

Appendix D: City of Vaughan Policy Tables

Land Use and Development Policies

Document	Policy Statement
OPA 450 – Employment Lands, 2.1.4 Urban Design	b) To co-ordinate land use, transportation infrastructure and urban design in a mutually complimentary manner supporting and encouraging pedestrian and transit friendly development.
OPA 500 Corporate Centre	2.1.9(a) The City of Vaughan shall encourage and facilitate development of an efficient transportation network to meet the needs of the City of Vaughan residents and the traveling public, facilitate the movement of goods, pedestrians and bicycles.
OPA 500 Corporate Centre, 3.3.4 Urban Design	c) Roads i) the streets should form a connected system to serve all parts of the ‘Corporate Centre District’ and allow for multiple choices of routes fro both pedestrians and motorists.
OPA 500 Corporate Centre, 4.2 Transportation Policies, 4.2.4 Pedestrian and Bicycle System	a) The development of all roads shall include safe, convenient and attractive facilities for pedestrians and cyclists.
OPA No. 600, 2.1 Land Use and Urban Design	iv) To co-ordinate land use, transportation infrastructure and urban design in a mutually complementary manner supporting and encouraging pedestrian friendly and transit friendly development.
OPA 651 Carrville District Village Centre, 2.1 Compact Urban Form	f) To develop a pedestrian and bicycle network throughout the District Centre, connecting parks, public buildings, stormwater management areas, utility and storm sewer easements and, where appropriate, local streets, within and adjacent to the District Centre.
OPA 651 Carrville District Village Centre, 2.5 Range of Commercial Uses	b) To establish the mixed-use residential and commercial shopping district as an integral component of a pedestrian-friendly urban environment which is conveniently accessible by public transit, bicycle, and on foot from the surrounding community.
OPA 651 Carrville District Village Centre, 4.3 Pedestrian Realm	a) A grid of arterial, primary and local streets and associated public open spaces shall provide the organizing framework for the development of the District Centre.

Bicycle and Trail Networks Policies

Document	Policy Statement
OPA No. 210 Thornhill, 2.1(g) Open Space Area Policies	To provide for an off-street pedestrian system linking the residential areas within the neighbourhoods to shopping areas, parks, schools, social facilities, transit routes, the Parkway Belt Lands, the Town Centre and other places of special activity or interest this system may also be used for recreational and casual bicycling.
OPA No. 210 Thornhill, 2.1(j) Transportation	To provide for a system of bikeways along the road system and separate from the pedestrian walkway system.

Appendix D: City of Vaughan Policy Tables

OPA No. 210 Thornhill, 2.3.7 Bikeways	a) Separate bikeways may be provided along major and minor arterial roads. It is expected that these can be provided within the rights-of-way specified in Section 2.3.2(c) and 2.3.3(c) above.
OPA No. 240 Woodbridge, 8.4 Frontage, Access and Right-of-Way	(d) A system of pedestrian walkways/bicycle paths linking the park system, school and open space lands, and providing connections to major facilities shall be provided, the precise location being determined at the subdivision approval stage. These paths may traverse short lengths of local streets and institutional and commercial sites
OPA 350 Maple, 4.2 Open Space and Park Areas – Park Policies	c) A system of pedestrian-bicycle paths linking the park system, schools and institutions and valley lands and other open space areas shall be developed. Pedestrian walkways may also form part of the street system, provided that consideration is given to special treatment of landscaping, right of way widths and other similar matters, satisfactory to the City of Vaughan.
OPA 500 Corporate Centre, 2.2.7 Recreation, Parks and Open spaces	(c) To establish components of the open space network that will extend throughout the City of Vaughan and create a continuous pedestrian network connecting to and through the Corporate Centre.
OPA 500 Corporate Centre, 2.2.9 Transportation	i) To provide for continuous walk way and bike path systems (located primarily adjacent to roads) to link residential areas, employment areas, community and recreational facilities addressing the needs of pedestrian and bicycle movements.
OPA 500 Corporate Centre, 4.2 Transportation Policies, 4.2.4 Pedestrian and Bicycle System	b) A pedestrian and bikeway system (developed primarily adjacent to roads) shall be required throughout the Corporate Centre Secondary planning Area. These facilities will be designed to provide linkages between buildings, adjacent sites, surrounding areas and public streets, particularly those with transit facilities.
OPA No. 600, 2.1 Land Use and Urban Design	v) To provide for opportunities for pedestrians and bicyclists to travel throughout the City via continuous greenway and Linear Park Systems linking public uses and natural systems.
OPA No. 600, Open Spaces, 4.2.5 Parks and Open space Designation	vi) A network of pedestrian and bicycle paths shall be located within the greenway corridors incorporated into Block plans, with linkages between neighbourhoods to ultimately create a continuous system throughout Vaughan. A comprehensive Vaughan trail network should be prepared and integrated into the Inter-regional Trail System proposed by the TRCA. This recreational trail system should also link with adjacent municipalities.
OPA No. 601 – Kleinburg-Nashville, 4.6.3 Other Policies	1) The City should develop a Pedestrian System Master Plan incorporating community connections, the Inter-Regional Trail, access points, trails heads with parking, and two east-west pedestrian linkages between the Humber Valleys as identified on Schedule B2 as “Potential Connecting Linkages”.

Appendix D: City of Vaughan Policy Tables

<p>OPA No. 601 – Kleinburg-Nashville, 4.6.3 Other Policies</p>	<p>2) A network of pedestrian and bicycle paths shall be located within each Neighbourhood with linkages between neighbourhoods to ultimately create a continuous system throughout Kleinburg-Nashville. This recreational trail system should be integrated into a comprehensive Vaughan trail network, with the Inter-regional Trail System proposed by the TRCA and in keeping with the Glassco Park Boyd North Management Plan, and also link with adjacent municipalities.</p>
<p>OPA No. 601 – Kleinburg-Nashville, 4.11.2.4 <i>Pedestrian Bicycle System</i></p>	<p>1) The design and layout of the Parks and Open Space system, school sites and other linear parks and corridors shall facilitate the establishment of a pedestrian and bicycle system.</p> <p>2) The Pedestrian and Bicycle system shall be defined in more detail.</p> <p>3) The location of the Interregional Trail together with existing, proposed and alternate trailhead locations is indicated on Appendix B. The City shall cooperate with the TRCA and MNR in efforts to establish this trail and secure trail head locations. Variation to the alignment of the proposed trail and the establishment of additional trails and trail heads may occur through further study by the TRCA, City and MNR.</p> <p>4) Street lighting shall be provided consistent with Regional and local design standards and sidewalks along both sides of all primary and arterial roads within the community planning area.</p>
<p>OPA 651 Carrville District Village Centre, 6.4 Pedestrian and Bicycle System</p>	<p>a) The development of all roads shall include safe, convenient and attractive facilities for pedestrians and cyclists.</p> <p>b) A pedestrian walkway and bikeway system (developed primarily within the public road right-of-way) shall be required in the District Centre and integrated with the City’s Pedestrian and Bicycle System Master Plan. Pedestrian and bicycle facilities will be designed to provide connections to bus stops, and linkages between buildings, adjacent sites, surrounding areas and public streets, particularly those with transit facilities.</p> <p>c) An adequate supply of secure bicycle parking shall be provided near bus stops, in high activity areas and park areas.</p>

Appendix D: City of Vaughan Policy Tables

Transportation Efficiency Policies

Document	Policy Statement
OPA 651 Carrville District Village Centre, 2.8 Efficient Transportation	<p>An efficient transportation network will be developed to serve the Carrville District Centre and the surrounding Carrville community, which permits efficient vehicular movement while encouraging travel by non-auto modes, including on foot, bicycle and public transit. The objectives associated with this principle are:</p> <p>a) To develop a grid network of continuous and interconnected arterial, primary and local streets and laneways, and clearly defined development blocks, complemented by a public transit network, facilitating efficient movement by all modes of transportation.</p> <p>b) To develop a walkable, pedestrian-friendly environment, with neighbourhoods which are well connected to public facilities, parks and commercial areas. To encourage walking through a contiguous, street-oriented central area, which is safe, attractive, and human in scale in keeping with the urban design and streetscaping objectives of this Plan.</p> <p>f) To encourage travel on foot and bicycle, by providing safe and convenient pedestrian and bike networks on public streets connected to parks, public facilities and the commercial area</p>

Transportation Demand Management (TDM) Policies

Document	Policy Statement
OPA 651 Carrville District Village Centre, 4.3 Pedestrian Realm	<p>b) Pedestrian sidewalks shall be required on both sides of all streets and shall form a connected system of optional routes within the District Centre, and connect to pedestrian systems in surrounding communities. A pedestrian and bicycle path system shall be developed in conjunction with the Streetscape and Master Landscape Plan.</p>