

February 02, 2021

REGION OF PEEL HEALTHY COMMUNITY ASSESSMENT (LARGE-SCALE)
MACVILLE (OPTION 3) COMMUNITY LANDS
TOWN OF CALEDON

NAK Design Strategies represents the Bolton Option 3 Landowners Group in connection with seeking the necessary approvals required to permit the development of Macville Community lands which propose residential, commercial, mixed uses, community uses and related servicing and infrastructure. Following the Regional Official Plan Amendment 30 (ROPA 30) which was recently approved by LPAT, and in concert with the ongoing Regional MCR process which will succeed in bringing all of the Macville Community lands into the Bolton Rural Service Centre, a local Official Plan Amendment is required to assign urban land use designations to all of the Macville Community lands.

The Healthy Development Assessment (HDA) has been prepared in support of the local Official Plan process to create the Macville Community Secondary Plan for the subject lands. The Secondary Plan will facilitate the development of these lands for residential and mixed-use development with related complimentary uses, such as open spaces, parks, trails, commercial uses, the Caledon GO Station, a proposed Environmental Policy Area (EPA) and stormwater management facilities.

In accordance with Region of Peel requirements, the HDA will serve as a tool for the Region to assess the contribution of development applications to the health promoting potential of communities. The Region's *User Guide for a Healthy Development Assessment* has been reviewed in preparation of the HDA, which defines a healthy and complete community as a *compact, pedestrian-friendly, and transit-supportive; contains a mix of uses that support daily living; and enables physical activity through active transportation*. The Bolton Option 3 Landowners Group sincerely appreciates the Region's initiatives for achieving healthier communities. As indicated in the completed HDA herein, Macville Community strives to promote these goals and therefore meets and exceeds the Region's objectives for a healthy development.

Sincerely,



Kathy Kadziela
NAK Design Strategies

cc: John Richard – NAK Design Strategies

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): 14275 The Gore Road and 0000 Humber Station Road

Applicant

Authorized Agent: Aaron Wisson Telephone: 416-991-5988 E-mail: aaron@argoland.com
Applicant: Bolton Opt 3 Landowners Group

Proposal Description

Gross Floor Area: 449.38 acres Number of Storeys: 1-12 Number of Units: 6871

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

Bolton Option 3 (Macville) is a 449.38ac greenfield development site planned to comprise of residential and mixed-uses. The primary focus of the proposed plan is the integration of a commuter train station (GO Transit) at the east limit of the site with supporting mixed-use (commercial, office) and low-medium density residential.

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				
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 5.5.4.2.1 and 5.5.4.2.2. Where the local municipality has established higher density targets, these higher targets will apply.	The development plans to achieve 103.3 people and jobs combined per hectare which is more than the minimum overall density target of 42 people and jobs combined per hectare by 2031 as prescribed by the Regional OP in policy 5.5.4.2.2 for Town of Caledon.	Macville Secondary Plan: Land Use Plan	5	5
2. All development in Designated <i>Urban Growth Centres</i> in the Region of Peel (i.e., Downtown Brampton and Mississauga City Centre) achieves a minimum overall density target of 200 people and jobs per hectare. Where the local municipality has established higher density targets, these higher targets will apply.	N/A - The site is not in a designated Urban Growth Centre.	N/A		

Standard	Demonstration of Standard	Document/Policy Reference	Potential Score	Actual score
SERVICE PROXIMITY				
Transit				
3. At least 50% of the development's proposed dwelling units are situated within 200m of a planned or existing transit stop.	There are currently no existing transit stops in and immediately around the development. The development currently benefits from good transit coverage, with nearly all dwelling units within 200m of future public transit routes, and approximately 75% of the total proposed units within 800m of the future Caledon GO Station.	Urban Design Guideline - Fig 10 Macville 800m MTSA Area Statistics	2	2
4. Areas within 400m of a <i>Higher Order Transit</i> stop are developed to meet <i>Major Transit Station Area</i> density targets.	Areas within 400m of the future Caledon GO Station (Higher Order Transit stop) will be developed to include mixed-use and medium density residential to meet Major Transit Station Area density targets. Areas within 800m of the Major Transit Station Area will further provide 149.1 people and jobs per hectare.	Macville 800m MTSA Area Statistics	1	1
5. Access to transit from the proposed development is safe, attractive and direct for pedestrians.	The street hierarchy, locations & block design within Macville were determined based on design principles for transit-oriented communities that enable pedestrians, cyclists and transit riders to have appropriate means to make direct & safe connections throughout the community.	Urban Design Guideline-Community Transportation Network	n/a	
Neighbourhood Community and Retail Services				
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: <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 	More than 75% of units will be located within 800m of at least 3 existing/planned public services with the proposed community parks, performance and/or cultural spaces, recreational centre, childcare facility etc. all of which have been strategically placed throughout the development.	Appendix A: 800m Public Services Catchment Area for Macville Community	2	2
7. 100% of the proposed dwelling units are within 800m of an existing or planned	80% of the proposed units are within 800m of a planned elementary school.	Appendix B: 800m Elementary...	1	0

Standard	Demonstration of Standard	Document/Policy Reference	Potential Score	Actual score
elementary school.				
8. 100% of the proposed dwelling units are within 1.6km of an existing or planned secondary school.	100% of the proposed units are within 1.6km of a planned secondary school.	Appendix B: 800m Elementary & 1.6km Secondary School...	1	1
9. At least 90% of the proposed dwelling units are situated within 400m of a playing field, park, square or natural open space.	100% of the proposed units are situated within less than 400m of parks and open spaces, including over 26.7 acres of park space located on site.	Appendix C: 400m Open Space Catchment Area for Macville Community	2	2
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.	100% of the proposed units will be located within 800m of approximately 100,000 sq. ft of Commercial Mixed-Use Block, 19,000 sq. ft of Ground Floor Commercial within the community hub area, 4,000 sq. ft of Commercial associate with the GO Station lands, and 1,500 sq. ft of Ground Floor Commercial at the West Gateway Park - all of which are intended to comprise of a mix of uses, including grocery stores, pharmacy, cafes, shops, restaurants, dry cleaners and hair salons.	Appendix D: 800m Personal Services / Commercial Retail Catchment Area for Macville Community	2	2
11. <i>Convenience commercial</i> uses are present in key locations, including <i>greyfield areas</i> , <i>intensification areas</i> and <i>corridors</i> and <i>greenfield areas</i> .	Yes, approximately 123,000 sq. feet of convenience commercial uses will be present in key locations of the development including the King Street Corridor, with potential of converting the Greyfield uses on Humber Station Road in support of the Major Transit Station Area.	Framework Plan: Land Use & Unit Summary + Appendix D: 800m Personal Services / Commercial...	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.	Yes, the development is 3km from the Bolton Downtown (urban centre) and less than 1km from the Provincially Significant Employment Zone located 1km to the south, extending beyond Mayfield Road into Brampton.	Appendix D: 800m Personal Services / Commercial Retail Catchment Area for Macville Community	2	2
LAND USE MIX				
13. <i>Employment lands</i> include small scale amenity retail and services, are serviced by transit and have infrastructure which encourages pedestrian and cyclist movement.	Yes, the proposed employment lands will include mixed uses that can accommodate small scale amenity retail and services which will also be serviced by a future transit route along Humber Station Road and King Street.	Urban Design Guideline - Fig. 27	2	2
14. In combination, the following housing type groups make up	(See following page)	(See following page)	2	2

Standard	Demonstration of Standard	Document/Policy Reference	Potential Score	Actual score
at least 50% of the total units: <ul style="list-style-type: none"> townhouses and multiplex apartment buildings 	Yes, 82% of units are a mix of townhouse, multiplex and apartment buildings.	Framework Plan: Land Use and Unit Summary		
15. The proposed development includes special housing types, such as senior's housing, long term care facilities and supportive or affordable housing.	Yes, the proposed zoning and urban design has allowed for the creation of long-term care facilities, senior's housing and affordable housing that can be accommodated based on market needs.	Framework Plan: Land Use and Unit Summary	1	1
16. <i>Live-work units</i> and other employment-related uses compatible with residential uses are included in the proposed development.	Yes, the proposed development will provide new residential units with a mix of housing types and tenures, that are compatible with employment-related uses and include: townhouses with commercial at grade, condominium apartments in mid-rise and tall buildings, and rental housing options.	Framework Plan: Land Use and Unit Summary	2	2
17. Retail uses on the ground floor are provided in multi-unit and mixed-use buildings.	Yes, the commercial at-grade program has been strategically planned to be located within multi-unit and mixed-use buildings within key neighbourhood locations.	Appendix D: 800m Personal Services / Commercial Retail Catchment Area for Macville Community	1	1
STREET CONNECTIVITY				
18. Infill development increases opportunities for street and pedestrian linkages and connectivity.	N/A	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> to provide choice to pedestrians and cyclists; and make clear connections to existing routes and facilities. 	Yes, the development proposes a multi-modal loop that connects the entire community to the community hub area with an attractive, high quality streetscape and built form design. The extensive street network and path system further support pedestrian, cycling, transit and vehicular connections for convenient circulation in the development and throughout the GTA and increase in physical activity, active transportation and social connectivity.	Urban Design Guideline - Figure 14	1	1
20. Cul-de-sacs, crescent streets and loop roads are not utilized unless they are located near significant infrastructure,	The only cul-de-sacs and crescent streets present in the development are located out of necessity when in close proximity to the proposed environmental policy area.	Urban Design Guideline - Figure 14	2	2

Standard	Demonstration of Standard	Document/Policy Reference	Potential Score	Actual score
including highways and railways, or near natural features.				
21. Reverse frontage streets are not utilized.	No reverse frontage streets have been utilized in the development.	Framework Plan: Land Use and Unit Summary	1	1
22. Residential blocks in the proposed development do not exceed 80x180m in size.	Residential blocks range in sizes of 120m - 200m, with a considerably more porous and fine-grained block structure, and block sizes averaging 115m - 135m placed closer to the community hub area.	Framework Plan: Land Use and Unit Summary	3	1
23. Intersections are frequent (75/sq.km), with street blocks decreasing in size as density increases.	The development proposes 140 intersections (excluding laneways) on a 1.8 sq.km site, a density of 77.78/sq.km with the street blocks decreasing in size as density increases.	Framework Plan: Land Use and Unit Summary	3	3
24. Sidewalks, bike lanes and multi-use paths connect to street networks, community amenities and transportation nodes.	Yes, the pedestrian network comprises of a series of sidewalks, bike lanes, paths and pedestrian connections, supported by easy access to open spaces and parks. Further, an expanded cycling network will provide safe cycling paths to home, work and recreation spaces within and outside of the community.	Urban Design Guideline - Figure 7: Macville Transportation Network	n/a	
STREETSCAPE CHARACTERISTICS				
Pedestrian Amenities				
25. Neighbourhood public and retail services are located linearly along major roads to promote a main street environment, and are focused within community and mixed use nodes.	Yes, neighbourhood public and retail services are proposed to be located linearly along major roads such as the Humber Station Road and within The Avenue and The Hub mixed-use districts to incite movement into the development and promote a main street environment.	Urban Design Guideline - Sec 3.6.4	2	2
26. All streets in low-density residential areas have sidewalks on each side that are at least 1.5m wide. All streets in medium- and high-density residential neighbourhoods, mixed-use areas and commercial areas	Streets in low-density residential areas are proposed to have 1.5m wide sidewalks. Sidewalks will also be incorporated into the design of all public and condominium sized streets, supported by street lighting, vegetation, and pedestrian scaled furniture. Pedestrian sidewalks (ranging from 1.5m to 1.8m in width) will be provided on both sides of the road on roads classified as Major and Minor Collected Roads, when possible.	Urban Design Guideline - Sec 4.2	1	1

Standard	Demonstration of Standard	Document/Policy Reference	Potential Score	Actual score
have sidewalks on each side that are at least 2 m wide.				
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.	Yes, the development proposes to create a positive net contribution to local biodiversity and sustainable agriculture by planting to attract pollinators with a diversity of trees and native/adaptive species, maintaining tree canopy and re-using large caliber trees, where viable.	Urban Design Guideline - Sec 3.2	1	1
28. All transit stations, major transit stations and major pedestrian routes have: <ul style="list-style-type: none"> • weather protection • seating • waste baskets • lighting • route information • bicycle parking 	To encouraging cycling throughout Macville and beyond, as a viable alternative to vehicular connections and as a means of adopting a healthier lifestyle, all transit stations, major transit stations and major pedestrian routes may offer weather protection, seating, waste baskets, appropriate lighting, route information (where appropriate) and bicycle parking.	Urban Design Guideline - Sec 7.0	1	1
Cycling Amenities				
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: <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</p>	<p>A key component of achieving continuous connections through Macville is linking the community to the existing regional trail system along Humber Station to the south, and to the trails within the Greenbelt Lands at the north and east edges of the community.</p> <p>The multi-modal station area will be linked to the multi-modal loop road which will support a flexible approach to active transportation. Encouraging walking, jogging, cycling, roller blading, etc., residents and visitors will have the opportunity to use the multi-modal loop for recreation, fitness in addition to daily transportation needs.</p>	Urban Design Guideline - Sec 5.0	1	1

Standard	Demonstration of Standard	Document/Policy Reference	Potential Score	Actual score
proposed in the Plan is implemented in the development area, and opportunities to enhance, or connect, the proposed bikeway network are identified.				
30. 90% of the residential dwelling units are within 400m of a continuous and connected bike network.	Yes, 100% of units will be within 400m of a bike network that connects to multiple pedestrian routes and trails located throughout the site.	Urban Design Guideline - Sec 5.4	1	1
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.	The intent is to provide a safe level of pedestrian scaled lighting that is appropriate to the residential and commercial streets in medium and mixed use density neighbourhoods, and which may be limited to a height of 4.6m.	N/A	1	1
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.	The intent is to maintain lighting and light standards in public outdoor areas (including parks, pedestrian walkways etc.) which respond to a pedestrian scale and which may be limited to a height of 4.6m.	N/A	1	1
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 	The development uses multiple traffic calming measures, including: minimum traffic lane widths which will create a more urban condition, fine-grain street network that provides multiple routes for diffusing traffic volume, enhanced paving or painting will be provided for active transportation crossings at key signalized intersections, combination of appropriately scaled buildings with grade level design to allow for an animated streetscape, 'woonerf' inspired shared streets that will frame key development spaces and provide a safe, comfortable and inviting pedestrian focused environment, alternative transportation options that include integrated public transit to alleviate the use of single occupant vehicles (SOV), and designated cycling routes on streets with low volumes and speeds that have been optimized for bicycle travel.	Urban Design Guideline - Sec 3.0 - 4.0	3	3

Standard	Demonstration of Standard	Document/Policy Reference	Potential Score	Actual score
(i.e., the speed limit is under 15km/hr and vehicles must yield to pedestrians and cyclists)				
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.	The traffic calming elements applied within the development have been designed to prioritize comfort and safety of pedestrians and promote active transportation without creating unnecessary hazards or obstacles. This was achieved by strategic ROW design that avoids the use of bollards, unnecessary curbs, sidewalk obstructions and limited accessibility in and around the pedestrian, cyclist and vehicular network.	N/A	n/a	
EFFICIENT PARKING				
35. Provide reduced automobile parking ratios for: <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. 	The proposed parking requirements will be appropriate for a mixed-use community and support transit-oriented development. Transportation demand management measures such as maximum parking standards, shared parking, enhanced bicycle parking, and carpool / car share priority parking will complement the characteristics of transit-oriented mixed-use community, support the increased use of non-automobile travel and reduce the need for car ownership.	Urban Design Guideline - Sec 3.0 - 4.0	1	1
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).	Reducing the parking supply requirement would recognize the potential for higher transit, walk and active transportation use in the area, and is in line with the sustainability objectives of the Town. In addition, it would recognize a trend to a more urban lifestyle and minimize the cost of expensive underground parking for residents who do not actually want or need it, while making the most efficient shared use of the parking capacity that is provided, including on-street parking for visitors to the site.	Urban Design Guideline - Sec 3.0 - 4.0	1	1
37. Provide unbundled parking for 50% of multi-family dwelling units within 400m of a higher-order transit stop.	Plans for multi-family dwelling units within 400m of the Major Transit Station Area (GO Station) will be encouraged to provide unbundled parking, allowing home purchasers to only pay for the amount of parking they require.	Framework Plan: Land Use and Unit Summary	2	2
38. 50% or more of residential dwelling units provide access to parking via rear alleys or laneways, with no parking in their front setbacks.	Approximately 70% of residential dwelling units will provide access to parking via laneways or in underground locations, with on-street parking spaces being proposed, where feasible, along the streets in mixed-use and medium-density areas.	Urban Design Guideline - Sec 6.3.7 and Sec 6.8	2	2

Standard	Demonstration of Standard	Document/Policy Reference	Potential Score	Actual score
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.	Parking for multi-storey residential dwelling units, institutional and employment uses within the developments will be located underground or away from the street and immediate public view.	Urban Design Guideline - Sec 6.3.7-6.3.8 and Sec 6.8	2	2
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: <ul style="list-style-type: none"> • pedestrian access, connectivity and circulation • tree planting • landscaping • stormwater management • porous/permeable surfaces • light-coloured materials instead of black asphalt 	Where surface parking is provided within the development, it will be designed to minimize negative streetscape aesthetics and environmental impacts by incorporating ample landscaping, stormwater management, porous/permeable surfaces, light-coloured materials in lieu of black asphalt (where feasible) and priority given to pedestrian experience at street level.	Urban Design Guideline - Sec 6.3.7-6.3.8 and Sec 6.8	2	2

HEALTHY DEVELOPMENT ASSESSMENT SCORECARD

DENSITY

Density targets

- (Tick correct box) ☒ Greenfield targets
☐ Urban Growth Centre targets

SERVICE PROXIMITY

Transit proximity

Major Transit Station Area targets

Safe & comfortable transit access

Proximity to neighbourhood public services

Proximity to elementary school

Proximity to secondary school

Proximity to park, square or natural space

Proximity to commercial retail

Convenience commercial in key locations

Proximity to employment or urban centre

LAND USE MIX

Employment Lands

Housing diversity

Special Housing

Live-Work units and other employment uses

Retail uses on ground floor

STREET CONNECTIVITY

Improved connectivity

- ☐ Infill development
☒ Greenfield development

Non-grid streets avoided

Reverse-frontage streets avoided

Small residential blocks

Frequent intersections

Active transportation connectivity

5 / 5

5 / 5

14 / 15

2 / 2

1 / 1

N/A

2 / 2

0 / 1

1 / 1

2 / 2

2 / 2

2 / 2

2 / 2

8 / 8

2 / 2

2 / 2

1 / 1

2 / 2

1 / 1

8 / 10

1 / 1

2 / 2

1 / 1

1 / 3

3 / 3

N/A

STREETSCAPE CHARACTERISTICS

Linear and nodal commercial development

Sidewalks

Street trees

Transit Station amenities

Connected bike network

Proximity to bike network

Lighting on residential/commercial streets

Public outdoor lighting

Traffic calming

Traffic calming enhances comfort and safety

EFFICIENT PARKING

Provide reduced parking ratios

Identify systems for shared parking spaces

Unbundled parking

Parking location (single-storey residential)

Parking location (other)

Above-ground parking design

TOTAL*:

GOLD:

SILVER:

BRONZE:

PASS:

12 / 12

2 / 2

1 / 1

1 / 1

1 / 1

1 / 1

1 / 1

1 / 1

1 / 1

3 / 3

N/A

10 / 10

1 / 1

1 / 1

2 / 2

2 / 2

2 / 2

2 / 2

57 / 60

80-100%

70-79%

60-69%

50-59%

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

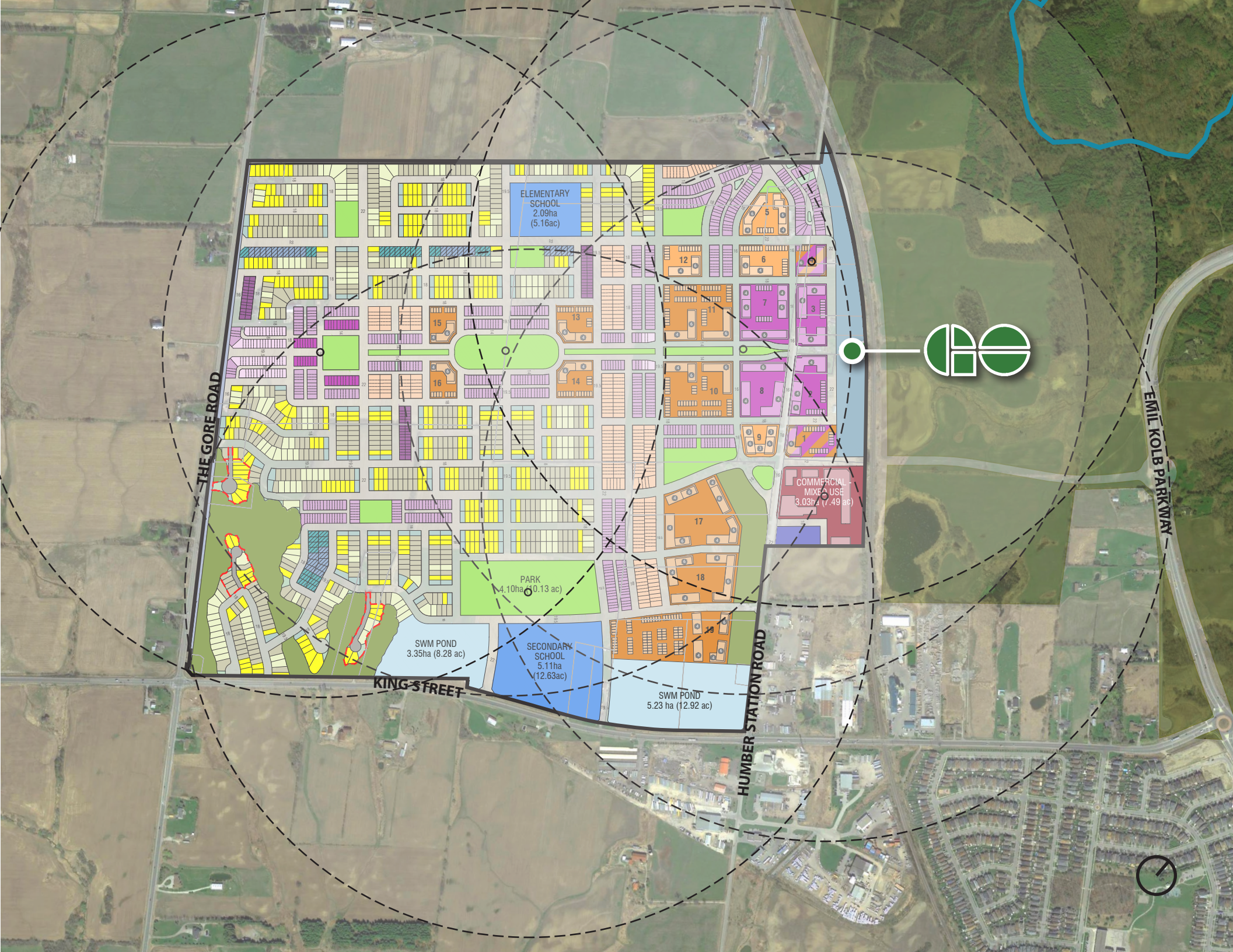
HEALTHY DEVELOPMENT
ASSESSMENT

APPENDIX A:

800m PUBLIC SERVICES
CATCHMENT AREA FOR
MACVILLE COMMUNITY

LEGEND:

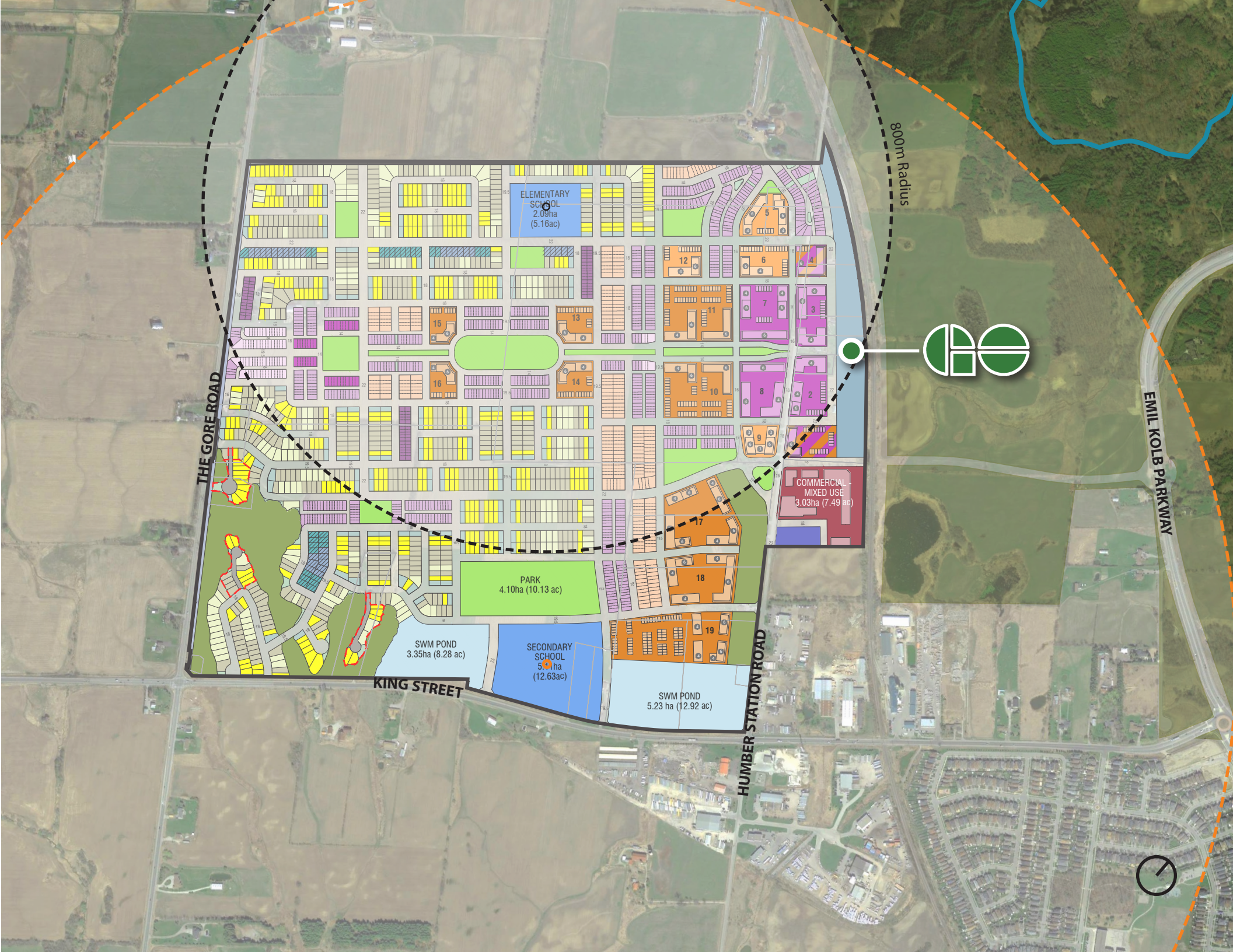
- SITE BOUNDARY
- 800 METRE RADIUS
- COMMERCIAL/ MIXED-USE
- MIXED-USE RESIDENTIAL
- FLEX DENSITY RESIDENTIAL / MIXED USE
- COMMUNITY PARK
- GREENBELT LANDS
- HUMBER RIVER



HEALTHY DEVELOPMENT
ASSESSMENT

APPENDIX B:
800m ELEMENTARY &
1.6km SECONDARY SCHOOL
CATCHMENT AREA FOR
MACVILLE COMMUNITY

- LEGEND:
- SITE BOUNDARY
 - 800 METRE RADIUS
 - 1.6K METRE RADIUS
 - INSTITUTIONAL
 - GREENBELT LANDS
 - HUMBER RIVER










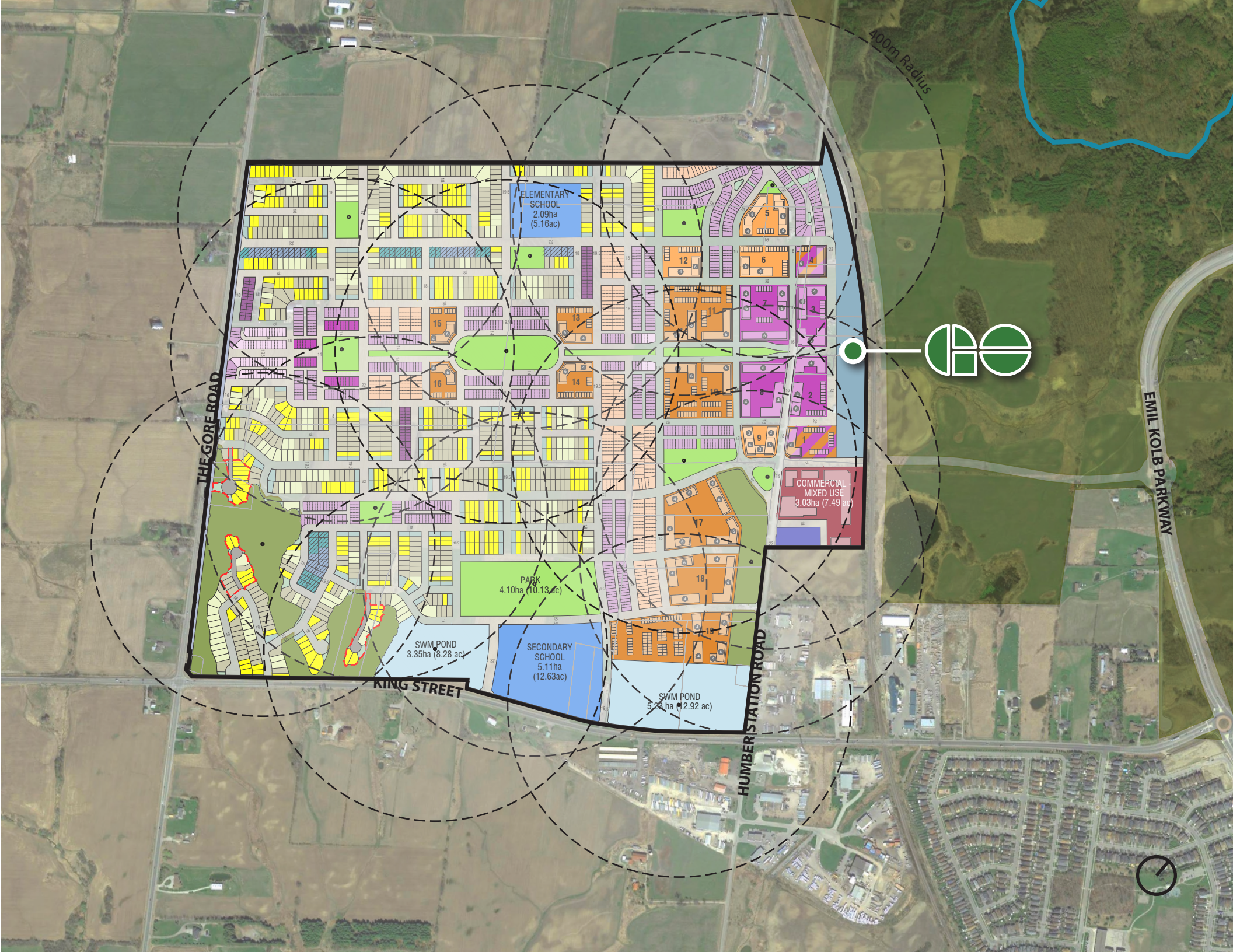
HEALTHY DEVELOPMENT
ASSESSMENT

APPENDIX C:

400m OPEN SPACE
CATCHMENT AREA FOR
MACVILLE COMMUNITY

LEGEND:

-  SITE BOUNDARY
-  400 METRE RADIUS
-  PROPOSED ENVIRONMENTAL POLICY AREA (EPA)
-  PARK
-  STORMWATER MANAGEMENT POND
-  GREENBELT LANDS
-  HUMBER RIVER



HEALTHY DEVELOPMENT
ASSESSMENT

APPENDIX D:
800m PERSONAL
SERVICES / COMMERCIAL
RETAIL CATCHMENT AREA
FOR MACVILLE COMMUNITY

- LEGEND:
- SITE BOUNDARY
 - 800 METRE RADIUS
 - COMMERCIAL/MIXED-USE
 - MIXED-USE RESIDENTIAL WITH
COMMERCIAL AT GRADE
 - FLEX DENSITY RESIDENTIAL /
MIXED USE
 - GO STATION AND PARKING
 - EMPLOYMENT
 - GREENBELT LANDS
 - HUMBER RIVER

