

Appendix D: Town of Georgina Policy Tables

Land Use and Development Policies

Document	Policy Statement
OP, Section 6, Development Review, 6.2, General Policies, pg. 87	6.2.3 An amendment to this Plan is required to permit the establishment of uses other than those permitted in this Plan. In considering an amendment to either the schedules or policies of this Plan, regard shall be had to the following criteria that are in addition to those specified elsewhere in this Plan: (d) the location of the areas under consideration with respect to the potential impact on: (ii) the convenience and accessibility of the site for vehicular, bicycle and pedestrian traffic and the traffic safety in relation thereto;

Bicycle and Trail Networks Policies

Document	Policy Statement
OP, Section 4, Healthy Communities, 4.3, Recreation and Open Space, pg. 67	4.3.1.2 In order to establish a diverse open space system in the Town for both leisure use and compatible open space functions, the Draft Leisure Services Master Plan will be re-evaluated to ensure that the following is addressed: (b) the feasibility of the development of an extensive pedestrian/bicycle trail system that will follow the Lake Simcoe shoreline where appropriate, and be connected with trails within the Secondary Plan Areas and the rural area. In addition, where possible this trail system should connect with trails being developed elsewhere in York Region such as the Oak Ridges Moraine Trail and the Nokiidaa Trail;
OP, Section 5, Servicing and Infrastructure, 5.2.4, Pedestrian and Bicycle System Policies, pg. 79	5.2.4.1 The primary system for pedestrian movement in the rural area shall be along roadways and the trail system. Sidewalks are the primary system for pedestrian movement within the Secondary Plan Areas. Where physically and financially feasible, these systems are to be integrated with each other.
OP, Section 5, Servicing and Infrastructure, 5.2.4, Pedestrian and Bicycle System Policies, pg. 79	5.2.4.2 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.
OP, Section 5, Servicing and Infrastructure, 5.2.7, Trail System Policies, pg. 80	5.2.7.3 Recreational trails that can accommodate various users year-round such as pedestrians, cyclists and snowmobilers will be encouraged, particularly those which re-use abandoned railway right of ways. To ensure safety, the development of the trail system will consider the separation of the various uses/users.
OP, Section 5, Servicing and Infrastructure, 5.2.7, Trail System Policies, pg. 80	5.2.7.4 The Town will review and revise the “Draft Trails and Cycling Network Study”, in consultation with the community, to determine the best locations for the multiuse trail facilities, the types of users, uses to be permitted on the various trails and the methods of implementation and maintenance.

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Transit Policies

Document	Policy Statement
OP, Section 5, Servicing and Infrastructure, 5.2.3, Transit Service Policies, pg. 78	5.2.3.1 The Town shall work with the Province to maintain and enhance existing Go Bus transit services within the Town.
OP, Section 5, Servicing and Infrastructure, 5.2.3, Transit Service Policies, pg. 79	5.2.3.2 The Town shall work with the Region of York to develop a regional transit system in accordance with the needs of the Town and the policies of the Regional Official Plan. In particular, the Town shall encourage and support the creation of a regional transit system which will link the communities in the Town and with other communities in the Region, and which will provide internal service within each community.
OP, Section 5, Servicing and Infrastructure, 5.2.3, Transit Service Policies, pg. 79	5.2.3.3 The Town shall support transit supportive community design measures, and in particular shall ensure that: (a) arterial and collector roads are designed to accommodate transit facilities; (b) subdivisions are designed to permit effective pedestrian access to transit routes.