

Appendix A

Application Submitted

Site Plan Control

OP/Zoning By-law Amendment

Draft Plan of Subdivision

Block Plan

Secondary Plan

Office Use Only

Municipality: Brampton Caledon Mississauga

Date Received: _____ Planner: _____ Application No.: _____

Is this HDA revised from an earlier submission? Yes No

Property and Applicant

Address of Subject Land (Street Number/Name): Bound by Dixie Road to the west, Old School Road to the north, Torbram Road to the east, and Mayfield Road to the south.

Applicant

Name: Matthew Cory Telephone: 905-513-0170 E-mail: mcory@mgp.ca

Registered Owner: Mayfield Golf Course Inc. & Tullamore Industrial Ltd.

Proposal Description

Gross Floor Area: TBD Number of Storeys: TBD Number of Units: 7,648

Project Summary (describe how the project contributes to a healthy community)

The Secondary Plan proposes a mix of residential units consisting of single detached, townhouse units, apartments, mixed use urban corridors, 4 schools, 14 parks, a firehall, and a community center. 7,807 residential units consisting of 3,795 single detached dwellings (70% of total units) and 3,686 townhouse units (47% of total units). The proposed development conforms with the objectives and policies of the Urban System as it proposes to establish a complete and healthy community by providing for a range and mix of land uses (residential, commercial, institutional, and recreational) and built forms (single detached, townhouses and other medium density forms) which ensures the efficient use of land, services, infrastructure, and public finances. The proposed development provides higher-density residential development and retail commercial uses at key arterial and collector road intersections to promote opportunities for transit-supportive development in locations where potential future transit stops may be located and encourage active transportation. Parks and schools are provided in strategic locations to enhance the open space network and provide connectivity to the on- and off-road active transportation networks. Additionally, the proposed redevelopment will assist in achieving the Town's housing pledge to provide 13,000 housing units by 2031, providing greater housing options and more housing affordability.

PEEL HEALTHY DEVELOPMENT ASSESSMENT (LARGE-SCALE)

Please indicate where and how a standard is met or exceeded in the Demonstration of Standard column with reference to a policy, plan, map or illustration of some kind in the Document/Policy Reference column. Please also tabulate points in the Score column based on whether the development proposal meets or does not meet a community design standard. For further instruction, refer to “How to Use this User Guide” on pages 2 and 3.

Standard	Demonstration of Standard	Document/Policy Reference	Potential Score	Actual Score
DENSITY				
<p>1. All development on Designated <i>Greenfield Areas</i> shall achieve a minimum overall density target as prescribed by the Regional Official Plan in policies 5.4.19.6 and 5.4.19.7 (<i>updated to reflect the 2051 Peel Region OP policy reference</i>).</p> <p>Where the local municipality has established higher density targets, these higher targets will apply.</p>	<p>Per the Regional Official Plan, the designated Greenfield density target for the Region of Peel is 70 residents and jobs per hectare and for the Town of Caledon is 67.5 residents and jobs per hectare.</p> <p>The proposed Draft Plan Application achieves a minimum density of 78 residents and jobs per hectare which exceeds the minimum greenfield density target in the Town and helps achieve the Regional target. Similar to the Growth Plan, the target is not applied to the individual properties and is measured across the entire Designated Greenfield Area.</p>	<p>Refer to Planning Opinion Report dated August 2024.</p>	5	5
<p>2. All development in <i>Designated Urban Growth Centres</i> in the Region of Peel (i.e., Downtown Brampton, Downtown Mississauga and Intensification Areas) achieves a minimum overall density target of 200 people and jobs per hectare.</p> <p>Where the local municipality has established higher density targets, these higher targets will apply.</p>	<p>Not applicable for this application. The Subject Lands are not located within a designated Urban Growth Centre within the Region of Peel.</p>	N/A	5	5

Standard	Demonstration of Standard	Document/Policy Reference	Potential Score	Actual score
SERVICE PROXIMITY				
Transit				
3. 100% of the development's proposed dwelling units are situated within 400m of a planned (as identified by Brampton Transit, Miway or GO Transit) or existing transit stop.	Not applicable. Not within 400m of a planned or existing transit stop.	N/A	2	0
4. Areas within 800m of a <i>Higher Order Transit</i> stop are developed to meet <i>Major Transit Station Area</i> density targets.	Not Applicable. Not within 800m of a Higher Order Transit Stop.	N/A	1	0
5. Access to transit from the proposed development is safe, attractive and direct for pedestrians: -Pathway to transit site is paved (or equivalent measure) and provides direct access to pedestrians(1point) -Pathway to transit site contains pedestrian scaled lighting at a height of 4.6 m (1 point) -Pathway to transit site incorporates landscape treatments (including but not limited to, permeable paving for pathway connections, deciduous/coniferous trees) that improve the environment for pedestrians (1 point)	<p>The proposed Draft Plan is planned based on principles for healthy and safe communities that enable pedestrians, cyclists and transit riders to have safe, attractive and accessible connections throughout the community.</p> <p>The intent is to provide landscape treatments that will improve the environment for pedestrians. These details will be defined through further study.</p> <p>At the present time, transit service is not provided along Torbram Road, Bramalea Road, Old School Road, or Mayfield Road in the vicinity on the site. However, the development plan includes an extensive trail system that, in conjunction with sidewalks, will provide connectivity to Torbram Road. The trail system also links the neighbourhoods within the proposed community, reducing reliance on the automobile. The trail system incorporates deciduous and coniferous trees, resting nodes and other amenities to improve the environment for pedestrians. All trails will be paved and will address accessibility requirements.</p>	Refer to Landscape Plan	3	3
Neighbourhood Community and Retail Services				

Standard	Demonstration of Standard	Document/Policy Reference	Potential Score	Actual score
<p>6. At least 75% of the proposed dwelling units are situated within 800m of three or more of the following planned or existing neighbourhood public services:</p> <ul style="list-style-type: none"> • childcare facility • community garden • hospital or health clinic • public library • place of worship • adult/senior care facility • social service facility • performance or cultural space • post office • recreation centre 	<p>Approximately 60% of the dwelling units proposed in the Land Use Plan are situated within 800m of existing or planned neighbourhood public services.</p> <p>The proposed Secondary Plan includes a community center located centrally along Bramalea Road. The secondary plan has also located Urban Corridors along Bramalea Road and portions of Old School Road, Torbram Road, and Mayfield Road which incorporate mixed uses and commercial uses into the community. Land use permissions determined at a later stage of the development approvals process would potentially allow for some of these public services to be accommodated.</p>	Refer to Appendix A: Public Services	2	1
<p>7. 100% of the proposed dwelling units are within 800m of an existing or planned elementary school.</p>	<p>Approximately 87% of the proposed dwelling units are within 800m of a planned or existing elementary school.</p>	Refer to Appendix B: Elementary Schools	1	0.5
<p>8. 100% of the proposed dwelling units are within 1.6km of an existing or planned secondary school.</p>	<p>Approximately 48% of the proposed low density residential dwelling units are within 1.6km of an existing or planned public secondary school.</p> <p>An existing public secondary school is located on the southwest boundary of the Secondary Plan Area near a planned Urban Corridor and Neighbourhood Centre where higher density uses are intended.</p>	Refer to Appendix C: Secondary School	1	0.5
<p>9. At least 90% of the proposed dwelling units are situated within 400m of a playing field, park, square or natural open space.</p>	<p>96% of the proposed dwelling units are situated within 400 m of parks and open spaces.</p>	Refer to Appendix D: Parks and Open Space	2	2

Standard	Demonstration of Standard	Document/Policy Reference	Potential Score	Actual score
10. At least 75% of the proposed dwelling units are within 800m of 5,000m ² of personal service and commercial retail space, comprising a mix of uses such as a grocery store, pharmacy, bank, coffee, shop, restaurant, dry cleaner and hair salon.	<p>Approximately 40% of proposed dwellings are within 800m of 5,000m² of personal service and commercial retail space.</p> <p>The planned development has located Urban Corridors and Neighborhood Centres along Bramalea Road and portions of Old School Road, Torbram Road, and Mayfield Road which are intended to integrate a wide range of commercial and retail spaces in central and focal points of the community.</p>	Refer to Appendix E: Commercial and Employment	2	1
11. <i>Convenience commercial</i> uses are present in key locations, including <i>greyfield</i> areas, <i>intensification</i> areas and <i>corridors</i> and <i>greenfield</i> areas.	The planned development has located land uses that are intended to contain commercial components throughout the Secondary Plan Area along Urban Corridors and Urban Centres.	Refer to Appendix E: Commercial and Employment	2	2
Employment				
12. The development is within 10km (i.e., a 30 minute transit trip) of an existing or planned employment centre or urban centre.	The proposed Land Use Plan locates several neighbourhood Centres at the major intersections of the development.	Refer to land use plan.	2	2
LAND USE MIX				
13. Employment lands include small scale amenity retail and services, are serviced by transit and have infrastructure which encourages pedestrian and cyclist movement.	The proposed urban corridors and neighbourhood centres permit a wide range of retail and services while being located along arterial roads and intersections with planned multi purpose paths and transit opportunities.	Refer to land use plan.	2	2
<p>14. In combination, the following housing type groups make up at least 50% of the total units:</p> <ul style="list-style-type: none"> • townhouses and multiplex • apartment buildings 	The proposed dwelling unit mix will consist of approximately 47% street townhouse and lane townhouse units and apartment dwellings are anticipated to take up another 4% for a total of 51% of the dwelling types.	Refer to OPA Planning Opinion Report dated August 2024.	2	2

Standard	Demonstration of Standard	Document/Policy Reference	Potential Score	Actual score
15. The proposed development includes special housing types, such as senior's housing, long term care facilities and supportive or affordable housing.	The proposed Secondary Plan includes range and mix of housing types which provide opportunities for the provision of supportive and affordable housing based on market needs.	Refer to OPA.	1	0.5
16. <i>Live-work units</i> and other employment-related uses compatible with residential uses are included in the proposed development.	The proposed Secondary Plan includes mixed uses and commercial uses which permit uses that would accommodate population-related employment opportunities.	Refer to Land Use Plan and Planning Opinion Report dated August 2024.	2	2
17. Retail uses on the ground floor are provided in multi-unit and mixed-use buildings.	Several areas across the Secondary Plan area are intended to integrate mixed uses including the Urban Corridors and Neighborhood centers.	Refer to OPA	1	1
STREET CONNECTIVITY				
18. Infill development increases opportunities for street and pedestrian linkages and connectivity.	Not applicable. Greenfield Area development is being proposed.	N/A	0	n/a
19. In designated <i>Greenfield Areas</i> , street networks and off-road paths: <ul style="list-style-type: none"> • are <i>multi-modal</i> and <i>separated by mode</i> to provide safety and choice to pedestrians and cyclists; and • make clear connections (signage should be incorporated) to existing routes and facilities. 	<p>Road cross sections are currently assumed in accordance with Town of Caledon's standard cross sections, which generally include 1.5 metre wide sidewalks and no cycling infrastructure.</p> <p>The Town of Caledon is in the process of adopting a Multimodal Transportation Master Plan, which provides revised road classification criteria and guidance on cross sections, generally including 2-metre-wide sidewalks and separated cycling facilities on collector roads.</p> <p>Road cross sections will be confirmed at detailed design stage in consultation with Town staff.</p> <p>There are no existing pedestrian or cyclist routes or facilities along Torbram Road, Bramalea Road, or Old School Road to connect, however appropriate signage will be implemented for any connections to future routes and facilities. To be determined at detailed design stage.</p>		1	1

20. Cul-de-sacs, crescent streets and loop roads are not utilized unless they are located near significant infrastructure, including highways and railways, or near natural features.	The local road network in the proposed Secondary Plan is based on a modified connected grid system. More detailed street networks will be determined at later development stages.	OPA, prepared by Malone Given Parsons Ltd, dated July 2024	2	2
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Standard	Demonstration of Standard	Document/Policy Reference	Potential Score	Actual score
21. Reverse frontage streets are not utilized.	Not applicable. Reverse frontage streets are currently not utilized. However, detail street network will be determined at a later stage.	OPA, prepared by Malone Given Parsons Ltd, dated July 2024	1	TBD
22. Residential blocks in the proposed development do not exceed 80x180m in size.	Not Applicable. Residential lot size will be determined at a later stage	OPA, prepared by Malone Given Parsons Ltd, dated July 2024	3	TBD
23. Intersections are frequent (75/sq.km), with street blocks decreasing in size as density increases.	Not applicable at this stage.		3	TBD
24. Sidewalks, bike lanes and multi- use paths connect to street networks, community amenities and transportation nodes.			n/a	

STREETSCAPE CHARACTERISTICS

Pedestrian Amenities

25. Primary building entrances for Office, Institutional, High Density Residential, Commercial Retail are oriented towards the street and are clearly identifiable and prominent with direct access to the public sidewalk, pedestrian connection and transit facilities.	Details for the commercial and medium density blocks will be provided at the Site Plan approval stage however it is anticipated that these buildings will be oriented to the street based on good urban design principles.	OPA, prepared by Malone Given Parsons Ltd, dated June 2024	2	2
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Standard	Demonstration of Standard	Document/Policy Reference	Potential Score	Actual score
<p>26. All streets in low density residential areas have sidewalks on each side of the street which are at least 1.8 m wide. Where it is only possible to include a sidewalk on one side of the street, ensure it is a minimum of 2.0 metres.</p> <p>All streets in medium- and high-density residential neighbourhoods, mixed-use areas and commercial areas have sidewalks on each side that are at least 2.0 m wide.</p>	<p>Road cross sections are currently assumed in accordance with Town of Caledon's standard cross sections, which generally include 1.5 metre wide sidewalks.</p> <p>The Town of Caledon is in the process of adopting a Multimodal Transportation Master Plan, which provides revised road classification criteria and guidance on cross sections, generally including 2 metre wide sidewalks.</p> <p>Road cross sections will be confirmed at detailed design stage in consultation with Town staff.</p>		1	1
<p>27. A variety of street trees that are hardy, resilient, and low maintenance are planted at regular intervals (as specified by the municipality) adjacent to all streets.</p>	<p>A variety of street trees will be planted throughout the community in accordance with the requirements of the municipality. Street trees will comprise predominantly native species. Detailed streetscape drawings will be prepared that will illustrate the location and species compositions of street trees through the development review process.</p>		1	1
<p>28. All transit stations, major transit stations and major pedestrian routes have:</p> <ul style="list-style-type: none"> • weather protection • seating • waste baskets • lighting • route information • bicycle parking 	<p>Several Multi-use pathways are proposed within the Secondary Plan area. This includes a pathway along the NHS as well as pathways along Old School Road, Bramalea Road, Torbram Road, and Mayfield Road. Detailed design of these pedestrian pathways will be determined at a later stage.</p>		1	TBD
Cycling Amenities				

Standard	Demonstration of Standard	Document/Policy Reference	Potential Score	Actual score
<p>29. A connected and destination-oriented bikeway network is provided throughout the community, including a variety of on- and off-street bikeway facilities. These provide an appropriate degree of separation from motorized traffic, taking into account the speed and volume of traffic on the street. These on-street bikeway facilities must include:</p> <ul style="list-style-type: none"> • bicycle lanes • sharrows • signed routes • multi-use paths on the boulevard <p>Where there is a local Bicycle Plan, the bikeway network proposed in the Plan is implemented in the development area, and opportunities to enhance, or connect, the proposed bike- way network are identified.</p>	<p>Road cross sections are currently assumed in accordance with Town of Caledon's standard cross sections, which do not include cycling infrastructure.</p> <p>The Town of Caledon is in the process of adopting a Multimodal Transportation Master Plan, which provides revised road classification criteria and guidance on cross sections, generally including separated cycling facilities on collector roads.</p> <p>Road cross sections will be confirmed at detailed design stage in consultation with Town staff.</p> <p>The abovementioned Multimodal Transportation Master Plan includes a multi-use trail through the natural heritage system within the site and will be implemented accordingly through the detailed design.</p>		1	1
<p>30. 90% of the residential dwelling units are within 400m of a continuous and connected bike network.</p>	<p>Road cross sections are currently assumed in accordance with Town of Caledon's standard cross sections, which do not include cycling infrastructure.</p> <p>The Town of Caledon is in the process of adopting a Multimodal Transportation Master Plan, which provides revised road classification criteria and guidance on cross sections, generally including separated cycling facilities on collector roads. There is a proposed multi-purpose pathway network proposed that follows along Old School Road, Bramalea Road, Torbram Road, and Mayfield Road as well as going through the NHS. Cycling facilities on the collector roads would ensure the majority of dwellings are within 400m of bicycle facilities which would ultimately connect</p>		1	1

	to the broader cycling network identified in the Multimodal Transportation Master Plan. Road cross sections will be confirmed at detailed design stage in consultation with Town staff.			
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Lighting				
31. Residential and commercial streets in medium- to high-density neighbourhoods have pedestrian-scaled lighting and are limited to a height of 4.6m.	To be determined at the detailed design stage.		1	TBD

Standard	Demonstration of Standard	Document/Policy Reference	Potential Score	Actual score
32. Lighting and light standards in public outdoor areas, such as pedestrian walkways, plazas, parks, play lots and parking areas, relate to the pedestrian and are limited to a height of 4.6m.	To be determined at the detailed design stage.		1	TBD

Traffic Calming				
33. In greenfield development, or where new streets are introduced through infill (re)development, traffic calming is achieved by using any of, but not limited to, the following: <ul style="list-style-type: none"> • minimum traffic lane widths • minimum number of traffic lanes in the roadway • Pedestrian-priority streets, woonerfs or home-zones (i.e., the speed limit is under 15km/hr and vehicles must yield to pedestrians and cyclists) 	<p>Road cross sections are currently assumed in accordance with Town of Caledon's standard cross sections.</p> <p>The Town of Caledon is in the process of adopting a Multimodal Transportation Master Plan, which provides revised road classification criteria and guidance on cross sections, include lane widths.</p> <p>Road cross sections and traffic calming will be confirmed at detailed design stage in consultation with Town staff.</p>		3	3

34. Traffic calming elements are designed to increase comfort and safety for means of active transportation, so as not to unduly create hazards or obstacles for pedestrians or cyclists.

n/a

n/a

EFFICIENT PARKING

Standard	Demonstration of Standard	Document/Policy Reference	Potential Score	Actual score
<p>35. Provide reduced automobile parking ratios for:</p> <ul style="list-style-type: none"> • buildings and other facilities within 400m of a higher order transit stops; and, • apartments/condominiums offering car share parking spaces. 	<p>Reduced parking ratios for apartments has been provided.</p>	<p>Draft OPA prepared by Malone Given Parsons Ltd.</p>	<p>1</p>	<p>1</p>
<p>36. Efficient use of parking is promoted by identifying systems for sharing parking spaces by two or more user groups at different times of the day or week (e.g., weekday use by office staff and evening/weekend use by restaurant clientele).</p>	<p>Urban Corridors and Neighbourhood Centres will provide mixed use opportunities that could utilise shared parking spaces. This will be determined at later detailed design stage.</p>		<p>1</p>	<p>TBD</p>
<p>37. Provide unbundled parking for 50% of multi-family dwelling units within 400m of a higher-order transit stop.</p>	<p>Not applicable, not within 400m of a higher order transit stop.</p>	<p>N/A</p>	<p>2</p>	<p>n/a</p>
<p>38. 50% or more of residential dwelling units provide access to parking via rear alleys or laneways, with no parking in their front setbacks.</p>	<p>Less than 50% of the units provide access to parking via laneways.</p>		<p>2</p>	<p>0</p>
<p>39. For multi-storey residential dwelling units, institutional and employment uses, parking is located away from the street to the rear or to the side, or is located underground.</p>	<p>To be determined at the detailed design stage.</p>		<p>2</p>	<p>TBD</p>

Standard	Demonstration of Standard	Document/Policy Reference	Potential Score	Actual score
<p>40. Where surface parking is provided, it is designed to minimize negative aesthetic and environmental impacts. This can be achieved by incorporating the following into the parking lot design:</p> <ul style="list-style-type: none"> • pedestrian access, connectivity and circulation • tree planting • landscaping • stormwater management • porous/permeable surfaces • light-coloured materials in- stead of black asphalt 	<p>This will be determined through a future site plan stage.</p>		<p>2</p>	<p>TBD</p>

HEALTHY DEVELOPMENT ASSESSMENT SCORECARD

DENSITY

5/5

Density targets

Greenfield targets

(Tick correct box)

Urban Growth Centre targets

5/5

SERVICE PROXIMITY

11/18

Transit proximity

0/2

Major Transit Station Area targets

0/1

Safe & comfortable transit access

3/3

Proximity to neighbourhood public services

1/2

Proximity to elementary school

0.5/1

Proximity to secondary school

0.5/1

Proximity to park, square or natural space

2/2

Proximity to commercial retail

1/2

Convenience commercial in key locations

2/2

Proximity to employment or urban centre

2/2

LAND USE MIX

7.5/8

Employment Lands

2/2

Housing diversity

2/2

Special Housing

0.5/1

Live-Work units and other employment uses

2/2

Retail uses on ground floor

1/1

STREET CONNECTIVITY

3/10

Improved connectivity

--/1

Infill development

Greenfield

Development

Non-grid streets avoided

2/2

Reverse-frontage streets avoided

0/1

Small residential blocks

0/3

Frequent intersections

0/3

Active transportation connectivity

N/A

STREETSCAPE CHARACTERISTICS

9/12

Linear and nodal commercial development

2/2

Sidewalks

1/1

Street trees

1/1

Transit Station amenities

0/1

Connected bike network

1/1

Proximity to bike network

1/1

Lighting on residential/commercial streets

TBD/1

Public outdoor lighting

TBD/1

Traffic calming

3/3

Traffic calming enhances comfort and safety

N/A

EFFICIENT PARKING

1/8

Provide reduced parking ratios

1/1

Identify systems for shared parking spaces

TBD/1

Unbundled parking

--/2

Parking location (single-storey residential)

0/2

Parking location (other)

TBD/2

Above-ground parking design

TBD/2

TOTAL*:

35.5/61

GOLD:

80-100%

SILVER:

70-79%

BRONZE:

60-69%

PASS:

50-59%

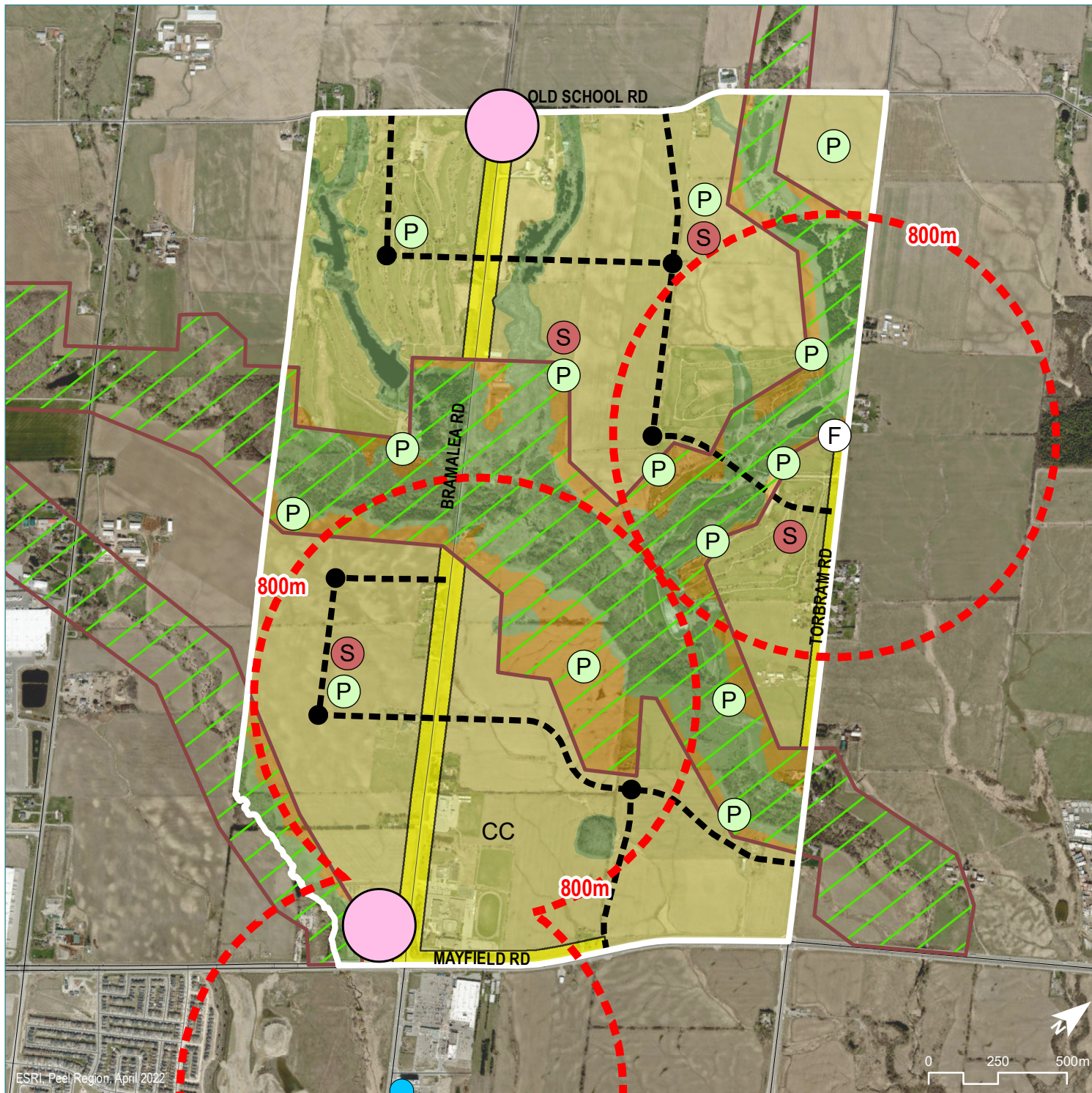
1/1

*Should certain standards not apply, the total score will be reduced accordingly

APPENDIX A: PUBLIC SERVICES

CATCHMENT AREA FOR THE MAYFIELD TULLAMORE LANDS

HEALTHY DEVELOPMENT ASSESSMENT



Catchment Area of Public Services (800m)

Existing Place of Worship

Greenbelt Plan - Protected Countryside

Land Use Designation

Neighbourhood Area

Natural Features and Areas

Open Space

Neighbourhood Centre

Proposed Fire Station

Conceptual Park Location

Conceptual School Location

Conceptual Community Centre

Roundabout

Conceptual Collector Road

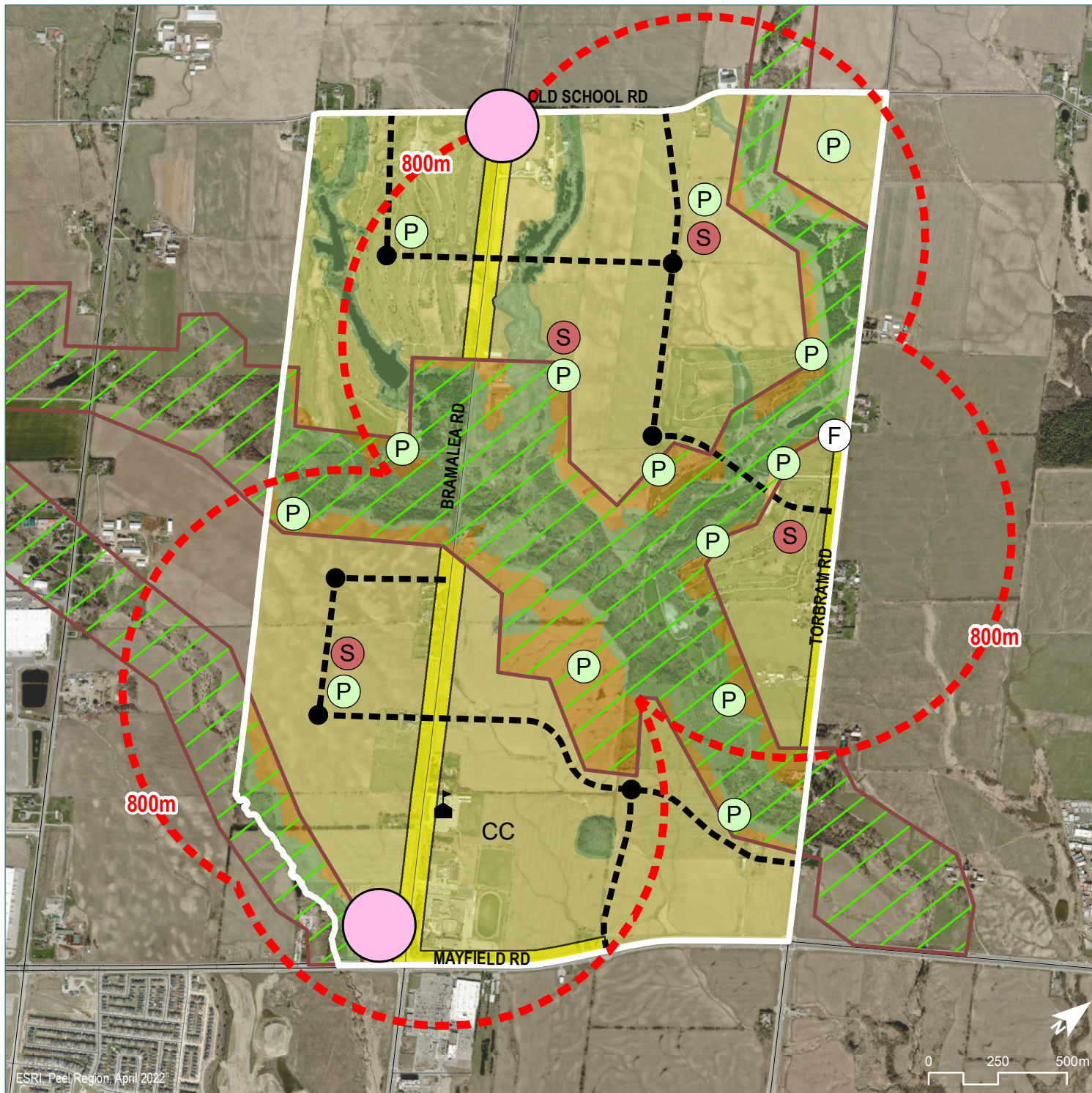
Urban Corridor



APPENDIX B: ELEMENTARY SCHOOLS

CATCHMENT AREA FOR THE MAYFIELD TULLAMORE LANDS

HEALTHY DEVELOPMENT ASSESSMENT



Catchment Area of Elementary School (800m)

Existing Elementary School

Greenbelt Plan - Protected Countryside

Land Use Designation

Neighbourhood Area

Natural Features and Areas

Open Space

Neighbourhood Centre

Proposed Fire Station

Conceptual Park Location

Conceptual School Location

CC Conceptual Community Centre

Roundabout

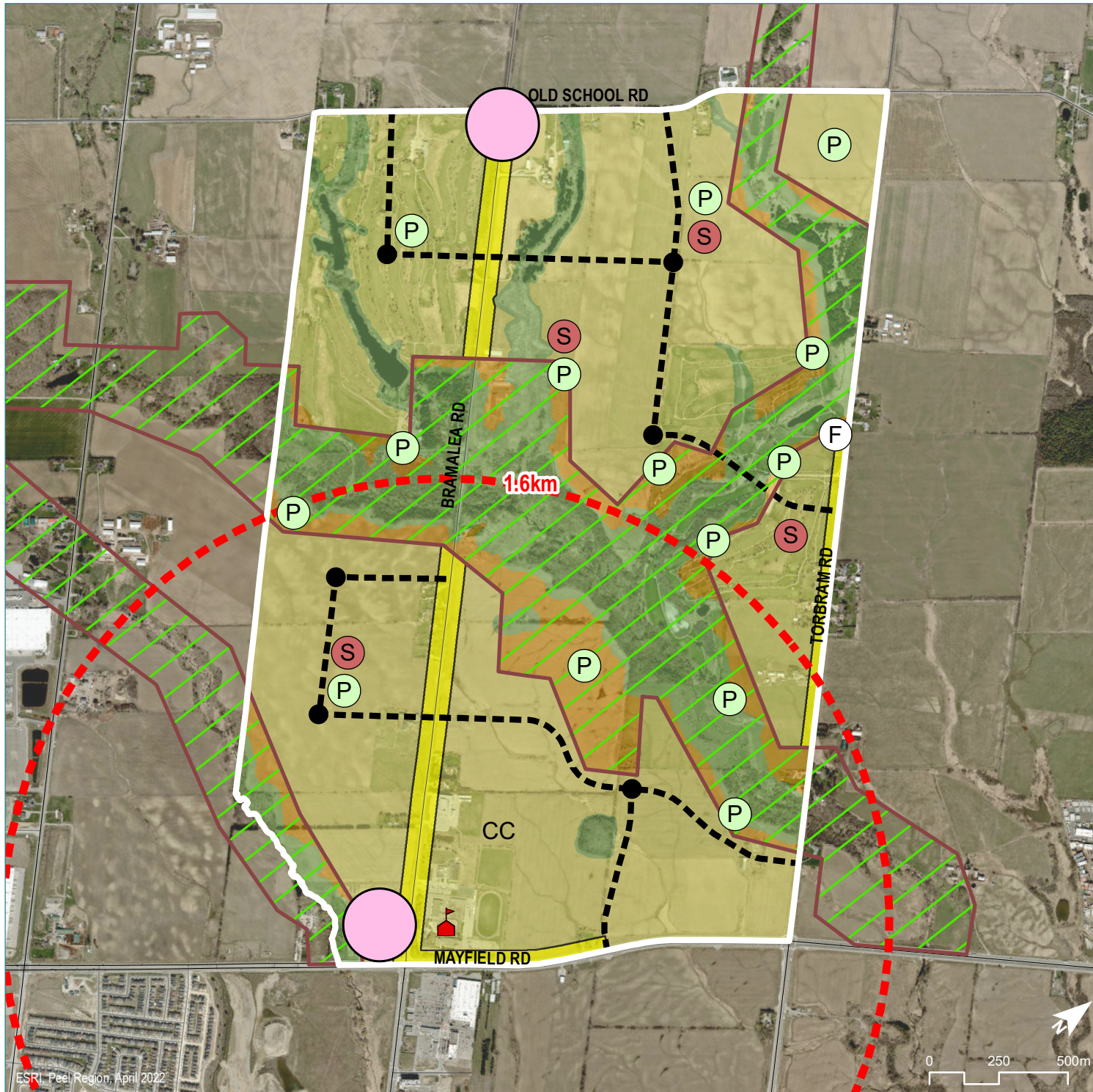
Conceptual Collector Road

Urban Corridor

APPENDIX C: SECONDARY SCHOOLS

CATCHMENT AREA FOR THE MAYFIELD TULLAMORE LANDS

HEALTHY DEVELOPMENT ASSESSMENT



Catchment Area of Secondary School (1.6km)

Existing Secondary School

Greenbelt Plan - Protected Countryside

Land Use Designation

Neighbourhood Area

Natural Features and Areas

Open Space

Neighbourhood Centre

Proposed Fire Station

Conceptual Park Location

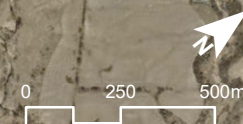
Conceptual School Location

Conceptual Community Centre

Roundabout

Conceptual Collector Road

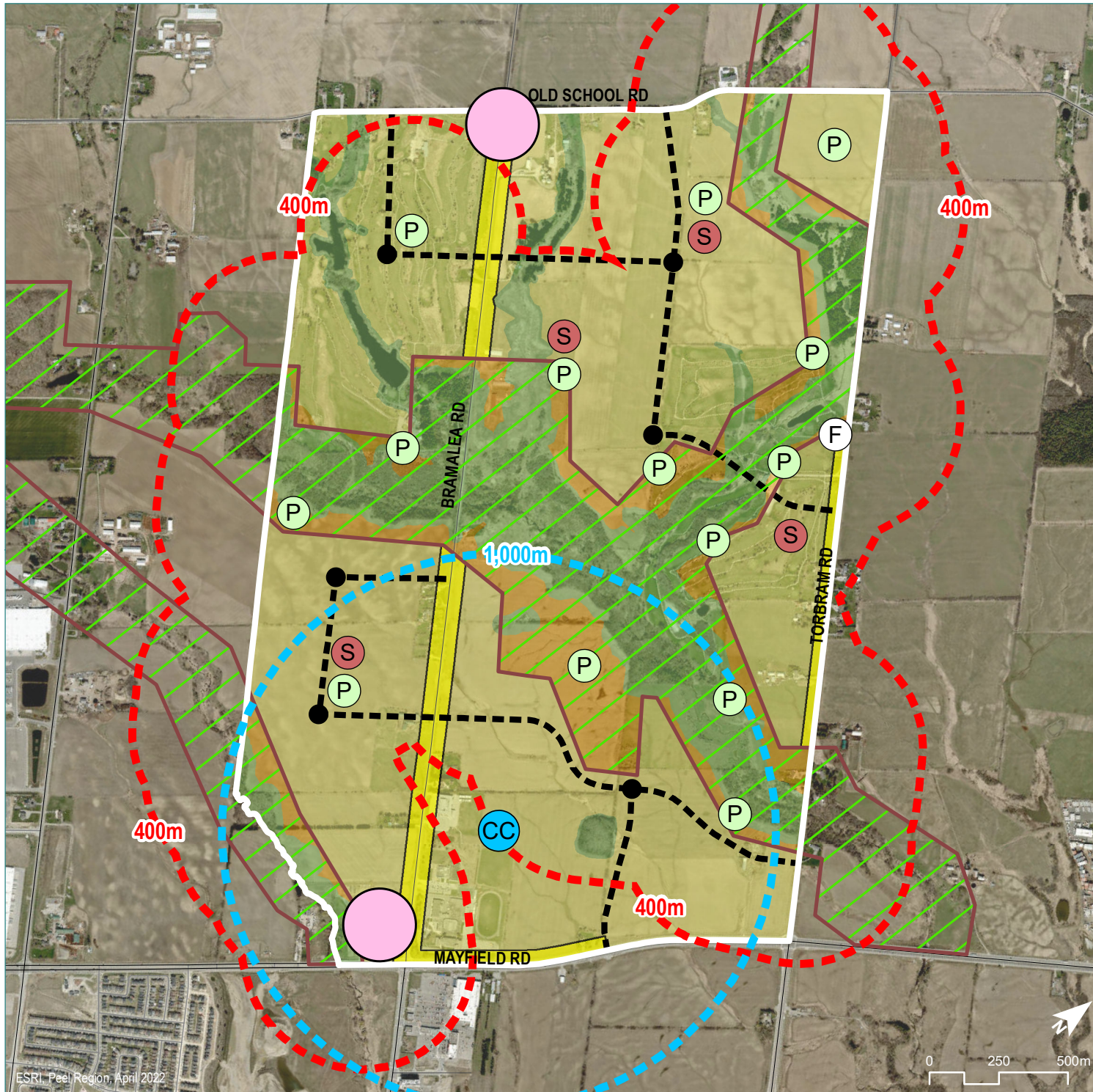
Urban Corridor



APPENDIX D: PARKS & OPEN SPACE

CATCHMENT AREA FOR THE MAYFIELD TULLAMORE LANDS

HEALTHY DEVELOPMENT ASSESSMENT



- Catchment Area of Parks & Open Space (400m)
- Catchment Area of Proposed Community Centre (1,000m)
- Greenbelt Plan - Protected Countryside

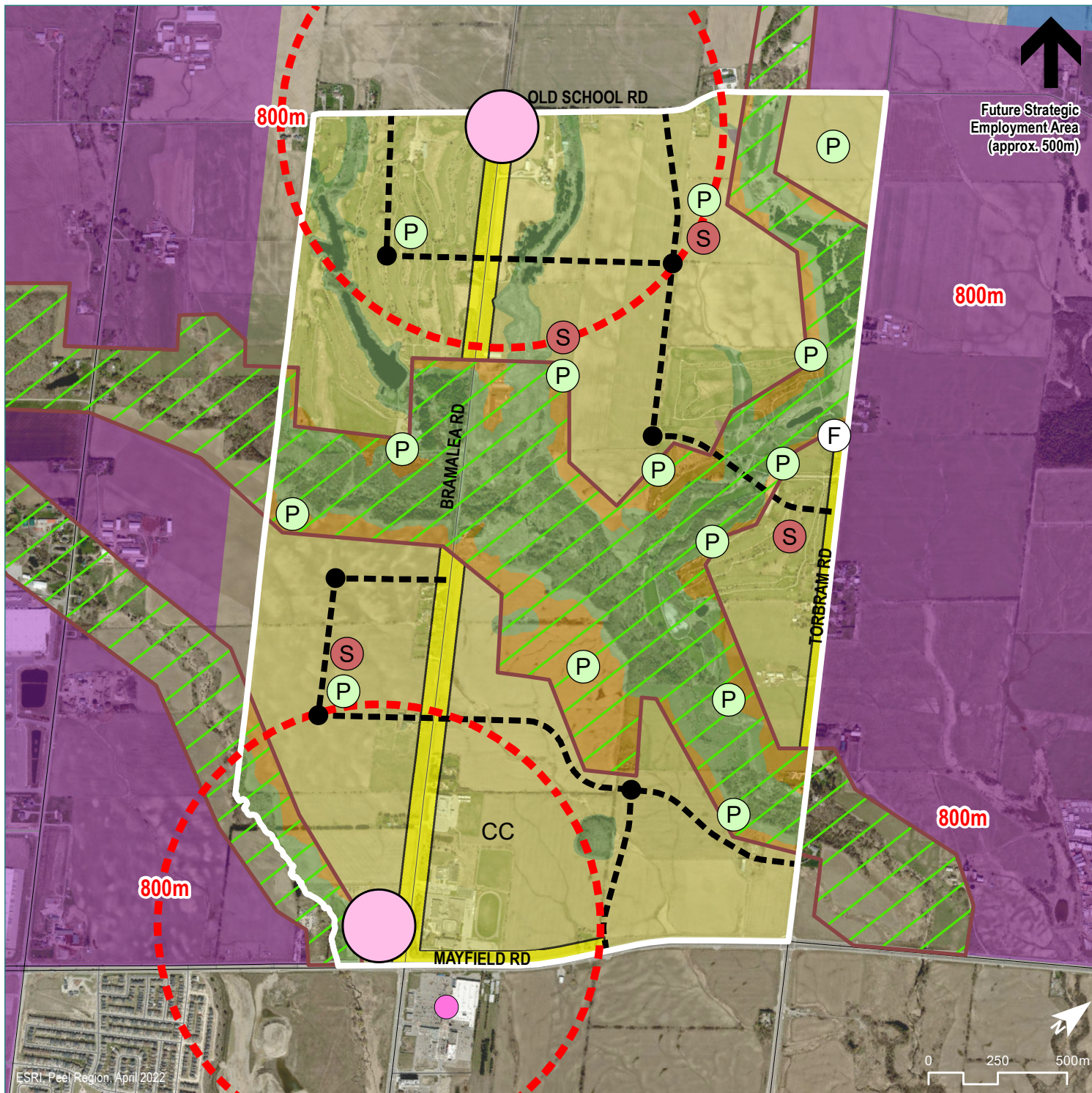
Land Use Designation

- Neighbourhood Area
- Natural Features and Areas
- Open Space
- Neighbourhood Centre
- Proposed Fire Station
- Conceptual Park Location
- Conceptual School Location
- Conceptual Community Centre
- Roundabout
- Conceptual Collector Road
- Urban Corridor

**APPENDIX E:
COMMERCIAL/EMPLOYMENT LAND**

**CATCHMENT AREA FOR THE
MAYFIELD TULLAMORE LANDS**

HEALTHY DEVELOPMENT ASSESSMENT



Catchment Area of Commercial Land Use (800m)

Existing Commercial

Peel Region Official Plan

Employment Area

Future Strategic Employment Area

Greenbelt Plan - Protected Countryside

Land Use Designation

Neighbourhood Area

Natural Features and Areas

Open Space

Neighbourhood Centre

Proposed Fire Station

Conceptual Park Location

Conceptual School Location

Conceptual Community Centre

Roundabout

Conceptual Collector Road

Urban Corridor