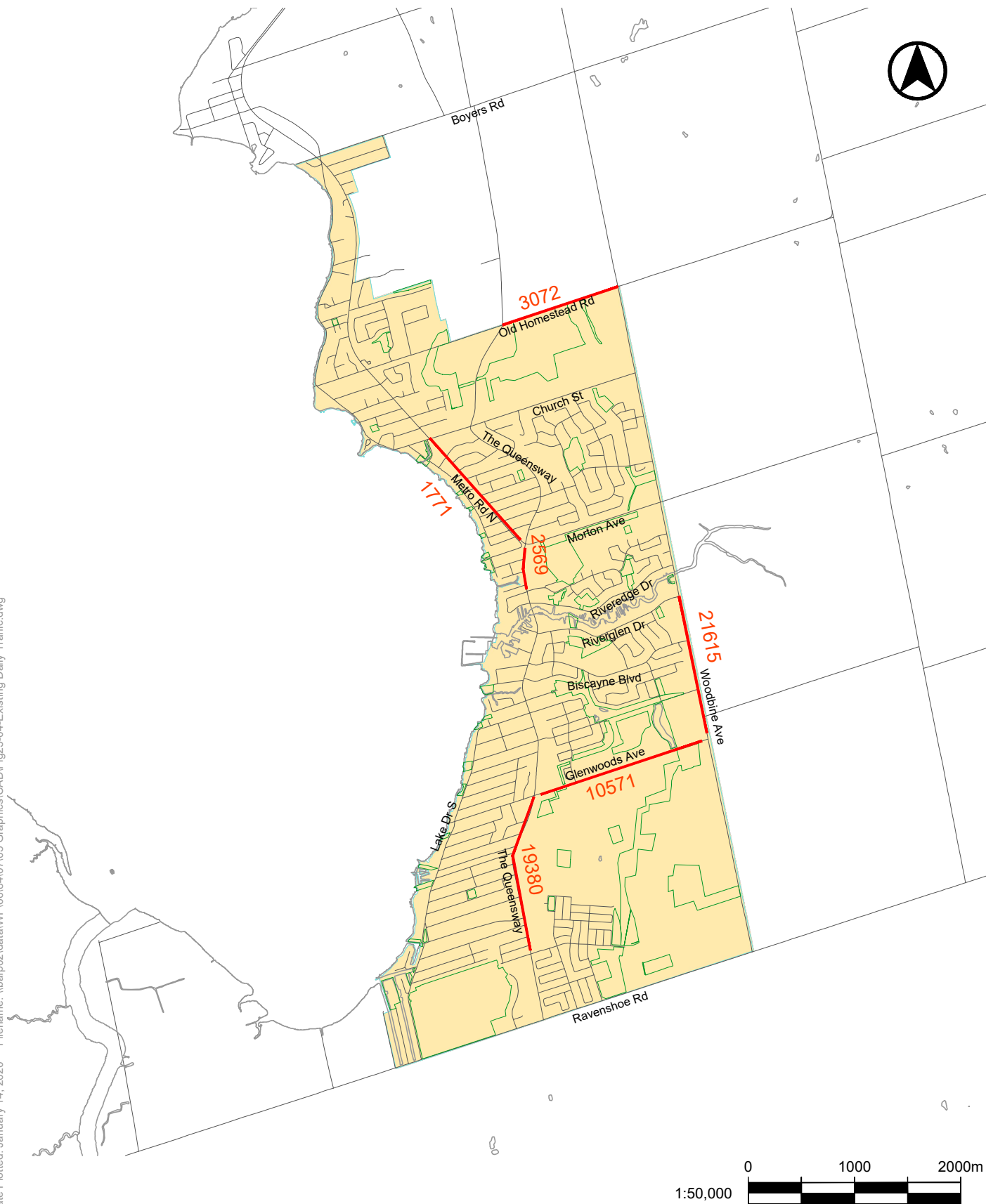
TMC INVENTORY



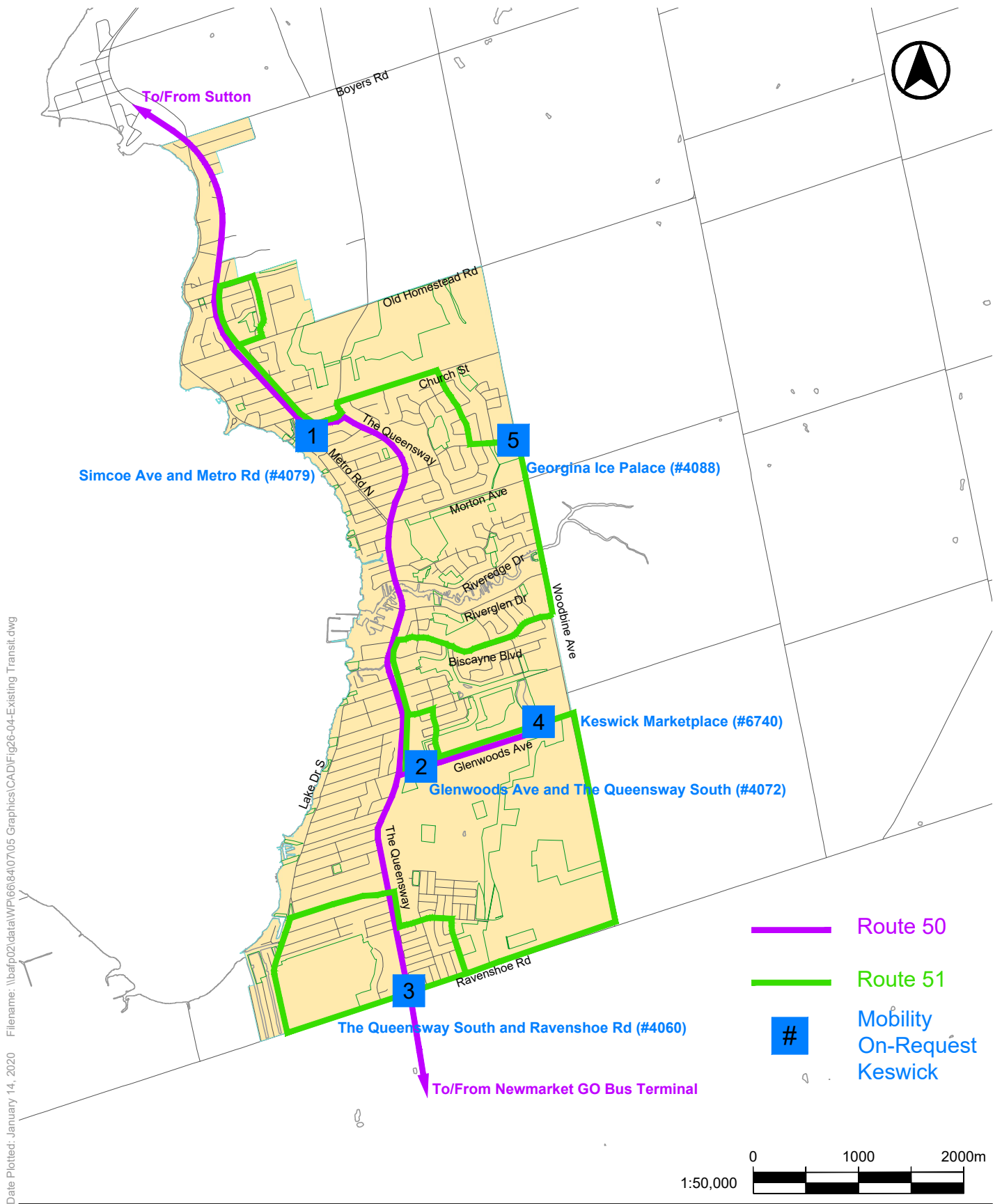
BA Group

Keswick Secondary Plan
 6684-07 January 2020

Figure 24



AVERAGE WEEKDAY DAILY TRAFFIC



EXISTING TRANSIT



BA Group

Keswick Secondary Plan
6684-07 January 2020

Figure 26

3.3 EXISTING PARKING CONDITIONS

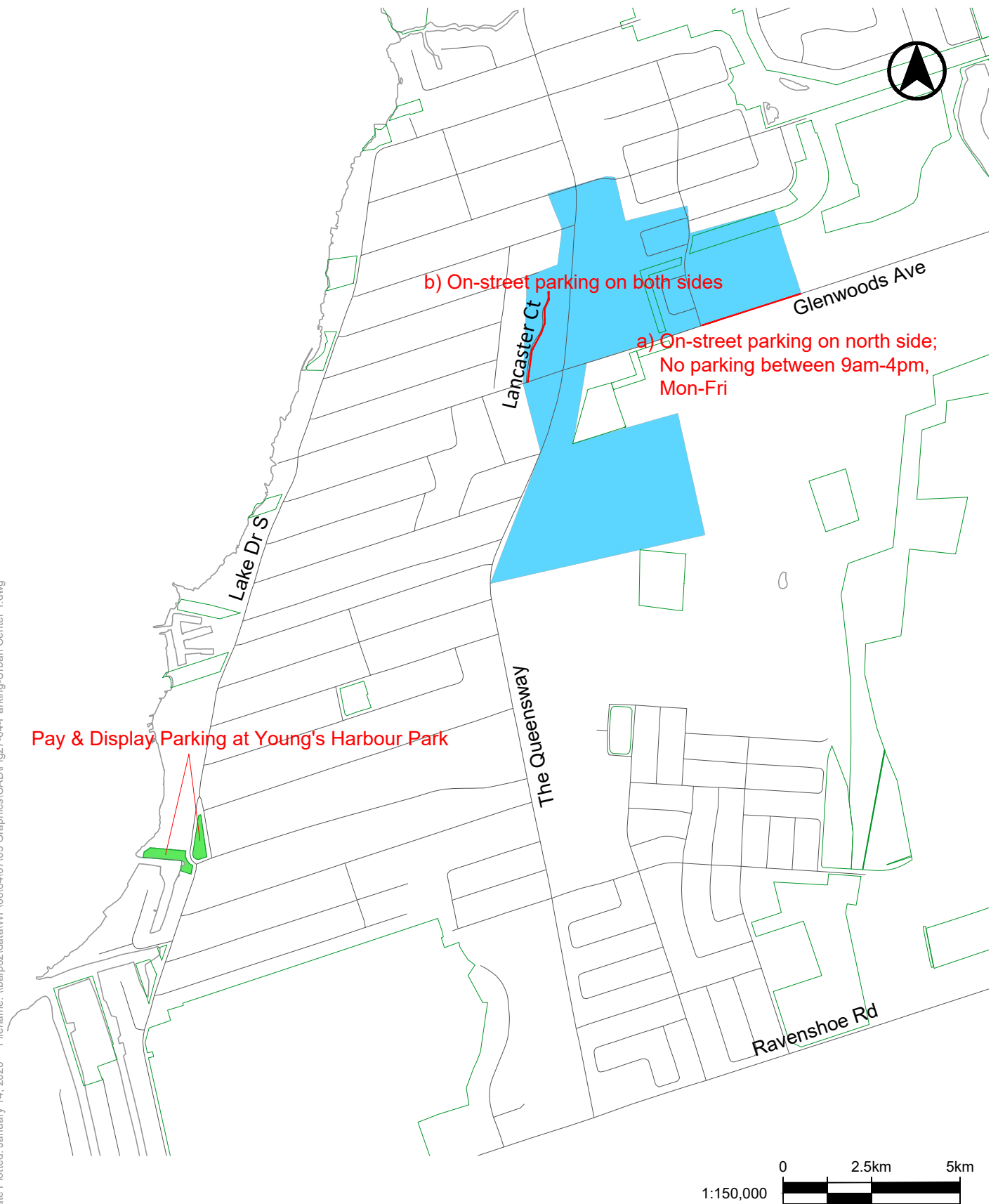
Existing on-street parking conditions for each urban centre of the KSP are illustrated in Figure 27, Figure 28, and Figure 29 where there is on-street signage for parking or restrictions to parking. On-street parking is generally un-signed, with the exception of certain areas of the urban centres. Where unsigned, the regulations below apply.

According to By-Law No. 2002-0046 (TR-1), being a bylaw to regulate traffic and to govern and control the parking of vehicles in the Town of Georgina, the following regulations are applied to streets with no posted signage:

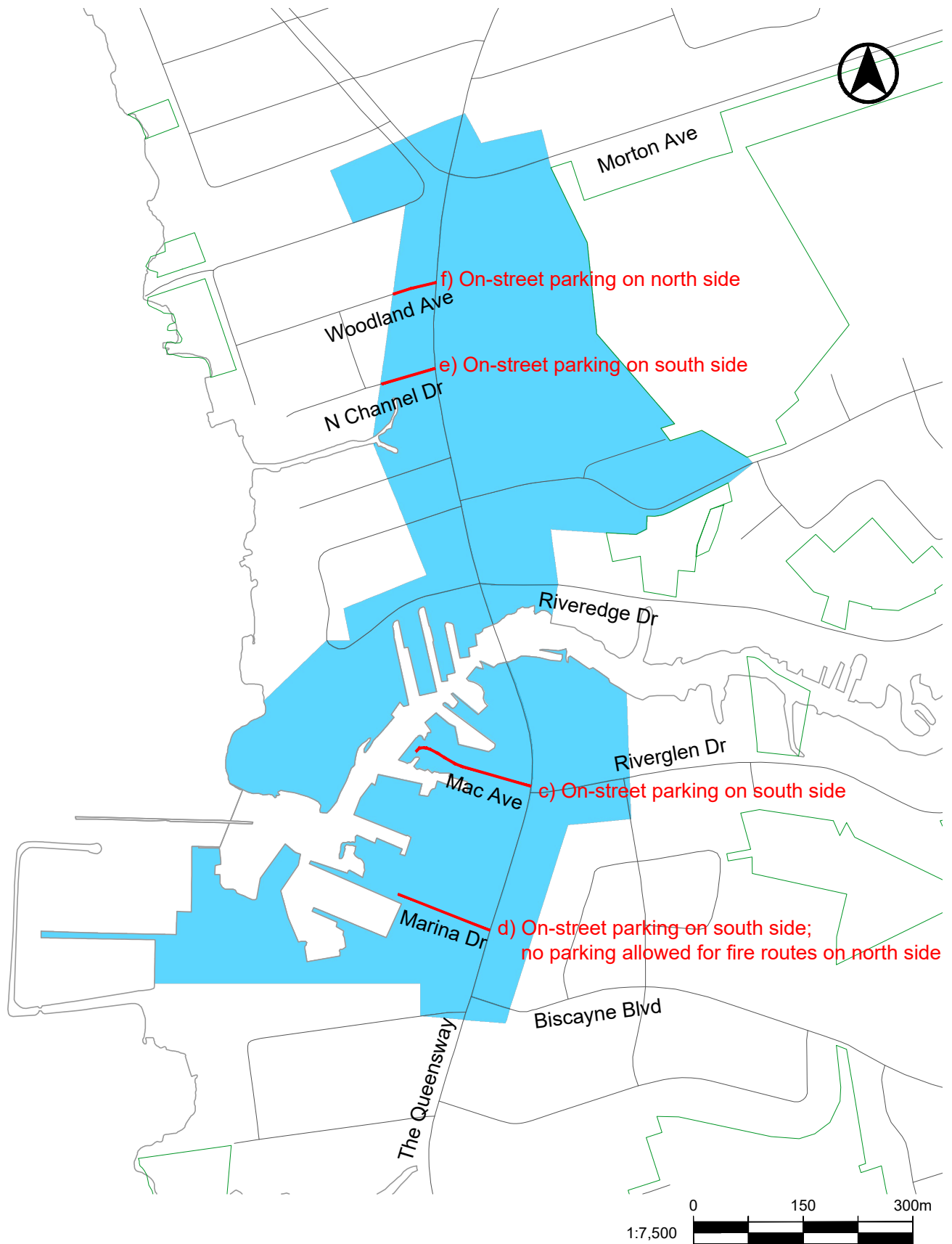
- Vehicles are not allowed to be parked on any street for more than 3 hours.
- Vehicles are not allowed to be parked on any road or roadways under the authority of the Town of Georgina from November 15th to April 15th between 2:00 a.m. and 7:00 a.m.
- Vehicles are not allowed to be parked on or over any portion of a sidewalk or footpath.
- Vehicles are not allowed to be parked on a boulevard.
- Vehicles are not allowed to be parked on the paved boulevard section of the driveway with vehicle overhanging any portion of the road.

Details for each signed segment are further described in **Appendix H**.

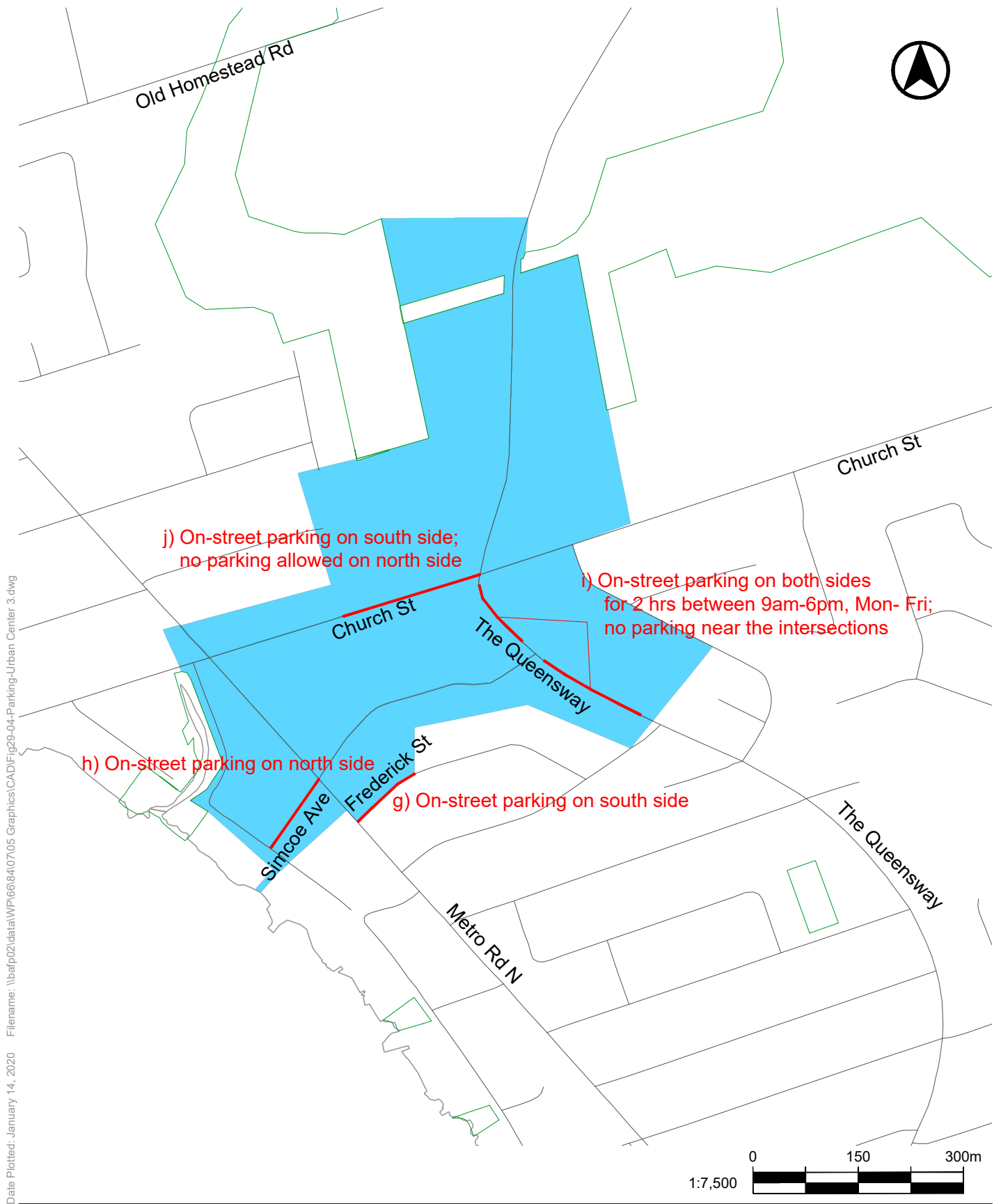
The Town also operates pay-and-display parking at Young's Harbour Park for \$4 per hour or \$20 per day.



PARKING Urban Centre 1



PARKING Urban Centre 2



PARKING Urban Centre 3

4.0 SUMMARY

4.1 EXISTING CONDITIONS

4.1.1 Road Network

The KSP policies consider the best practice of limiting access on arterial roadways and/or connecting to collector/local roadways recognizing the higher carrying capacity and design characteristics for such roadways. Likewise, collector and local road policies recognize providing a more fine-grained network and increased access opportunities for medium and small traffic generators, respectively.

There is consideration in the KSP for integrating transit design into both arterial and collector road networks. There is also consideration for integrating active transportation, such as pedestrian crossings and policies to support a widened local roadway cross-section that could include bicycle lanes.

A combined summary of the existing and planned road networks (by road classification and planning document source) for the Keswick area is illustrated in Figure 22. Notably, the neighbouring Keswick Business Park Secondary Plan road network contemplates the re-alignment of Glenwoods Avenue east of Woodbine Avenue and the introduction of additional collector road intersections along Woodbine Avenue at Riverglen Drive (local road), Biscayne Boulevard (local road), Dovedale Rive (local road), and mid-block between Glenwoods Avenue and Ravenshoe Road.

Existing traffic volumes for the road network within Keswick are representative of the road network classifications and typical turning movement volumes. EMME models provided by the Region identify some growth on the road network, primarily at the south end of Keswick as vacant lands continue to be built out. Within the EMME model, transit ridership increases are projected on The Queensway and Woodbine Avenue with a noticeable increase in ridership projected along The Queensway by 2031⁴.

Opportunities and Constraints

There is an opportunity to support the integration of active transportation design into the KSP policies for arterial and collector road networks, which would support connecting and completing the planned network of cycling and trail connections within higher order roadways.

The future re-alignment of Glenwoods Avenue will eliminate an existing jog in the east-west roadway across Woodbine Avenue.

New midblock collector roadways proposed on the east side of Woodbine Avenue as identified in the Keswick Business Park Secondary Plan, provide an opportunity to re-assess the framework of road connections planned for the southern portion of the KSP.

The future character and design of the Woodbine Avenue / Riverglen Drive intersection may require further consideration given the transition between collector, local, and arterial road networks that is proposed at this intersection.

⁴ Transit ridership increases are reviewed pending ridership and funding resources by YRT. There are not current plans to adjust transit service in Keswick, but YRT will continue to consider service adjustments as they are warranted.

4.1.2 Transit

Policies for transit in the KSP respect working with Regional authorities who deploy transit operations.

The KSP also contains a 500 metre policy for walking distance to transit stops that is similar to York Region's policy that the distance to a transit stop in the Urban Area is within 500 metres (a 5-to-10 minute walk) for 90 per cent of the residents. The YROP contains a further policy requiring no more than a 200 metre walking distance to transit stops for 50 per cent of residents.

Opportunities and Constraints

There is potential to continue to support and work with the Region in promoting the target walking distances identified in the YROP by minimizing walking distances to transit stops through policies supporting the provision of walkways, sidewalks and more direct street patterns consistent with the YROP.

4.1.3 Active Transportation

Existing KSP policies for active transportation respect integration of the planned cycling and trail system as roads are re-constructed or development opportunities permit linking pathway systems.

Cycling lane widths (1.5 metres) and boulevard cycling lanes (3.0 metres) are consistent with the YROP and Region's Pedestrian and Cycling Master Plan for cycling lanes and multi-use trails, respectively.

The Town is currently in the process of updating their Trails and Active Transportation Master Plan.

Opportunities and Constraints

The policies in the KSPR should continue to support and collaboration between the Town and Region in promoting the proposed active transportation network.

There may be further opportunity to align with the Region's objectives to reduce automobile dependence and support active transportation by incorporating further policies that enhance and prioritize opportunities for residents and workers to walk and cycle.

There is an opportunity to update the trails and off-road pathways in the SP to remain consistent with the ongoing Master Plan, the Region's latest objectives, and aligning with the latest proposed road connections as part of the KSPR.

4.1.4 Parking

Policies in the KSP currently provide some flexibility for on-street parking and a shared parking condition for mixed-use development.

Policies for parking support the retention and expansion of on-street parking where it will not interfere with efficient movement of traffic.

The current policies support flexibility in the provision of parking supply through cash-in-lieu, where there are site constraints.

The YROP policies requires that:

“Secondary plans and zoning by-laws shall, in consultation with the Region and related agencies, incorporate parking management policies and standards that include:

- reduced minimum and maximum parking requirements that reflect the walking distance to transit and complementary uses;*
- shared parking requirements, where possible, reflecting variances in parking demand between complementary uses on a time-of-day, weekday/weekend, and monthly basis;*
- on-street parking;*
- site design that orients the main building entrance(s) to face the public street(s), provides a pedestrian friendly urban form, and where appropriate, as determined by the local municipality, does not permit the placement of surface parking spaces between the main building entrance and the major street;*
- the design of surface parking to support redevelopment and retrofitting; and,*
- preferential locations for carpooling and car-sharing spaces and bicycle storage requirements.”*

Opportunities and Constraints

There is opportunity to incorporate transportation demand management (TDM) policies into the parking management policies of the KSP that relate to supporting reduced vehicle demand and encourage the use of transit and active transportation.

4.1.5 Urban Design Guidelines

The KSP also includes UDG for Keswick that include street cross-sections for:

- The Queensway;
- The Queensway Urban Centres;
- Woodbine Avenue; and,
- New Residential Neighbourhoods.

Development Engineering also has typical street cross-sections of 18 metres, 20 metres, and 23 metres.

The Queensway Cross-Section

The cross-sections in the existing UDG generally consider maintaining the existing rights-of-way while incorporating different streetscape elements.

- The Queensway, 32 metres (Ravenshoe Road to Pine Beach Drive) proposed cross-section considered a centre-median, street trees, and sidewalk on both sides of the street. Existing conditions on The Queensway remain similar to the 2003 UDG, with centre left turn lanes, four lanes of travel, and wide paved shoulders.
- The Queensway, 26 metres (Pine Beach Drive to Morton Avenue) proposed cross-section considered retaining the four-lane roadway with added trees and sidewalks on both sides of the street. Existing conditions on The Queensway remain similar to the 2003 UDG, with four lanes of travel, and wide paved shoulders.
- The Queensway, 20 metres (North of Morton Avenue) proposed cross-section considered retaining the two-lane roadway while incorporating street trees and a sidewalk on one side. Existing conditions on the The Queensway include sidewalks on both sides from Morton Avenue to Spring Road, and sidewalk on one side of the street from Spring Road to just north of Church Street.

The Queensway Urban Centres Cross-Sections

The cross-sections in the existing UDG generally consider maintaining the existing rights-of-way while incorporating different streetscape elements, particularly on-street parking.

The existing Queensway roadway in the Uptown Keswick Urban Centre has on-street parking on one side.

The existing Queensway roadway in Maskinonge and Glenwoods Urban Centres is under Regional jurisdiction and does not appear to permit on-street parking at any time.

Woodbine Avenue Cross-Sections

The cross-section in the existing UDG generally consider urbanizing Woodbine Avenue from its rural cross-section and widening to four travel lanes. The proposed cross-section considered a widening from 24.5 metres to 36 metres.

The existing Woodbine Avenue corridor has a four lane cross-section plus centre-left turn lane, additional turning lanes at signalized intersections, and bike lanes from Ravenshoe Road to just south of Morton Road.

The YROP has planned right-of-way widths for this roadway of up to 36 metres.

Residential Neighbourhood Cross-Sections

A hierarchy of cross-sections for local residential and collector roads was established in the UDG to be 20 metres and 23 metres, respectively. Each cross-section includes provisions for on-street parking, street trees, and a boulevard/sidewalk on both sides to encourage and enhance pedestrian and public activity.

Opportunities and Constraints

There is an opportunity to re-evaluate the proposed cross-sections including width and streetscape elements in relation to the current road context, planned intensification policies, active transportation policies, and planned land-use considerations that will be considered in the KSPR.

Most of the major arterial roadways remain under the jurisdiction of York Region and the policies set out in the KSPR should continue to compliment the facilities planned for the Region's roads.

4.2 DRAFT CONCEPT PLANS

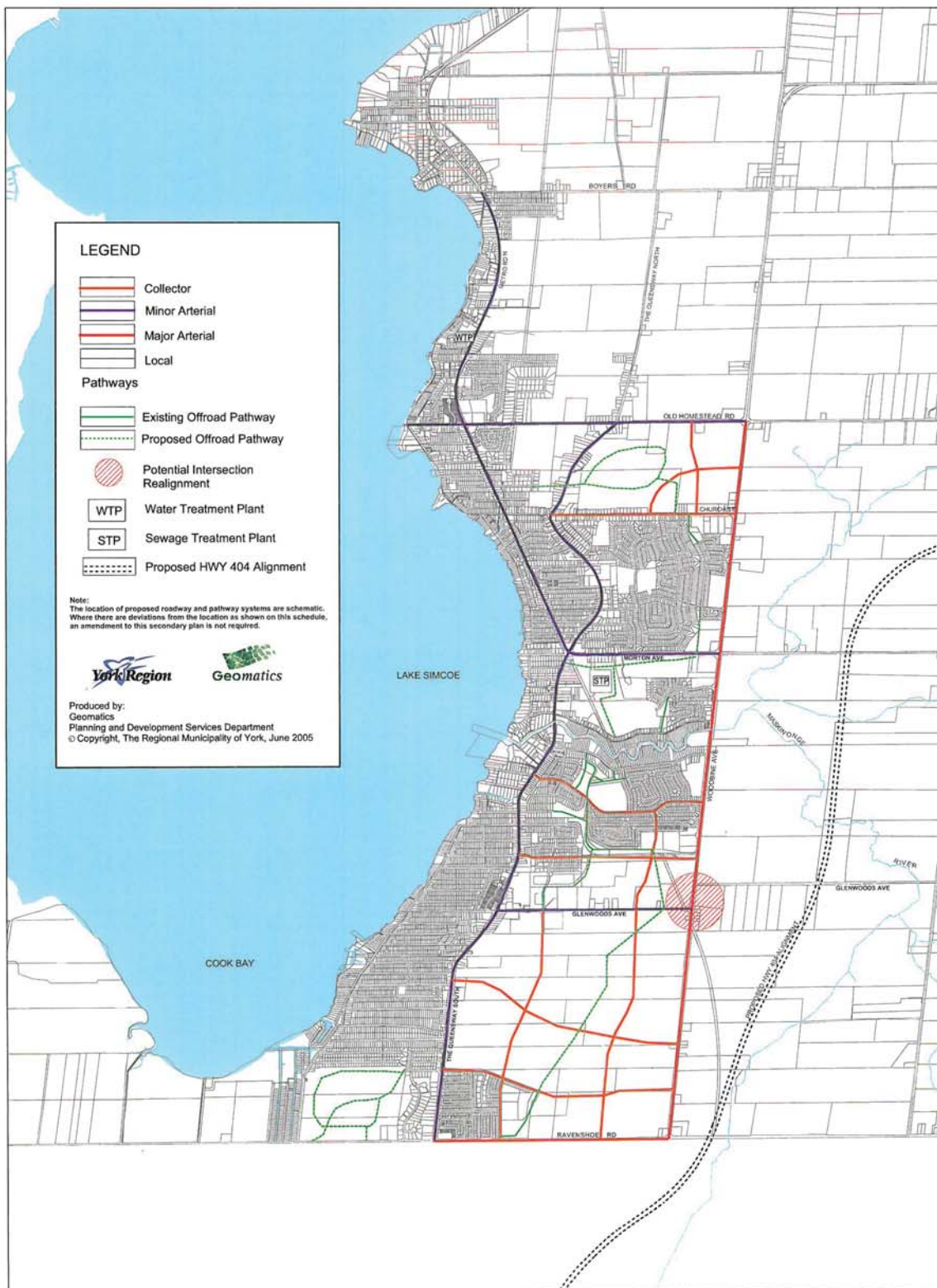
This section is to be updated as part of the next circulation of this report.

APPENDIX A:
Keswick Secondary Plan

Schedule F1: Keswick Land Use Plan

Schedule F3: Keswick Transportation and Pathways System Plan





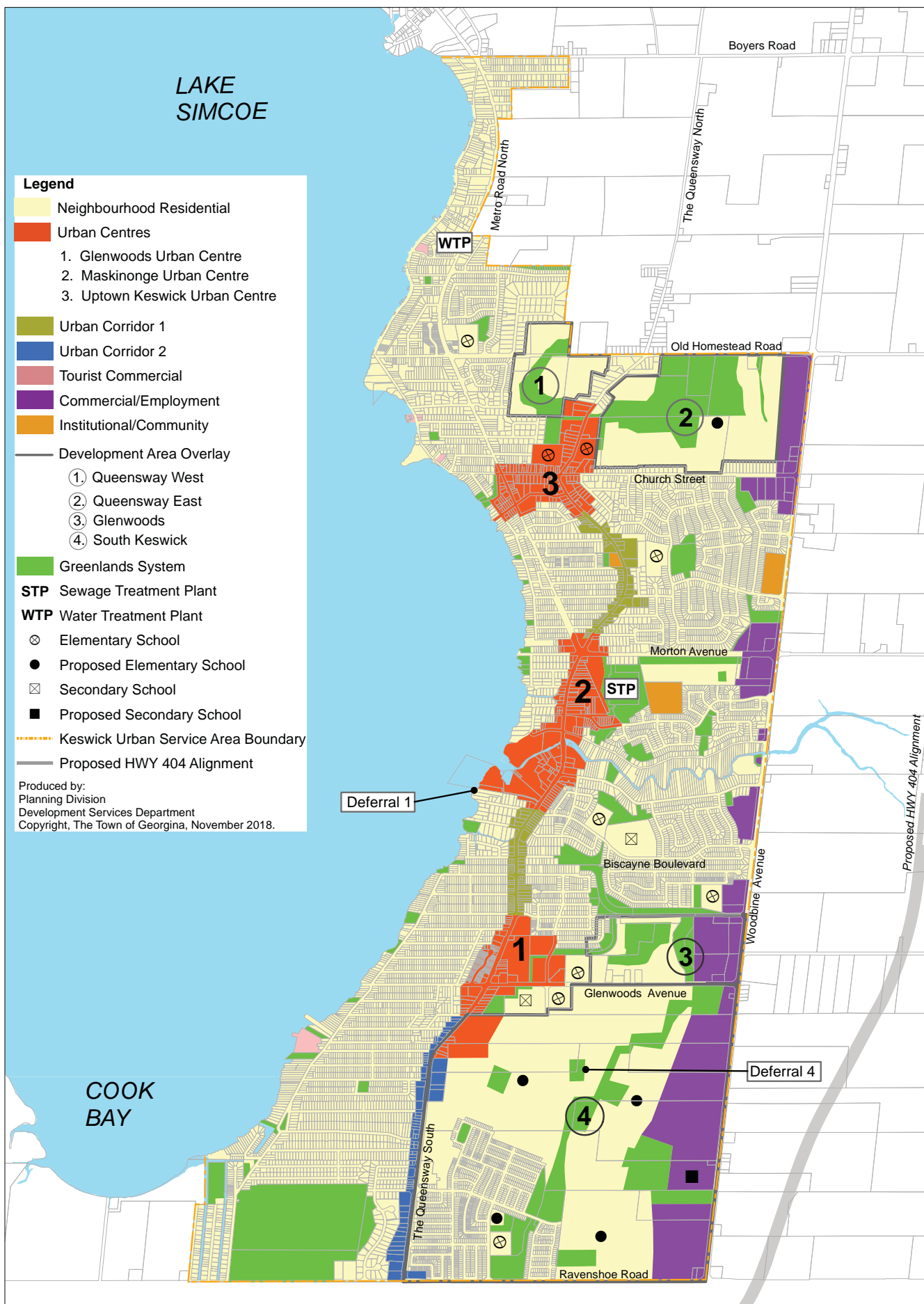
Schedule F3: Keswick Transportation and Pathway Systems Plan

Town of Georgina
Keswick Secondary Plan

0 500 1000 2000 Metres

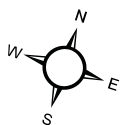
October 26, 2004





Schedule F1: Keswick Land Use Plan

KESWICK SECONDARY PLAN Town of Georgina



0 250 500 1,000 1,500 2,000 Metres

APPENDIX B: **Trails and Active Transportation**

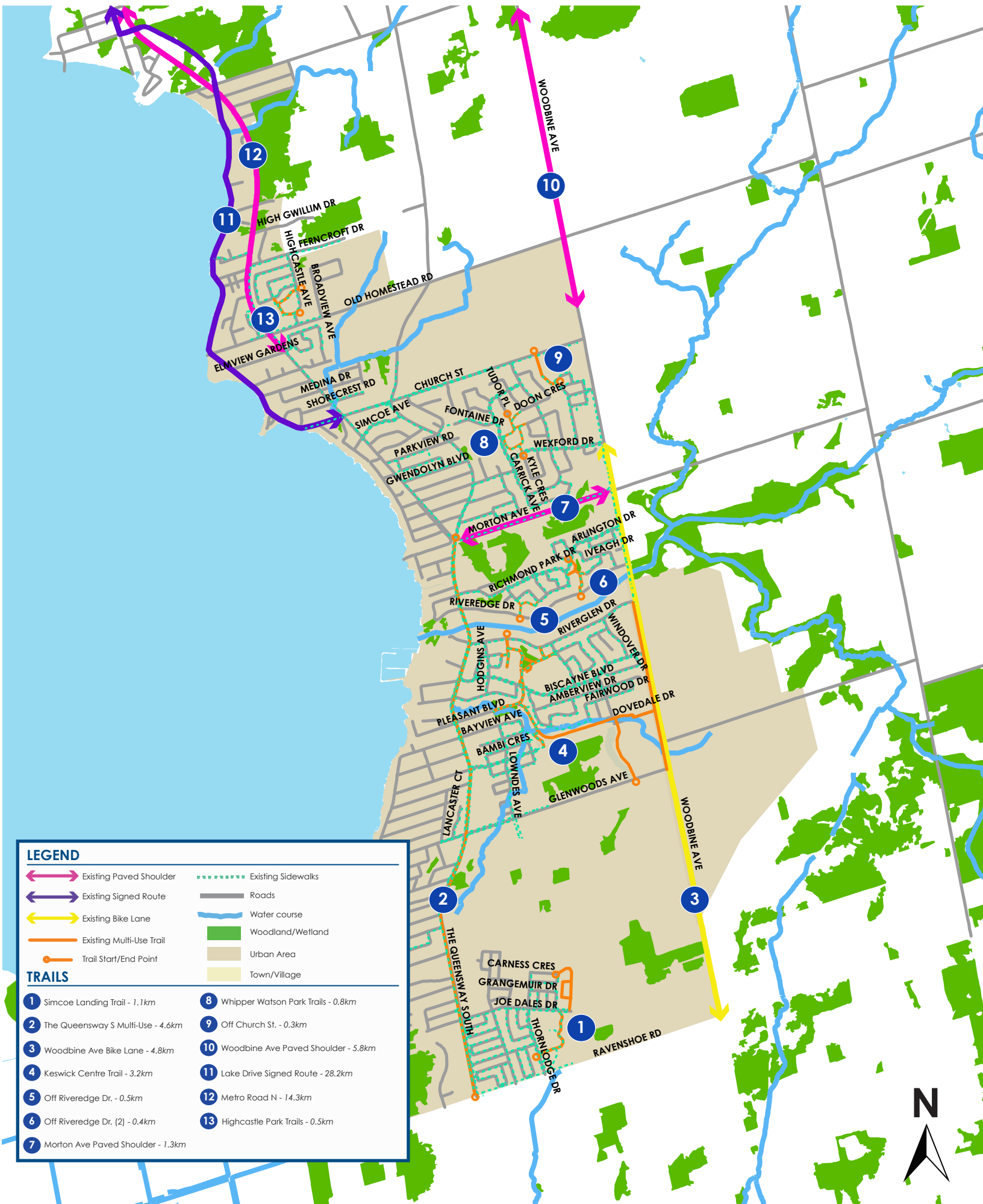
Keswick Trail Maps

2014 Trails and Active Transportation Master Plan (2014)



KESWICK

0 0.25 0.5 1 1.5 2 Kilometers



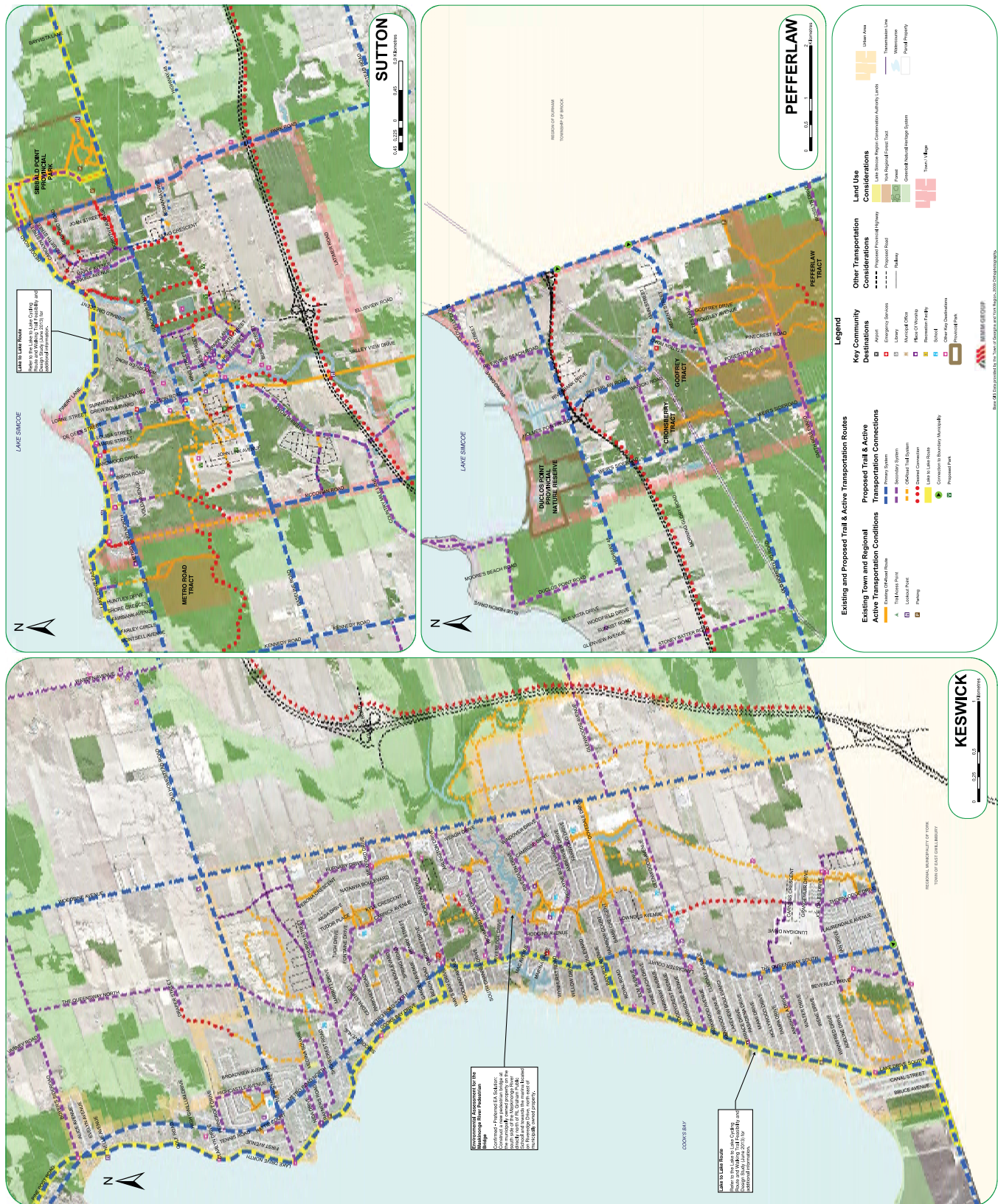
LEGEND

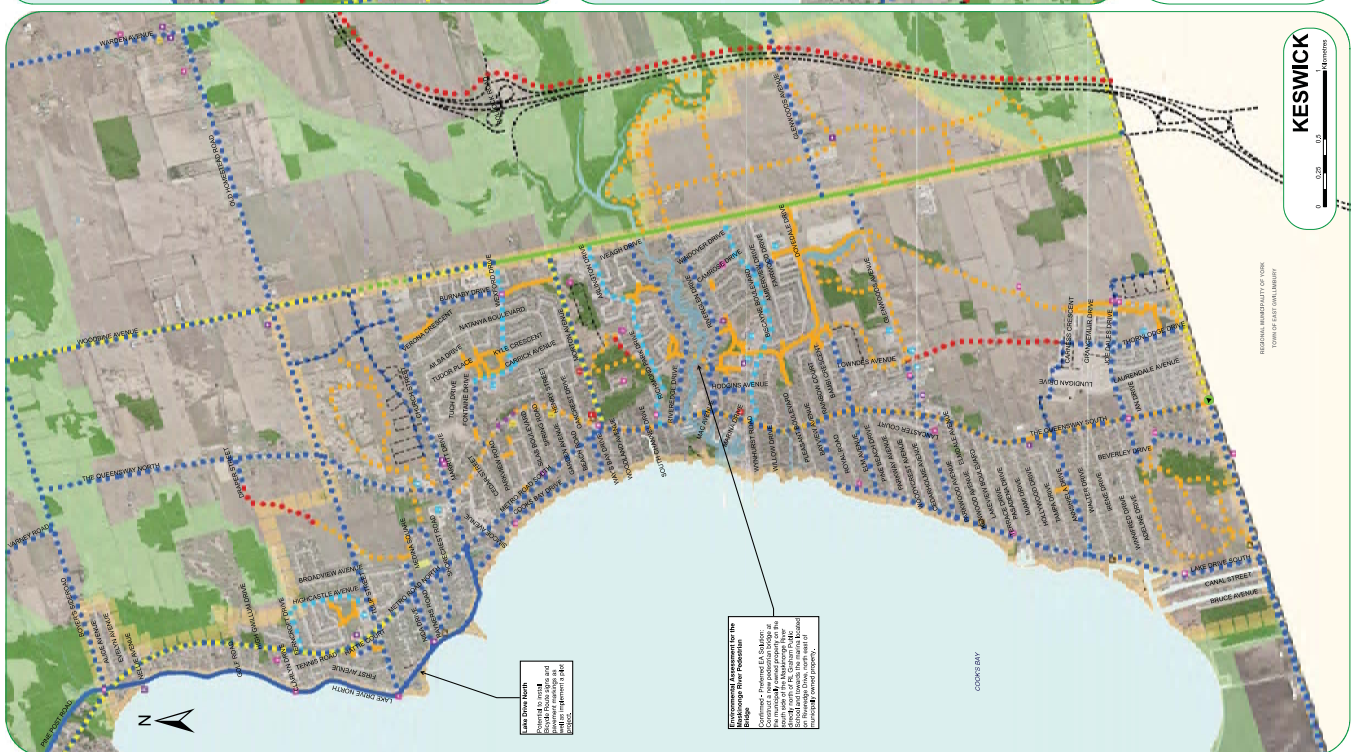
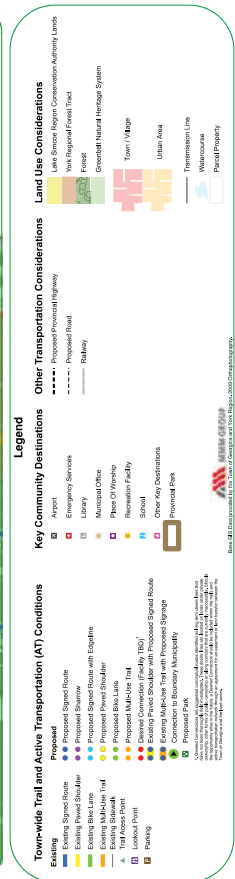
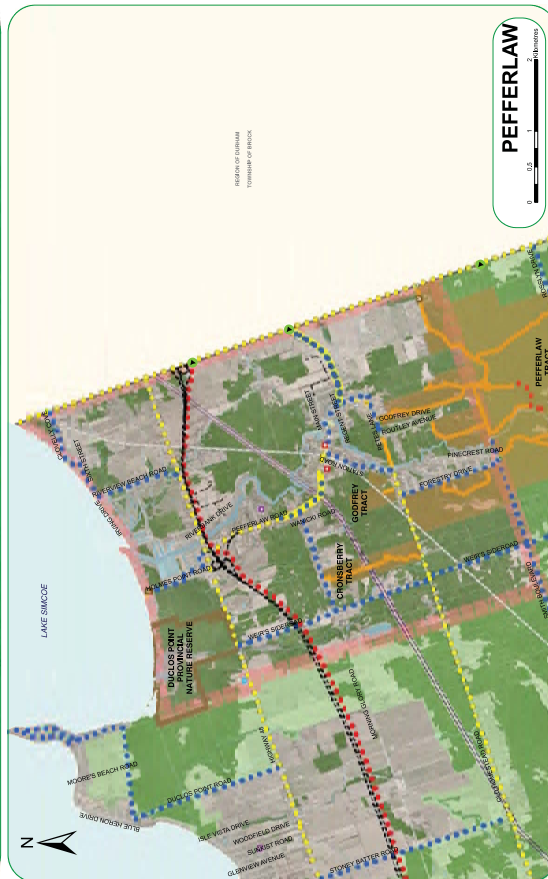
- Existing Paved Shoulder
- Existing Signed Route
- Existing Bike Lane
- Existing Multi-Use Trail
- Trail Start/End Point

- Existing Sidewalks
- Roads
- Water course
- Woodland/Wetland
- Urban Area
- Town/Village

TRAILS

- | | |
|-------------------------------------|--|
| 1 Simcoe Landing Trail - 1.1km | 8 Whipper Watson Park Trails - 0.8km |
| 2 The Queensway S Multi-Use - 4.6km | 9 Off Church St. - 0.3km |
| 3 Woodbine Ave Bike Lane - 4.8km | 10 Woodbine Ave Paved Shoulder - 5.8km |
| 4 Keswick Centre Trail - 3.2km | 11 Lake Drive Signed Route - 28.2km |
| 5 Off Riveredge Dr. - 0.5km | 12 Metro Road N - 14.3km |
| 6 Off Riveredge Dr. (2) - 0.4km | 13 Highcastle Park Trails - 0.5km |
| 7 Morton Ave Paved Shoulder - 1.3km | |

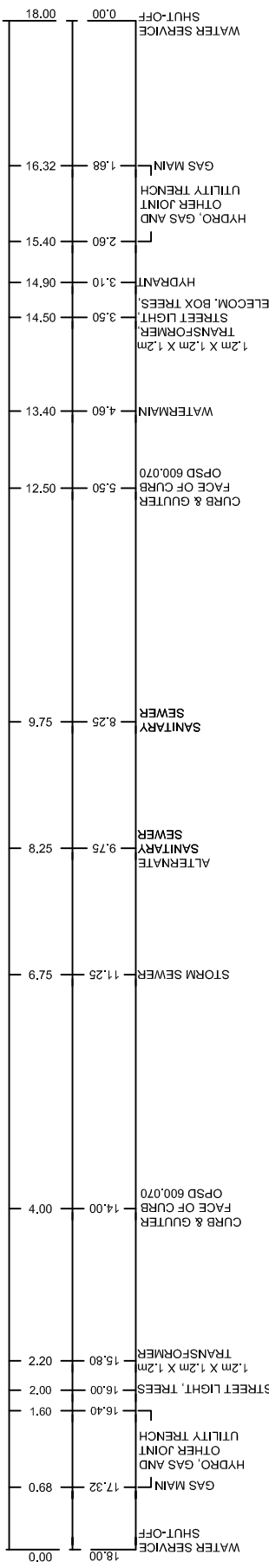




APPENDIX C:

Development Engineering Cross-Sections



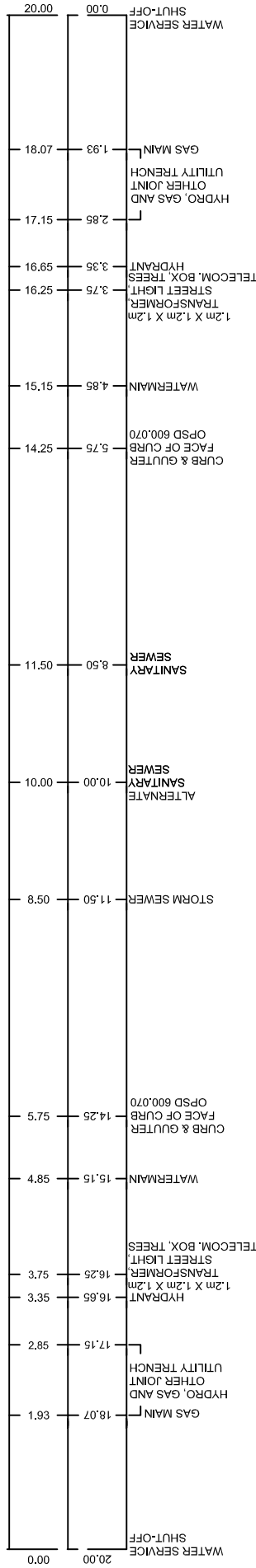
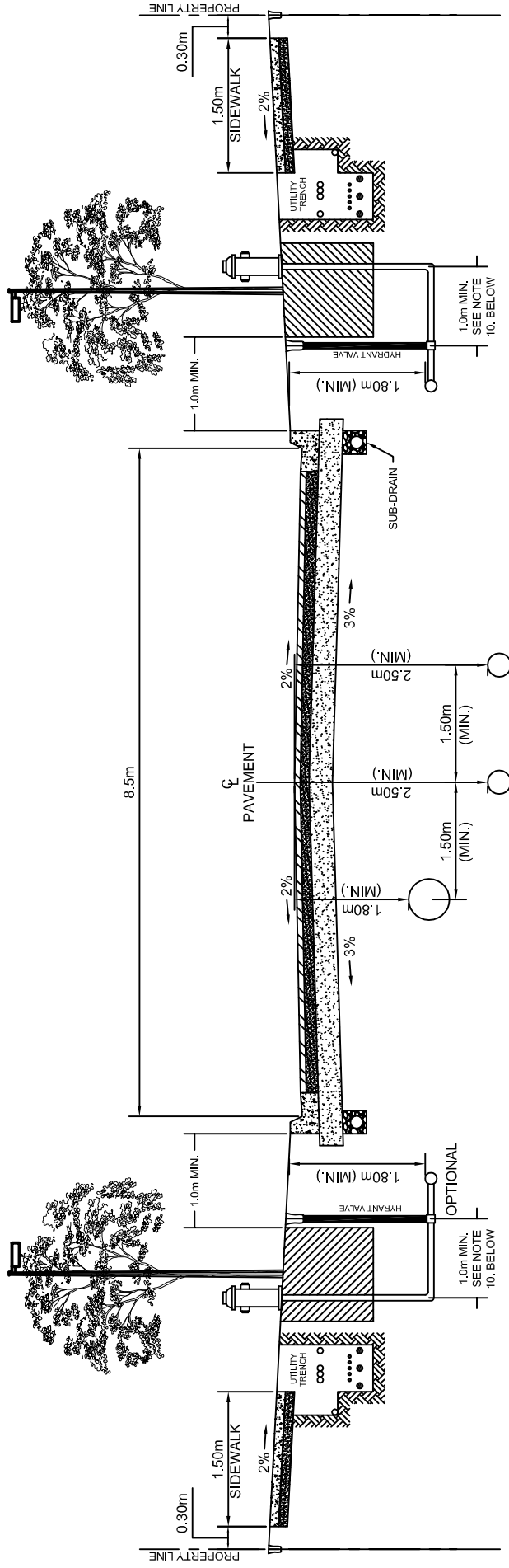


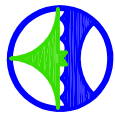
18.0 METRE R.O.W.	
STREET CROSS-SECTION	
DATE:	MAY 2012
DRAWN:	N.C.F
CHKD. BY:	M.E.B.
	GR-1
	METRIC

- NOTES:

 1. BASE AND PAVEMENT CONSTRUCTED TO MUNICIPAL SPECIFICATIONS SUBJECT TO SOIL ENGINEER REPORT AND DEPARTMENTAL APPROVAL.
 3. a) SIDEWALKS NOT REQUIRED ON CUL-DE-SACS LESS THAN 152 METERS.
b) SIDEWALKS ARE REQUIRED ON ONE SIDE ONLY ON LOCAL ROADS.
c) SIDEWALKS ARE REQUIRED ON BOTH SIDES OF THE STREET ON COLLECTOR AND ARTERIAL ROADS.
 4. a) CONCRETE SIDEWALKS (OPSD 303.03) FOR STANDARD LOCATION ONLY.
b) ASPHALT SIDEWALKS TO BE USED FOR TEMPORARY SERVICE ONLY.
c) INTERLOCKING PAVING STONE SIDEWALKS TO BE USED FOR NON-STANDARD LOCATIONS OR WHERE COVERING UNDERGROUND UTILITIES.
 5. SUBDRAINS WITHIN THE ROAD BASE WILL BE REQUIRED.
 6. CHANGES TO THIS STANDARD DRAWING REQUIRES APPROVAL BY THE TOWN OF GEORGINA, ENGINEERING DIVISION.
 7. WATERMAIN SHALL GENERALLY BE LOCATED ON THE NORTH AND EAST SIDES.
 8. WATERMAIN AND WATER SERVICES SHALL HAVE A MINIMUM DEPTH OF 1.8m AND SHALL HAVE A MINIMUM OUTSIDE BARREL VERTICAL SEPARATION OF 0.5m AND HORIZONTAL SEPARATION OF 2.5m.
 9. UTILITY ROAD CROSSINGS SHALL HAVE A MINIMUM OF 1.0 METER OF COVER. FOR UTILITY TRENCH DETAILS PLEASE SEE STANDARD DRAWING NUMBER GU-1.
 10. ANCHOR TEE MAY BE USED WHERE APPLICABLE IF LOCATED WITHIN THE SODDED PORTION OF THE BOULEVARD OTHERWISE NOT ACCEPTABLE WITHIN PAVED OR GRAVEL SURFACES.

4	SIDEWALK WIDTH 1.5m	AUG '17	MEB
3	WATERMAIN LOCATION	JAN '15	MEB
2	TRANSFORMER SETBACK	OCT '14	MEB
1	PAVEMENT WIDTH	JAN '14	MEB
No.	REVISIONS	DATE	APPROD





THE CORPORATION
OF THE

TOWN OF GEORGINA

REGIONAL MUNICIPALITY OF YORK

20.0 METRE R.O.W.

STREET CROSS-SECTION

3

SIDEWALK WIDTH 1.5m

AUG '17

MEB

2

WATERMAIN LOCATION

JAN '15

MEB

1

PAVEMENT WIDTH

JAN '14

MEB

No.

REVISIONS

DATE

APP'D

DATE: MAY 2012

SCALE: N.T.S.

DRAWN: N.C.F

GR-2

CHKD. BY: M.E.B.

METRIC

NOTES:

1. BASE AND PAVEMENT CONSTRUCTED TO MUNICIPAL SPECIFICATIONS SUBJECT TO SOIL ENGINEER REPORT AND DEPARTMENTAL APPROVAL.

3. a) SIDEWALKS NOT REQUIRED ON CUL-DE-SACS LESS THAN 152 METERS.

b) SIDEWALKS ARE REQUIRED ON ONE SIDE ONLY ON LOCAL ROADS.

c) SIDEWALKS ARE REQUIRED ON BOTH SIDES OF THE STREET ON COLLECTOR AND ARTERIAL ROADS.

4. a) CONCRETE SIDEWALKS (OPSD 303.03) FOR STANDARD LOCATION ONLY.

b) ASPHALT SIDEWALKS TO BE USED FOR TEMPORARY SERVICE ONLY.

c) INTERLOCKING PAVING STONE SIDEWALKS TO BE USED FOR NON-STANDARD LOCATIONS OR WHERE COVERING UNDERGROUND UTILITIES.

5. SUBDRAINS WITHIN THE ROAD BASE WILL BE REQUIRED.

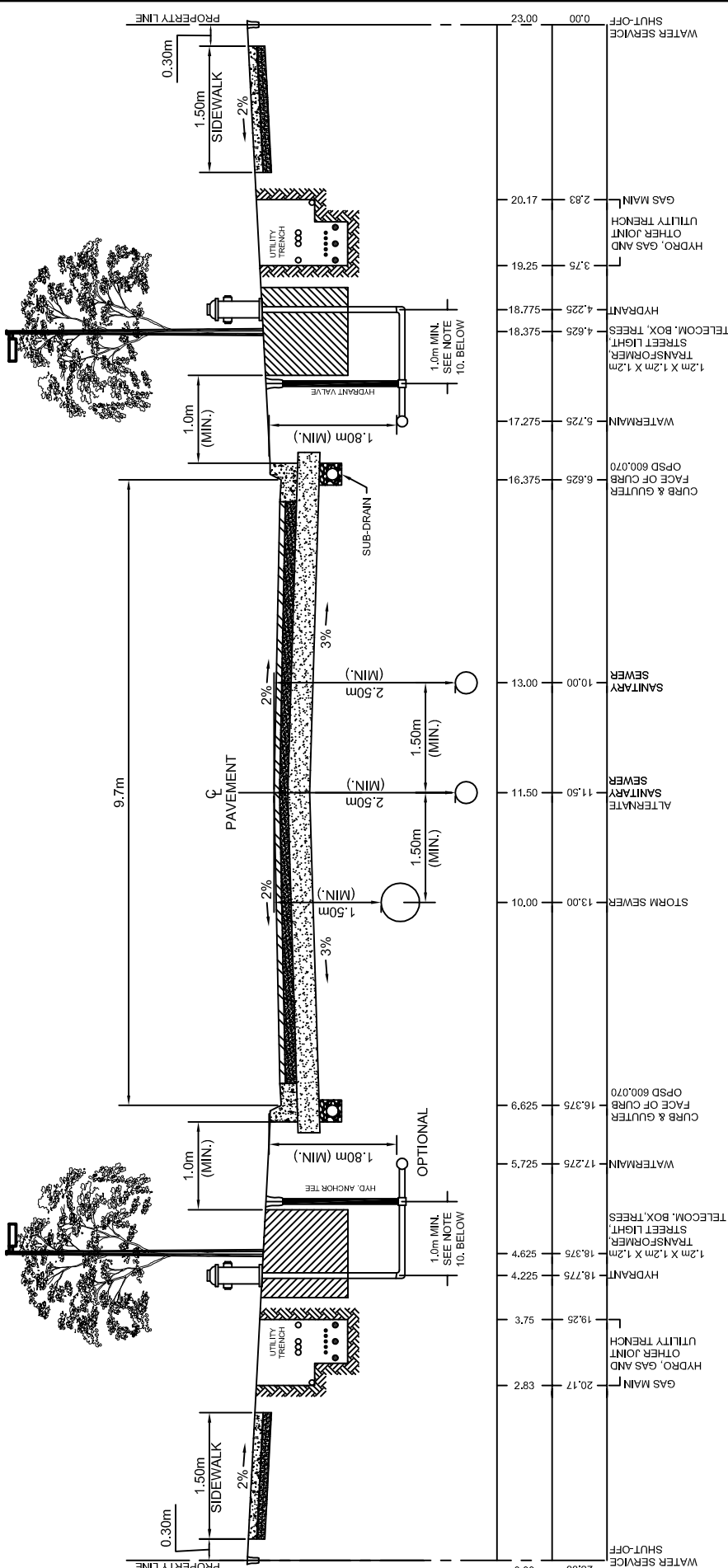
6. CHANGES TO THIS STANDARD DRAWING REQUIRES APPROVAL BY THE TOWN OF GEORGINA, ENGINEERING DIVISION.

7. WATERMAIN SHALL GENERALLY BE LOCATED ON THE NORTH AND EAST SIDES.

8. WATERMAIN AND WATER SERVICES SHALL HAVE A MINIMUM DEPTH OF 1.8m AND SHALL HAVE A MINIMUM OUTSIDE BARREL VERTICAL SEPARATION OF 0.5m AND HORIZONTAL SEPARATION OF 2.5m.

9. UTILITY ROAD CROSSINGS SHALL HAVE A MINIMUM OF 1.0 METER OF COVER. FOR UTILITY TRENCH DETAILS PLEASE SEE STANDARD DRAWING NUMBER GU-1.

10. ANCHOR TEE MAY BE USED WHERE APPLICABLE IF LOCATED WITHIN THE SODDED PORTION OF THE BOULEVARD OTHERWISE NOT ACCEPTABLE WITHIN PAVED OR GRAVEL SURFACES.



NOTES:

1. BASE AND PAVEMENT CONSTRUCTED TO MUNICIPAL SPECIFICATIONS SUBJECT TO SOIL ENGINEER REPORT AND DEPARTMENTAL APPROVAL.
2. SIDEWALKS NOT REQUIRED ON CUL-DE-SACS LESS THAN 152 METERS.
3. SIDEWALKS ARE REQUIRED ON ONE SIDE ONLY ON LOCAL ROADS.
4. SIDEWALKS ARE REQUIRED ON BOTH SIDES OF THE STREET ON COLLECTOR AND ARTERIAL ROADS.
5. CONCRETE SIDEWALKS (OPSD 303.03) FOR STANDARD LOCATION ONLY.
6. ASPHALT SIDEWALKS TO BE USED FOR TEMPORARY SERVICE ONLY.
7. INTERLOCKING PAVING STONE SIDEWALKS TO BE USED FOR NON-STANDARD LOCATIONS OR WHERE COVERING UNDERGROUND UTILITIES.
8. SUBDRAINS WITHIN THE ROAD BASE WILL BE REQUIRED.
9. CHANGES TO THIS STANDARD DRAWING REQUIRES APPROVAL BY THE TOWN OF GEORGINA, ENGINEERING DIVISION.
10. WATERMAIN SHALL GENERALLY BE LOCATED ON THE NORTH AND EAST SIDES.



THE CORPORATION
OF THE
TOWN OF GEORGINA

REGIONAL MUNICIPALITY OF YORK

23.0 METRE R.O.W.

STREET CROSS-SECTION

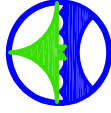
DATE:	MAY 2012	SCALE:	N.T.S.
DRAWN:	N.C.F	GR-3	
CHKD. BY:	M.E.B.	METRIC	

No.	REVISIONS	DATE	APPD
4	SIDEWALK WIDTH 1.5m	AUG '17	MEB
3	WATERMAIN LOCATION	JAN '15	MEB
2	TRANSFORMER SETBACK	OCT '14	MEB
1	PAVEMENT WIDTH	JAN '14	MEB



1. MAXIMUM DEPTH OF DITCH, FROM CROWN TO INVERT IS 0.75m, DEPTH BELOW SUB-GRADE 100mm.
2. DITCHES TO HAVE A MINIMUM OF 150mm TOPSOIL AND SOD.
3. ALL TRANSFORMERS AND HYDRANTS TO HAVE CULVERT ACCESS. MINIMUM 3.0m LONG, 400mm DIA., 1.6mm THICK C.M.P.
4. MINIMUM CULVERT COVERAGE OF 0.3m.

SECTION	ASPHALT (A)	BOULEVARD (B)
RESIDENTIAL	3.35m	3.65m
INDUSTRIAL	3.65m	3.35m



THE CORPORATION
OF THE

TOWN OF GEORGINA

REGIONAL MUNICIPALITY OF YORK

TYPICAL RURAL CROSS-SECTION

1	SIDEWALK WIDTH 1.5m	AUG '17	MEB	DATE: MAY 2012	SCALE: N.T.S.
				DRAWN: N.C.F	GR-4
No.	REVISIONS	DATE	APP'D	CHKD. BY: M.E.B.	METRIC

APPENDIX D:
Town of Georgina Zoning Bylaw
Parking Requirements and Planned Street Widths



SECTION 5 - GENERAL PROVISIONS ALL ZONES (cont.)

metres, and a minimum setback to an interior or rear lot line of 1.2 metres.

- (ii) Where two or more leisure vehicles are stored on or in a single trailer, capable of carrying one or more leisure vehicles, the leisure vehicles, including the trailer shall count as one leisure vehicle.

5.28

(500-2005-0016)

(500-2011-0009)

PARKING AREA REGULATIONS**SPACE REQUIREMENTS**

For every building or structure to be erected or enlarged, off-street parking spaces exclusive of aisles or driveways, shall be provided and maintained in conformity with the following schedule:

(a) PARKING SPACE SIZE**Standard Parking Space**

- where angle to aisle is not parallel 3.0m X 5.7m
- parallel to aisle 3.0m X 7.0m

(500-97-050)

Standard Parking Space - School, Public

- where angle to aisle is not parallel 2.75m X 5.7m
- parallel to aisle 2.5m X 7.0m

Notwithstanding the above, where a required parking space for a single family dwelling, semi-detached dwelling or linked dwelling in a Low Density Urban Residential zone is located in a driveway private to the unit and within the front yard, the width of the parking space shall be a minimum of 2.5 metres.

SECTION 5 - GENERAL PROVISIONS ALL ZONES (cont.)**(b) NUMBER OF PARKING SPACES (MINIMUM)****RESIDENTIAL USES**

Type of Use	Minimum Number of Required spaces
a single family dwelling, semi-detached dwelling or linked dwelling consisting of two dwelling units	three per unit, two of which may be in a driveway private to the unit and in the front yard
duplex dwelling, or one or two dwelling units within a non-residential building	two per unit, one of which may be in a driveway private to the unit and in the front yard
townhouse dwelling fronting onto a public street	two per unit, one of which may be in a driveway private to the unit and in the front yard
townhouse dwelling or linked townhouse fronting onto an access street or common driveway	two per unit, one of which may be in a driveway private to the unit and in the front yard
a building containing three or more dwelling units (excluding townhouse dwellings or link townhouse dwellings)	one and three quarter per unit

SECTION 5 - GENERAL PROVISIONS ALL ZONES (cont.)

bed and breakfast residence	one per each bed and breakfast guest room in addition to the spaces required for the single family dwelling
Single family dwelling, semi-detached dwelling unit or townhouse dwelling unit containing an accessory apartment (500-2012-0009)	Notwithstanding any provisions in this By-law to the contrary, a total of three (3) parking spaces must be provided on the subject lot, provided they meet the following: <ul style="list-style-type: none"> - Only one (1) of the three (3) parking spaces required can be in a garage. - Two (2) of the three (3) parking spaces required must have direct driveway access to a public road or street or access road or street.

Notwithstanding the above, where a single family dwelling, semi-detached dwelling or townhouse dwelling existed on a lot as of March 4, 1993, such a dwelling may be enlarged, reconstructed, repaired, renovated or replaced, provided that no additional dwelling units are created, and provided that the dwelling complies with all other provisions herein, unless specifically exempted.

Further, and notwithstanding the above, the parking provisions as set forth below shall apply until March 4, 1995 to residential uses permitted on lands which were zoned for single family, semi-detached, or townhouse dwelling units prior to March 4, 1993, and provided the Town has issued a building permit for such use prior to March 4, 1995.

SECTION 5 - GENERAL PROVISIONS ALL ZONES (cont.)

Type of Use	Required spaces
a building containing one or two dwelling units	two per unit, one of which may be in a driveway private to the unit and in the front yard
a building containing three or more dwelling units	one and three-quarters per unit

(500-2017-0002) Notwithstanding the above, where a leisure vehicle is stored on a parking area in a front yard or exterior side yard on a seasonal or temporary basis as set forth in Section 5.27A a) (viii), (ix), and (xi), the required number of parking spaces for a single family dwelling, for the period in which the leisure vehicle storage is permitted, shall be reduced from 2 spaces to 2 spaces for the duration of the specified seasonal or temporary period only.

NON-RESIDENTIAL USES

Type of Use	Required spaces
Commercial:	
restaurant	10 per 95 sq m of non-residential floor area
bakery or bakeshop, garden centre, health care - clinic, retail store, laundromat, place of amusement, wholesale establishment	5.5 per 95 sq m of non-residential floor area
catering establishment (500-2007-0003)	3.5 per 95 sq m of non-residential floor area
multi-unit commercial centre (500-2006-0006)	5.5 per 95 sq m of non-residential floor area; except where 50% of the total non-residential floor area is devoted to

SECTION 5 - GENERAL PROVISIONS ALL ZONES (cont.)

a restaurant, auditorium, arena, church, funeral home(chapel), hall, commercial or private club, the parking requirement for these uses shall be calculated based on the requirement for this individual use. Notwithstanding these provisions, parking for a theatre use shall be calculated based on the requirement for this use.	
bank, building supply and equipment establishment, business or professional office, bowling alley, convenience retail store, personal or light service shop, dry cleaning outlet, equipment sales establishment, mechanical garage, motor vehicle sales and/or rental establishment - automobile, commercial, and/or recreational vehicles, studio, taxi stand	3.5 per 95 sq m of non-residential floor area
tourist information centre, veterinary clinic (animal hospital)	3.5 per 95 sq m of non-residential floor area
golf ball driving range or miniature golf course	1 per tee or hole
golf courses	3 per hole

SECTION 5 - GENERAL PROVISIONS ALL ZONES (cont.)

hawker or pedlar use (500-2001-0011)	1 per hawker or pedlar use; except where a Hawker or Pedlar licence is issued for the sale of fireworks, no parking space shall be required
home occupation (500-2012-0009)	3.5 per 95 sq m of residential floor area used for home occupation purposes. Where a single family dwelling contains an accessory apartment, a minimum of one parking space is required for a home occupation regardless of the floor area of the home occupation and the home occupation parking spaces are in addition to the residential parking spaces required for a dwelling containing an accessory apartment. Notwithstanding Section 5.28(g), parking required for a home occupation is permitted within the minimum front or exterior side yard.
Marina	1 per each slip in addition to that provided for retail space.

SECTION 5 - GENERAL PROVISIONS ALL ZONES (cont.)

hotel, motel, motor hotel	1 per rental unit for the first twenty units and thereafter one per two units, plus 10 per 95 sq m of non-residential floor area devoted to public use
motor vehicle fuel bar or washing establishment	2 spaces per establishment
recreational vehicle park and/or tent campground	1 per site plus 5 per park or campground for visitors
refreshment vehicle	2 per vehicle
refreshment cart	1 per cart
schools, commercial or private	5.5 per 95 sq m
tennis (commercial)	4 spaces per court
temporary structure/use, commercial (as defined by Section 2.198 B), and 5.37 A))	nil
recreational baseball batting cage	1 per batting station
Industrial:	

SECTION 5 - GENERAL PROVISIONS ALL ZONES (cont.)

- warehouse or public storage building	1 per 95 sq m of non-residential floor area
- all other industrial uses including home industry and printing shop, but excluding a mechanical garage	2 per 95 sq m of non-residential floor area
Communications Facility (2016-0037)	2 per 95 sq m of non-residential floor area
Crematorium (2016-0037)	2 per 95 sq m of non-residential floor area
Marihuana Production Facility (2016-0037)	1 per 95 sq m of non-residential floor area or 1 per every 2 employees, whichever is the greater
Research and Development Facility (2016-0037)	2 per 95 sq m of non-residential floor area

SECTION 5 - GENERAL PROVISIONS ALL ZONES (cont.)

Place of Assembly: an airport, auditorium, arena, church, funeral home (chapel), hall, commercial or private club, theatre	1 per 5 seats (or 3m of bench seats). If no fixed seats exist, then 10 per 95 sq m of non-residential floor area devoted to use by the public (10 spaces minimum)
Art Gallery (2016-0037)	10 per 95sq m of non-residential floor area devoted to use by the public
Convention Centre (2016-0037)	10 per 95 sq m of non-residential floor area devoted to use by the public
Place of Worship (2016-0037)	1 per 5 seats (or 3m of bench seats). If no fixed seats exist, then 10 per 95 sq m of non-residential floor area devoted to use by the public (10 spaces minimum)
Institutional: hospitals and nursing homes school, public (500-97-050) - elementary	1 per bed 2 per teaching classroom or portable teaching classroom plus 5 spaces for a day nursery provided in a school facility

SECTION 5 - GENERAL PROVISIONS ALL ZONES (cont.)

- secondary	4 per teaching classroom or portable teaching classroom plus 10 spaces for a day nursery provided in a school facility
day nursery (500-97-050)	2.5 per each classroom, none required for day nursery in church or apartment dwelling

(c) ACCESSIBLE PARKING

(Deleted by By-Law No. 500-2011-0009)

(d) CASH-IN-LIEU OF PARKING

Notwithstanding Section 5.28 (b), where a cash-in-lieu of parking agreement has been executed, the parking space requirement for a building, structure or lot which is the subject of the agreement shall be the requirement set forth in 5.28 (b) less the number of spaces exempted by the cash-in-lieu agreement.

(e) ADDITION TO EXISTING USE

When a building or structure has insufficient parking on the date of passing of this By-law to conform to the requirements herein, this By-law shall be interpreted to require that the deficiency be made up prior to the construction of any addition.

(f) USE OF PARKING AREAS

Where a parking area is permitted or required by this By-law, no person shall use such parking area for parking any motor vehicle unless such vehicle bears a motor vehicle license which is currently

SECTION 5 - GENERAL PROVISIONS ALL ZONES (cont.)

(j) PARKING PROVISIONS EXCEPTION - SITE PLANS

(Deleted by By-law No. 500-97-054)

5.29

PLACES OF AMUSEMENT (PROHIBITION)

Places of amusement are prohibited on lots abutting the following streets:

Street	Distance
Atherton Crescent	Entire length
Baseline Road	Dalton Road to a point 1500 metres west of Dalton Road
Bessborough Drive	entire length
Biscayne Boulevard Church Street	entire length
	Woodbine Avenue to Natanya Boulevard
Dalton Road	Black River Road to Catering Road
Glenwoods Avenue	Woodbine Avenue to Hillside Drive
High Street	Dalton Road to Market Street
Lowndes Avenue	entire length
Metro Road	Elmview Gardens to First Avenue
Patchell Crescent	entire length
Riverglen Drive	entire length
The Queensway South	Maple Avenue to Elmdale Avenue
The Queensway South	Bayview Avenue to Riverglen Drive
The Queensway North	Parkview Avenue to Old Homestead

5.30

PLANNED WIDTH OF PUBLIC STREET ALLOWANCE

Where a lot abuts a public street which is listed in TABLE 1 - PLANNED WIDTH OF STREET ALLOWANCE to have

SECTION 5 - GENERAL PROVISIONS ALL ZONES (cont.)

a "planned width of street allowance", the limit of the "planned width of street allowance", if it lies within the lot, shall be construed to be the front or exterior side lot line for the purpose of applying the minimum yard provisions of this by-law.

In interpreting the above, the following criteria will govern:

- (a) the width will be as listed in Table 1,
- (b) the limit shall be distant half the width from the centre line,
- (c) the centre line shall be the centre line of construction as shown on the latest reference plan deposited, as of the date of passing of this by-law, by the appropriate Authority or, where no such plan has been deposited, the centre line of the original road allowance,
- (d) notwithstanding the planned street width set forth below, where the appropriate road authority has provided written confirmation that a lesser planned street width is required, then the lesser standard shall apply.

(500-2000-002)

TABLE 1 - PLANNED WIDTH OF STREET ALLOWANCE		
REGION OF YORK ROADS		
Road Name & Description		Planned Street Width
Kennedy Road (Y.R. 3)		
- Ravenshoe Rd. (Y.R. 32) to Baseline Rd. (Y.R. 8A)		36 metres
- Baseline Rd. (Y.R. 8A) to Mahoney Ave.		30 metres
- Mahoney Ave. to Metro Rd. (Y.R. 78)		26 metres
Woodbine Avenue (Y.R. 8)		
- Ravenshoe Rd. (Y.R. 32) to Metro Rd. (Y.R. 78)		36 metres

SECTION 5 - GENERAL PROVISIONS ALL ZONES (cont.)

- Metro Rd. (Y.R. 78) to Lake Dr.	20 metres
Baseline Road (Y.R. 8A)	
- Woodbine Ave. (Y.R. 8) to Elizabeth Dr.	36 metres
- Elizabeth Dr. to Dalton Rd. (Y.R. 9)	30 metres
High Street (Y.R. 9)	
- Highway 48 to Dalton Rd. (Y.R. 9)	20 metres
Dalton Road (Y.R. 9)	
- Baseline Rd. (Y.R. 8A) to Black River Rd. (Y.R. 80)	26 metres
- Black River Rd. (Y.R. 80) to Metro Rd. (Y.R. 78)	30 metres
The Queensway (Y.R. 12)	
- Ravenshoe Rd. (Y.R. 32) to Glenwoods Ave.	36 metres
- Glenwoods Ave. to Morton Ave. (Y.R. 78)	30 metres
Park Road (Y.R. 18)	
- Ravenshoe Rd. (Y.R. 32) to a point 264 m north of Black River Rd.	30 metres
- From a point 264 m north of Black River Rd. to Lakeshore Rd.	26 metres
Pefferlaw Road (Y.R. 21)	
- Hwy. 48 to C.N.R. and from Main St. to Durham Road 23	30 metres
- C.N.R. to Main St.	20 metres
Ravenshoe Road (Y.R. 32)	
(500-94-007)	
- west Town limit to 500 metres west of Victoria Road (Y.R. 82)	36 metres

SECTION 5 - GENERAL PROVISIONS ALL ZONES (cont.)

- 500 metres west of Victoria Road (Y.R. 82) to Durham Road 23	30 metres
Glenwoods Avenue (Y.R. 33) (500-2001-0012)	
- The Queensway South (Y.R. 12) to Woodbine Ave. (Y.R. 8)	36 metres
Morton Avenue (Y.R. 78)	
- Woodbine Ave. (Y.R. 8) to 450 m east of The Queensway (Y.R. 12)	36 metres
- The Queensway (Y.R. 12) to 450 m east thereof	30 metres
Metro Road (Y.R. 78)	
- The Queensway (Y.R. 12) to Dalton Rd. (Y.R. 9)	30 metres
Old Homestead Road (Y.R. 79)	
- Metro Rd. (Y.R. 78) to Station Rd.	30 metres
Black River Road (Y.R. 80)	
- Dalton Rd. (Y.R. 9) to Park Rd. (Y.R. 18)	30 metres
Weir's Sideroad (Y.R. 81)	
- Ravenshoe Rd. (Y.R. 32) to Old Homestead Rd. (Y.R. 79)	30 metres
Victoria Road (Y.R. 82)	
- Ravenshoe Rd. (Y.R. 32) to Durham Rd. 23	30 metres

(500-94-007)

Additional width may be required for sight triangles, cuts, fills, additional turning lanes at intersections, high-occupancy vehicle lanes and for accommodating bicycles, sidewalks and landscaping where appropriate.

TOWN OF GEORGINA ROADS	
Road Name & Description	Planned Street Width

SECTION 5 - GENERAL PROVISIONS ALL ZONES (cont.)

Malone Road - Jackson's Point Ave. to east limit	15 metres
Pinery Lane (500-94-007) - Rosnell Ct. to Lorne St. Simcoe Street - Rosnell Ct. to Thompson Dr.	15 metres 15 metres
Rosnell Court - Lake Dr. to Pinery Lane	15 metres
Thompson Drive - Lake Dr. to Pinery Ave.	15 metres
DeGeer Street - Lake Dr. to Nasello Ave.	15 metres
Sedore Street - Lake Dr. to north limit	15 metres
Cameron Avenue - Lake Dr. to north limit	15 metres
Larsen Avenue - Dalton Rd. to Sedore St. River Street	15 metres
Queen Street - St. James St. to Black River Rd.	15 metres
St. James Street - River St. to Georgina Ave.	15 metres
Fairpark Lane - Snooks Rd. to St. James St.	15 metres
Market Street - High St. to Georgina St.	15 metres
Middle Street - Fairpark Lane to west limit	15 metres
West Street - Fairpark Lane to High St.	15 metres
Snooks Road - High St. to Fairpark Ln.	15 metres

SECTION 5 - GENERAL PROVISIONS ALL ZONES (cont.)

Hawkins Street - High St. to east limit	15 metres
East Street - High St. to east limit	15 metres
King Street - Georgina Ave. to west limit	15 metres
Roanoke Road - Dalton Rd. to west limit	15 metres
Boyer's Sideroad - Metro Rd. to Warden Ave.	25 metres
Glenwoods Avenue (500-2001-0012) - Woodbine Ave. to Hwy. 48	25 metres
Pollock Road - Woodbine Ave. to Cryderman's Side Road	25 metres
Baldwin Road - McCowan Rd. to Hwy. 48	25 metres
Black River Road - Park Rd. to Virginia Blvd.	25 metres
Stoney Batter Road - Hwy. 48 to Ravenshoe Rd.	25 metres
Weir Sideroad - Hwy. 48 to Old Homestead Rd.	25 metres
8 th Concession Road - Burke St. to Ravenshoe Rd.	25 metres
7 th Concession Road - Metro Rd. to Ravenshoe Rd.	25 metres
6 th Concession Road - Hwy. 48 to Durham Rd. 23	25 metres
5 th Concession Road - Baseline Rd. to Ravenshoe Rd.	25 metres
4 th Concession Road - Hwy. 48 to Durham Rd. 23	25 metres
3 rd Concession Road - Hwy. 48 to Durham Rd. 23	25 metres

SECTION 5 - GENERAL PROVISIONS ALL ZONES (cont.)

2 nd Concession Road - Lake Simcoe to Ravenshoe Rd.	25 metres
2 nd Concession Road - Hwy. 48 to Victoria St.	25 metres
1 st Concession Road - Lake Simcoe to Ravenshoe Rd.	25 metres
Civic Centre Road - Baseline Rd. to Metro Rd.	25 metres
Bowling Green Road - Elmdale Ave. to south limit	15 metres
Tennis Road - Elmdale Ave. to south limit	15 metres
Crestwood Drive - Shorecrest Rd. to Lake Dr.	15 metres
Church Street - The Queensway to Woodbine Ave.	25 metres
Cameron Avenue - Cameron Crescent to The Queensway	15 metres

If not individually listed, the planned street width for local roads shall be 20 metres.

(500-94-007)

Further, street names may be changed by By-Law passed by either the Councils of the Region of York or Town of Georgina. Where a street name is changed, the planned width of street allowance shall apply to the respective street, notwithstanding the name change.

PLANTING STRIPS (NON-RESIDENTIAL USES)

5.31

Where a lot is used for non-residential purposes, excluding a home occupation use, and abuts a lot zoned Residential, then a strip of land abutting

APPENDIX E:

Daily ATR Data by Road Segment



Total East West
 3238 1619 1619
 2914 1496 1418
 3155 1564 1591
 2762 1342 1420 - Sat
 2447 1248 1199 - Sun
 3019 1569 1450
 3034 1533 1501

2. Wed, May 02 - Tue, May 08, 2018

Total North South
 1648 868 780
 1557 806 751
 1937 1044 893
 1924 996 784 - Sat
 1638 854 916
 1964 1048 836
 1749 913 836

4. Wed, May 02 - Tue, May 08, 2018

Total	North	South
25409	13367	12042
26041	13971	12070
26127	14089	12038
23743	13148	10595 - Sat
21437	12033	9404 - Sun
25279	13229	12050
25600	13607	11993

6. Wed, May 02 - Tue, May 08, 2018

Total	North	South
22648	11158	11490
23242	11405	11837
23145	11447	11698
23221	11291	11930
18305	9049	9256 - Sat
16587	8163	8424 - Sun
22456	11026	11430

12. Tue, Apr 09 - Mon, Apr 15, 2019

Total	East	West
10297	4403	5894
11095	4558	6537
10756	4613	6143
8777	3856	4921 - Sat
7776	3475	4301 - Sun
10057	4334	5723
10650	4483	6167

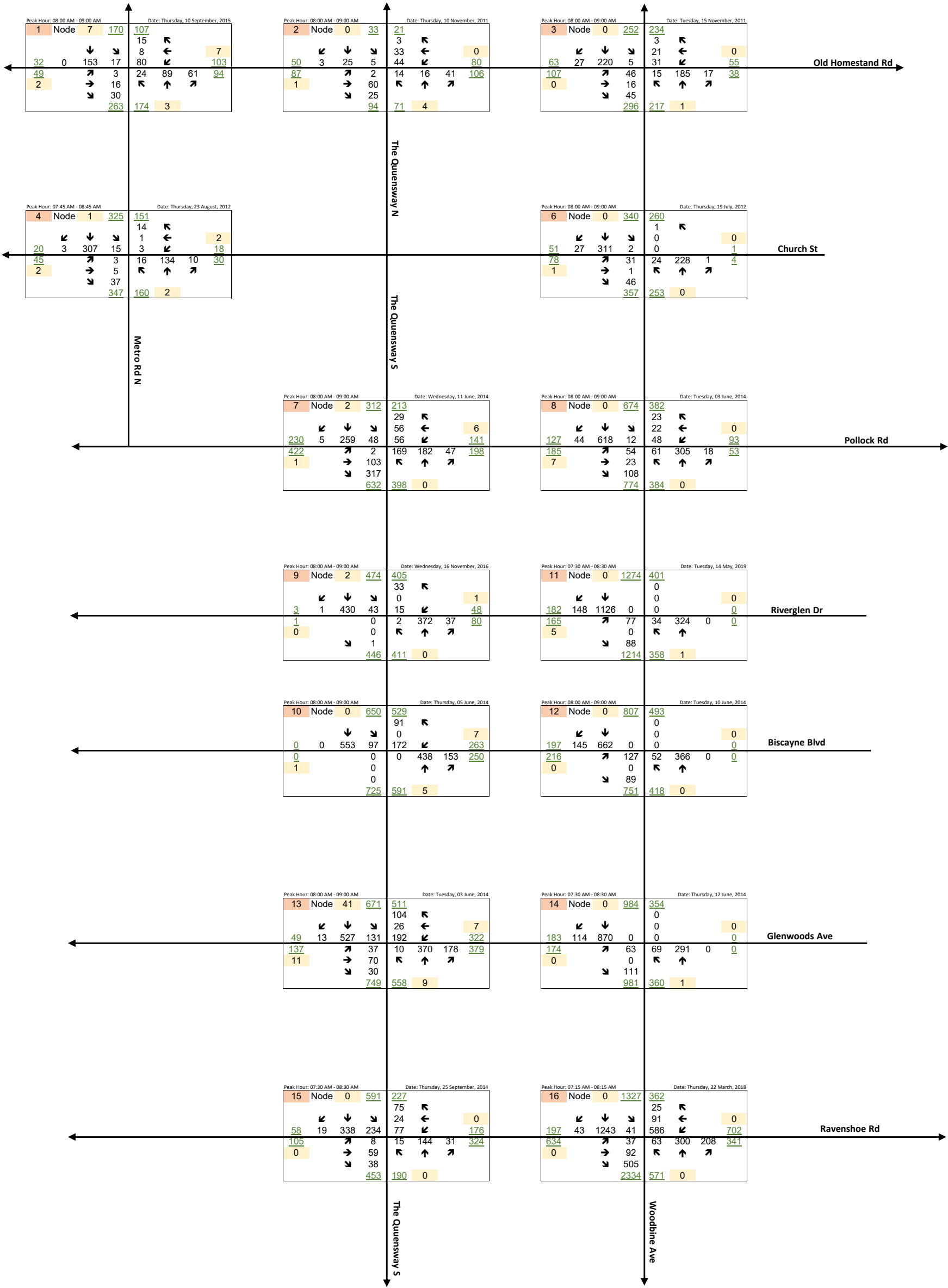
15. Wed, May 02 - Tue, May 08, 2018

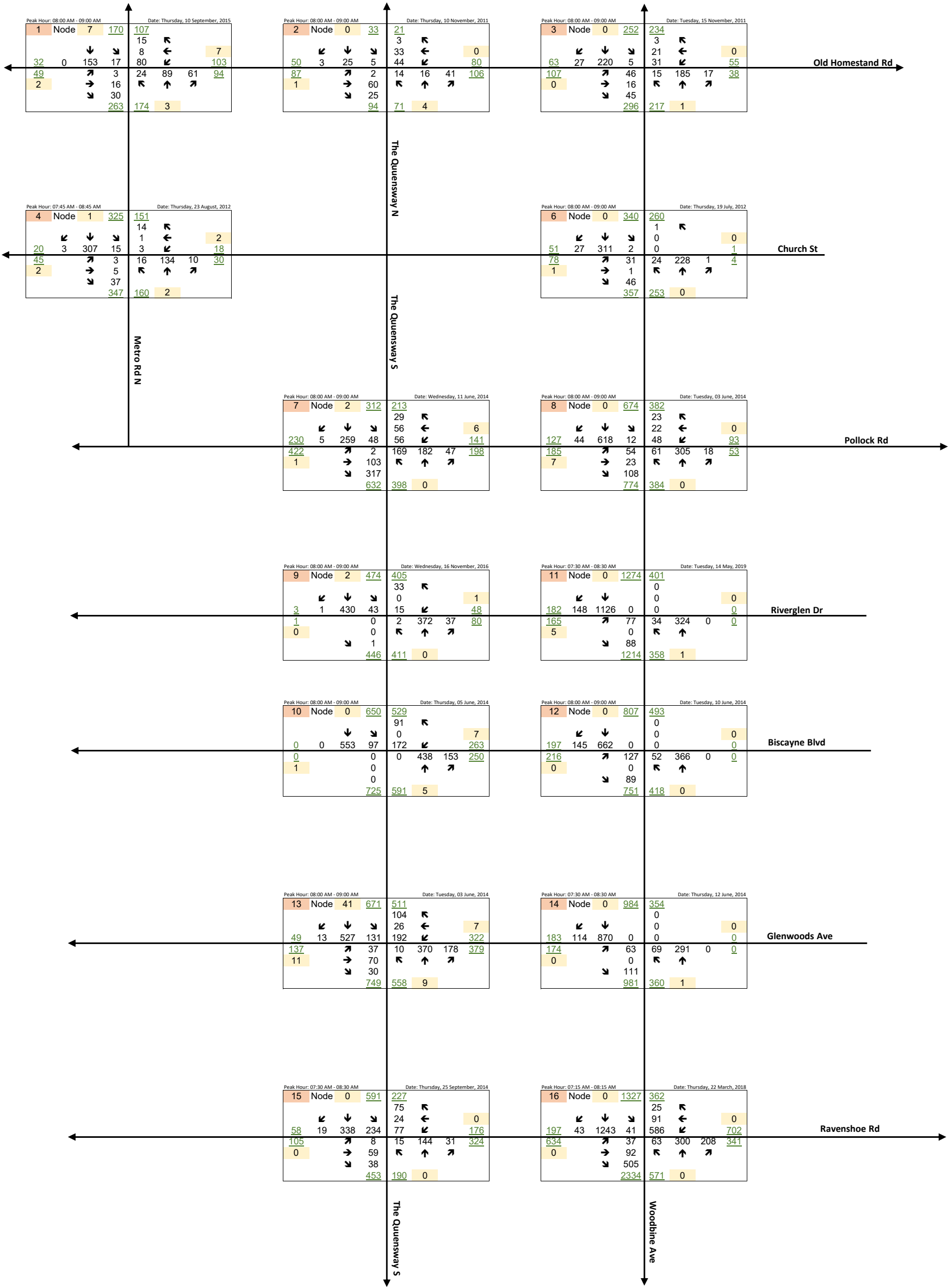
8. Wed, May 02 - Tue, May 08, 2018

Total	North	South
19155	9868	9287
19728	10348	9380
19476	9982	9494
15815	8075	7740 - Sat
12461	6551	5910 - Sun
18894	9743	9151
19647	10270	9377

APPENDIX F: Peak Hour Traffic Volumes







APPENDIX G:

Geometric Design Guidelines for Canadian Roads



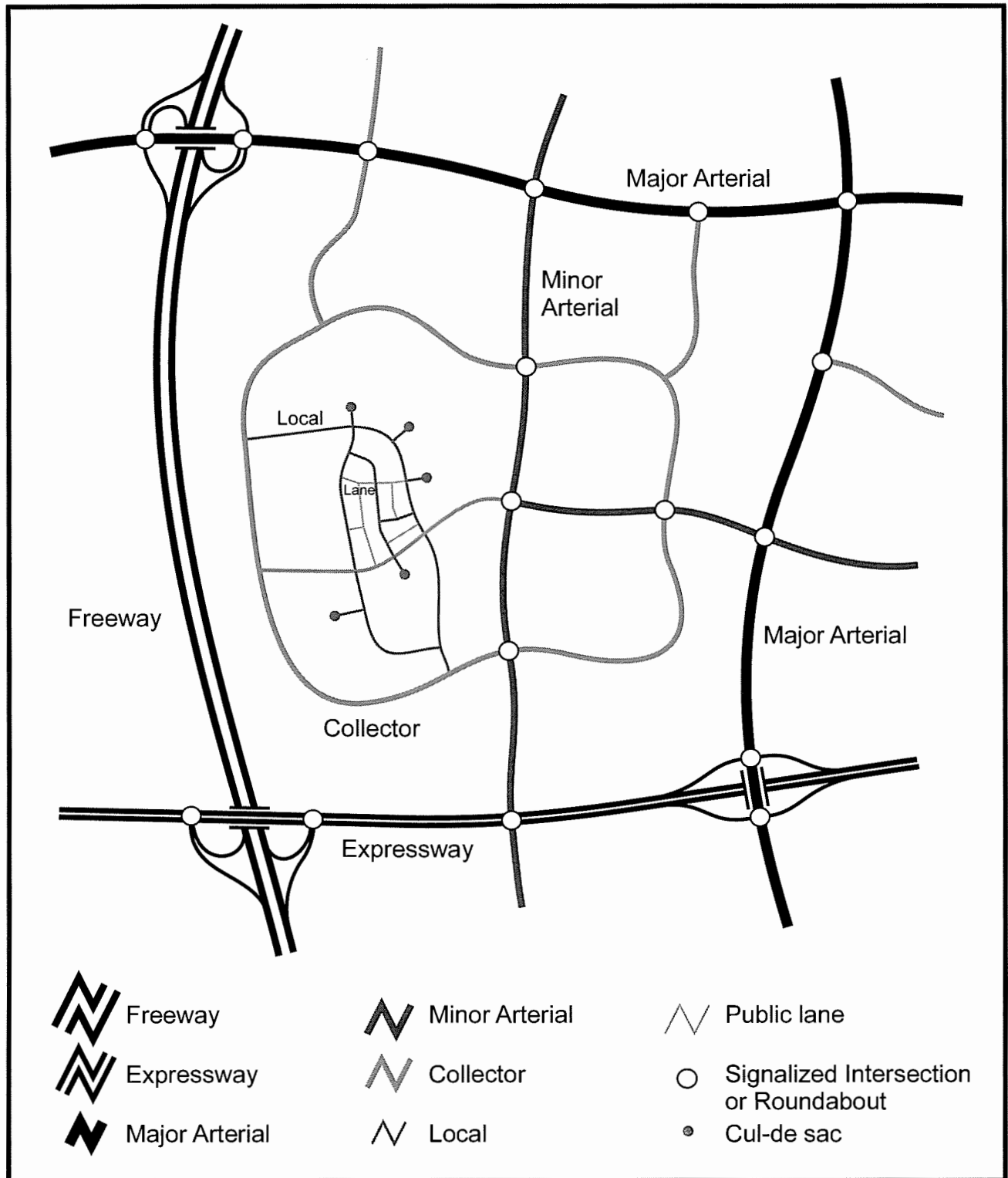


Figure 2.6.2: Relationship of Urban Road Classifications

Tables 2.6.4 and 2.6.5 provide summaries of the typical characteristics of the various groups and sub-groups for rural and urban roads respectively.

Table 2.6.4: Characteristics of Rural Roads

	Rural Locals	Rural Collectors	Rural Arterials	Rural Freeways
service function	traffic movement secondary consideration	traffic movement and land access of equal importance	traffic movement primary consideration	optimum mobility
land service	land access consideration	traffic movement and land access of equal importance	land access secondary consideration	no access primary
traffic volume vehicles per day (typically)	<1000 AADT	<5000 AADT	<12 000 AADT	>8000 AADT
flow characteristics	interrupted flow	interrupted flow	uninterrupted flow except at signals	free flow (grade separated) major intersections
design speed (km/h)	50 - 110	60 - 110	80 - 130	100 - 130
average running speed (km/h) (free flow conditions)	50 - 90	50 - 90	60 - 100	70 - 110
vehicle type	predominantly passenger cars, light to medium trucks and occasional heavy trucks	all types, up to 30% trucks in the 3 t to 5 t range	all types, up to 20% trucks	all types, up to 20% heavy trucks
normal connections	locals collectors	locals collectors arterials	collectors arterials freeways	arterials freeways

Table 2.6.5: Characteristics of Urban Roads

	Public Lanes		Locals		Collectors		Arterials		Expressways	Freeways
	Residential	Commercial	Residential	Industrial / Commercial	Residential	Industrial / Commercial	Minor	Major		
traffic service function	traffic movement not a consideration		traffic movement secondary consideration		traffic movement and land access of equal importance		traffic movement major	traffic movement primary consideration	traffic movement primary consideration	optimum mobility
land service / access	land access only function		land access primary function		traffic movement and land access of equal importance		some access control	rigid access control	no access	no access
traffic volume (veh/day) (typical)	<500	<1,000	<1,000	<3,000	<8,000	1,000 – 12,000	5,000 – 20,000	10,000 – 30,000	>10,000	>20,000
flow characteristics	interrupted flow		interrupted flow		interrupted flow		uninterrupted flow except at signals and crosswalks		uninterrupted flow except at signals	free-flow (grade separated)
design speed (km/h)	30 – 40		30 – 50		50 - 80		50 - 70	60 - 100	80 - 110	80 - 120
average running speeds (km/h) (off-peak)	20- 30		20 – 40		30 - 70		40 - 60	50 - 90	60 - 90	70 - 110
vehicle type	passenger and service vehicles	all types	passenger and service vehicles	all types	passenger and service vehicles	all types	all types	all types up to 20% trucks	all types up to 20% trucks	all types up to 20% trucks
desirable connections	public lanes, locals		public lanes, locals, collectors		locals, collectors, arterials		collectors, arterials, expressways, freeways		arterials, expressways, freeways	arterials, expressways, freeways
transit service	not permitted		generally avoided		permitted		express and local buses permitted		express buses only	express buses only
accommodation of cyclists	no restrictions or special facilities		no restrictions or special facilities		special facilities considered		No restrictions; special facilities considered		prohibited	prohibited
accommodation of pedestrians	pedestrians permitted, no special facilities		sidewalks normally on one or both sides	sidewalks provided where required	sidewalks provided both sides	sidewalks provided where required	sidewalks may be provided, separation for traffic lanes preferred		pedestrians prohibited	pedestrians prohibited
parking (typically)	some restrictions		no restrictions or restrictions one side only		few restrictions other than peak hour		peak hour restrictions	prohibited or peak hour restrictions	prohibited	prohibited
min. intersection spacing (m) ¹	as needed		60		60		200	400	800	1,600 (between interchanges)
right-of-way width (m) (typically)	6 - 10		15 – 22		20 - 24		20 ² - 45 ³		>45 ³	>60 ³

Notes: 1 More information about intersection spacing is provided in Chapter 9 – Intersections.

2 Rights-of-way 20 m in width applicable to retrofit conditions only.

3 Wider rights-of-way are often required to accommodate other facilities such as utilities, noise mitigation implications, bikeways and landscaping. For new streets, the immediate provision of wider rights-of-way may be considered to accommodate such facilities.

APPENDIX H: Existing Parking Regulations



According to the Zoning By-law 500 for the Town of Georgina, the following regulations are applied on the streets with no posted signage:

- Vehicles are not allowed to be parked on any street for more than 3 hours.
- Vehicles are not allowed to be parked on any road or roadways under the authority of the Town of Georgina from November 15th to April 15th between 2:00 a.m. and 7:00 a.m.
- Vehicles are not allowed to be parked on or over any portion of a sidewalk or footpath.
- Vehicles are not allowed to be parked on a boulevard.
- Vehicles are not allowed to be parked on the paved boulevard section of the driveway with vehicle overhanging any portion of the road.

Table 1 Urban Center 1

Label	Street name	Segment	Side	Description
a)	Glenwoods Ave	From the boundary of the urban center to Lowndes Ave	North	No parking between 9am-4pm, Mon- Fri
b)	Lancaster Ct	No parking instructions; On-street parking found on the entire segment	Both	Neighborhood on-street parking

Pay & Display Parking at Young's Harbour Park

Two options are available to park at Young's Harbour Park: resident parking passes and visitor parking.

Resident parking passes must be displayed while parked in areas where required by signage.

Visitors must purchase and clearly display a valid parking ticket obtained from the parking machines at the park. The parking rates at Young's Harbour Park is \$4/hr or \$20/day (rates are valid seven days a week from September 3rd to October 14th).

Table 2 Urban Center 2

Label	Street name	Segment	Side	Description
c)	Mac Ave	No parking instructions; Vehicle parking on street in front of a house	South	Neighborhood on-street parking
d)	Marina Dr	No parking instructions; One vehicle parking on street in front of York Regional Police office	South; no parking allowed for fire routes on north side	Neighborhood on-street parking

e)	N Channel Dr	No parking instructions; From Ashdale Rd to The Queensway Street	South	Neighborhood on-street parking
f)	Woodland Ave	No parking instructions; From Ashdale Rd to The Queensway Street	North	Neighborhood on-street parking

Table 3 Urban Center 3

Label	Street name	Segment	Side	Description
g)	Frederick St	No parking instructions; Vehicle parking on street in front of a house	South	Neighborhood on-street parking
h)	Simcoe Ave	No parking instructions; Vehicle parking on street in front of house	North	Neighborhood on-street parking
i)	The Queensway Street	From Cedar Street to Church St; no parking near the intersection of the Queensway Street and Church St and no parking near the intersection of the Queensway Street and Simcoe Ave	Both	Parking allowed for 2 hrs between 9am-6pm, Mon- Fri
j)	Church St	No parking instructions; Vehicle parking on street in front of houses and offices	South; no parking allowed on north side	on-street parking