APPENDIX C

Subdivision Review, Cross-Sections and On-Street Parking Plan

Note:

- The proposed ROW widths of 20m for urban local and collector road is 26m falls in line with Table 1 of theTown of Halton Hills Subdivision Manual.
- The horizontal curve radius requirement per the Town of Hallton Hillls Design Standards is a minimum of 160m along collector roads and 80m along local road. This criteria is satisfied for collector roads but not for some local roads like Street F,G,H, I with radius of 60m. It is still deemed acceptable as all other design elements are stasfied for these roads.
- The cul-de-sac design requirements per the Town of Halton Hills standard drawing 408 is a minimum transition radius of 11m along the curbline and minimum ROW radius of 19m, which are exceeded by the proposed design which is deemed acceptable.
- All roadway bends are proposed with a centreline radius of 10m or higher. According to OBC's fire route requirement,centreline radius should be not less than12m. This criteria is not satisfied but can be accommodated within the pavement width as shown in Street M.

G:\Projects\2024\100160 - Fieldgate - Russel Farms\Transportation\03 Analysis\03 Site Review & Circulation\20250114

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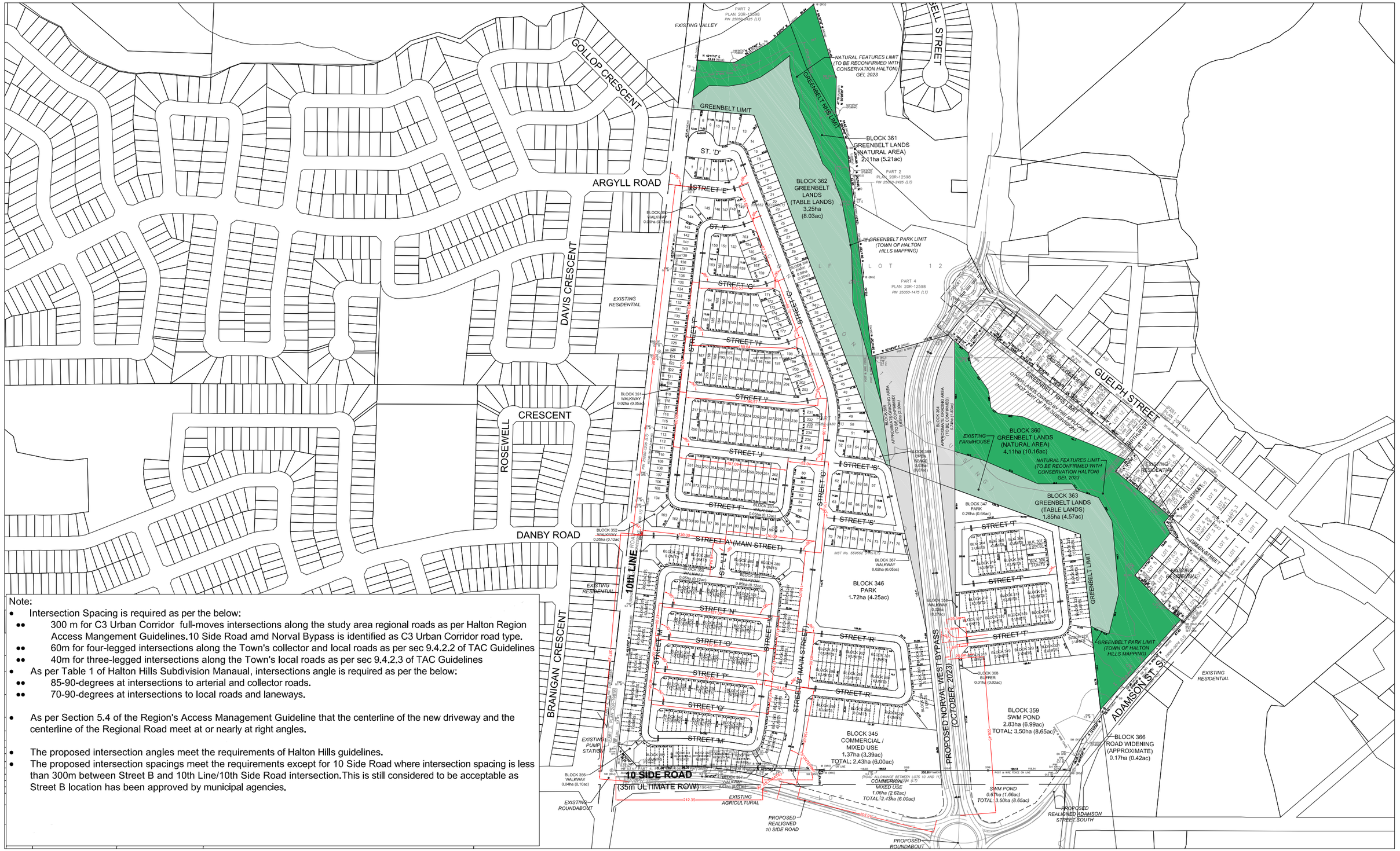
FIELDGATE GEORGETOWN -RUSSELL FARMS SUBDIVISION
TRAFFIC IMPACT STUDY
ROW, HORIZONTAL CURVE RADIUS, ROAD BEND & CUL-DE-SAC DESIGN

SCALE 1:5000

DRAWING No. 1

DATE MARCH 2025



Note:

- Intersection Spacing is required as per the below:
  - 300 m for C3 Urban Corridor full-moves intersections along the study area regional roads as per Halton Region Access Mangement Guidelines.10 Side Road amd Norval Bypass is identified as C3 Urban Corridor road type.
  - 60m for four-legged intersections along the Town's collector and local roads as per sec 9.4.2.2 of TAC Guidelines
  - 40m for three-legged intersections along the Town's local roads as per sec 9.4.2.3 of TAC Guidelines
- As per Table 1 of Halton Hills Subdivision Manaual, intersections angle is required as per the below:
  - 85-90-degrees at intersections to arterial and collector roads.
  - 70-90-degrees at intersections to local roads and laneways.

- As per Section 5.4 of the Region's Access Management Guideline that the centerline of the new driveway and the centerline of the Regional Road meet at or nearly at right angles.

- The proposed intersection angles meet the requirements of Halton Hills guidelines.
- The proposed intersection spacings meet the requirements except for 10 Side Road where intersection spacing is less than 300m between Street B and 10th Line/10th Side Road intersection.This is still considered to be acceptable as Street B location has been approved by municipal agencies.

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FIELDGATE GEORGETOWN -RUSSELL FARMS SUBDIVISION
TRAFFIC IMPACT STUDY
INTERSECTION SPACING & ANGLE

SCALE 1:5000

DRAWING No. 2

DATE MARCH 2025

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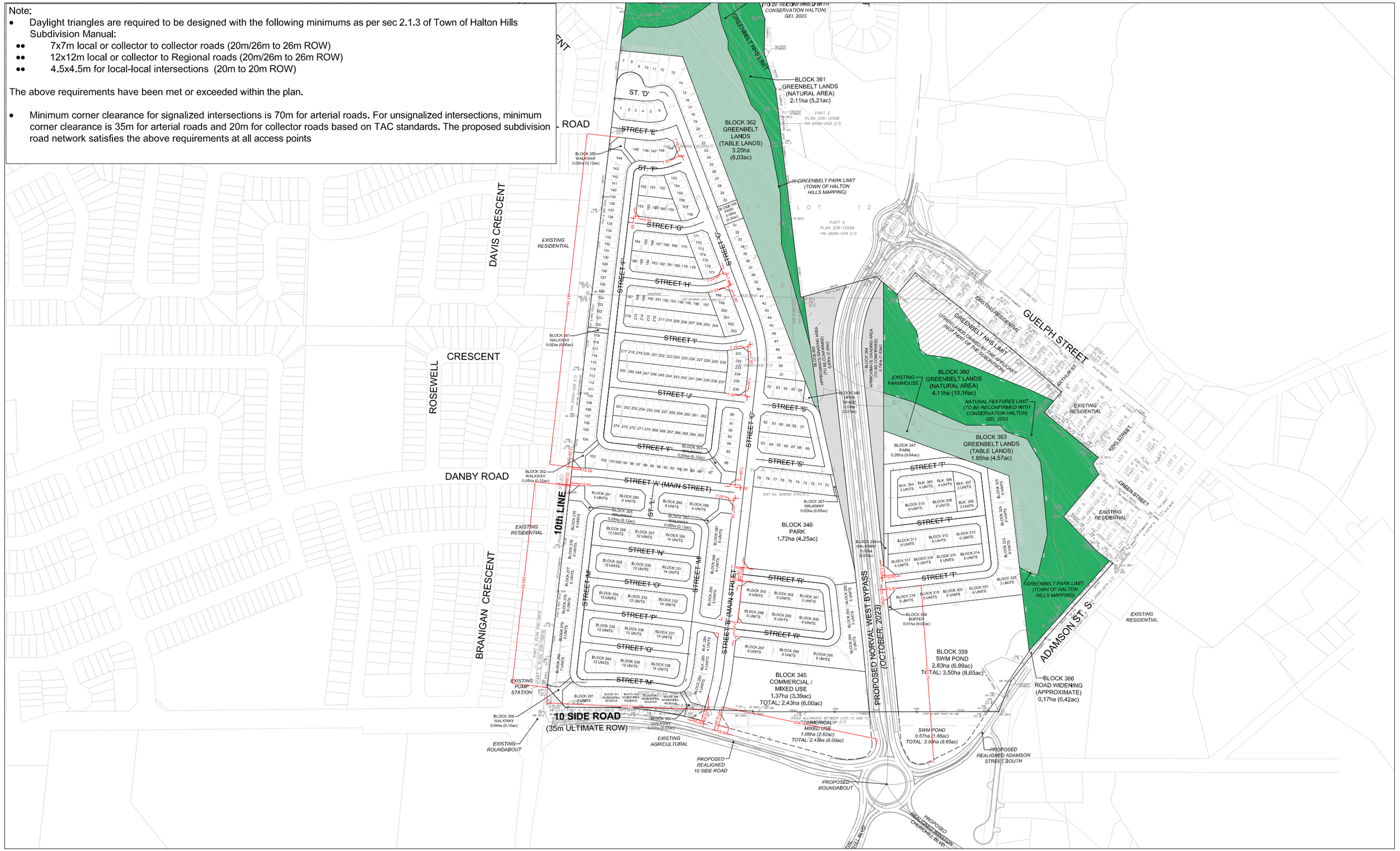
Note:

- Daylight triangles are required to be designed with the following minimums as per sec 2.1.3 of Town of Halton Hills Subdivision Manual:
  - 7x7m local or collector to collector roads (20m/26m to 26m ROW)
  - 12x12m local or collector to Regional roads (20m/26m to 26m ROW)
  - 4.5x4.5m for local-local intersections (20m to 20m ROW)

The above requirements have been met or exceeded within the plan.

- Minimum corner clearance for signalized intersections is 70m for arterial roads. For unsignalized intersections, minimum corner clearance is 35m for arterial roads and 20m for collector roads based on TAC standards. The proposed subdivision road network satisfies the above requirements at all access points



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FIELDGATE GEORGETOWN -RUSSELL FARMS SUBDIVISION
TRAFFIC IMPACT STUDY
DAYLIGHT TRIANGLES/ROUNDING

SCALE 1:5000

DRAWING No. 3

DATE MARCH 2025

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ARGYLL ROAD

DAVIS CRESCENT

ROSEWELL CRESCENT

DANBY ROAD

BRANIGAN CRESCENT

10th LINE

10 SIDE ROAD
(35m ULTIMATE ROW)

GUELPH STREET

ADAMSON ST. S.

KING STREET

ARTHUR ST.

GREEN STREET

PROPOSED NORVAL WEST BYPASS
(OCTOBER, 2022)

STREET 'A' (MAIN STREET)

STREET 'B' (MAIN STREET)

STREET 'C'

STREET 'D'

STREET 'E'

STREET 'F'

STREET 'G'

STREET 'H'

STREET 'I'

STREET 'J'

STREET 'K'

STREET 'L'

STREET 'M'

STREET 'N'

STREET 'O'

STREET 'P'

STREET 'Q'

STREET 'R'

STREET 'S'

STREET 'T'

BLOCK 346
PARK
1.72ha (4.25ac)

BLOCK 345
COMMERCIAL /
MIXED USE
1.37ha (3.39ac)
TOTAL: 2.43ha (6.00ac)

BLOCK 359
SWM POND
2.83ha (6.99ac)
TOTAL: 3.50ha (8.65ac)

BLOCK 360
GREENBELT LANDS
(NATURAL AREA)
4.11ha (10.16ac)

BLOCK 361
GREENBELT LANDS
(NATURAL AREA)
2.11ha (5.21ac)

BLOCK 362
GREENBELT
LANDS
(TABLE LANDS)
3.25ha
(8.03ac)

BLOCK 363
GREENBELT LANDS
(TABLE LANDS)
1.85ha (4.57ac)

BLOCK 347
PARK
0.26ha (0.64ac)

BLOCK 348
OPEN
SPACE
0.03ha
(0.07ac)

BLOCK 349
OPEN
SPACE
0.03ha
(0.07ac)

BLOCK 350
WALKWAY
0.05ha (0.12ac)

BLOCK 351
WALKWAY
0.02ha (0.05ac)

BLOCK 352
WALKWAY
0.05ha (0.12ac)

BLOCK 353
WALKWAY
0.03ha (0.07ac)

BLOCK 354
WALKWAY
0.05ha (0.12ac)

BLOCK 355
WALKWAY
0.03ha (0.07ac)

BLOCK 356
WALKWAY
0.04ha (0.10ac)

BLOCK 357
WALKWAY
0.02ha (0.05ac)

BLOCK 358
WALKWAY
0.01ha
(0.03ac)

BLOCK 364
APPROXIMATE GRADING AREA
(TO BE CONFIRMED)
0.74ha (1.83ac)

BLOCK 365
APPROXIMATE GRADING AREA
(TO BE CONFIRMED)
0.36ha (0.89ac)

BLOCK 366
ROAD WIDENING
(APPROXIMATE)
0.17ha (0.42ac)

BLOCK 367
WALKWAY
0.02ha (0.05ac)

BLOCK 368
BUFFER
0.01ha (0.02ac)

EXISTING RESIDENTIAL

EXISTING FARMHOUSE

EXISTING PUMP STATION

EXISTING ROUNDABOUT

EXISTING AGRICULTURAL

EXISTING RESIDENTIAL

GREENBELT NHS LIMIT

GREENBELT PARK LIMIT
(TOWN OF HALTON
HILLS MAPPING)

NATURAL FEATURES LIMIT
(TO BE RECONFIRMED WITH
CONSERVATION HALTON)
GEI, 2023

OTHER LANDS OWNED BY THE APPLICANT
(NOT PART OF THE SUBDIVISION)

COMMERICAL /
MIXED USE
1.06ha (2.62ac)
TOTAL: 2.43ha (6.00ac)

SWM POND
0.67ha (1.66ac)
TOTAL: 3.50ha (8.65ac)

PROPOSED
REALIGNED
10 SIDE ROAD

PROPOSED
ROUNDABOUT

PROPOSED
REALIGNED ADAMSON
STREET SOUTH

PROPOSED
REALIGNED WESTON
CHURCHILL BLVD

11.50

0.80 8.40

HSU

meters	
Width	: 2.60
Track	: 2.60
Lock to Lock Time	: 6.0
Steering Angle	: 40.0

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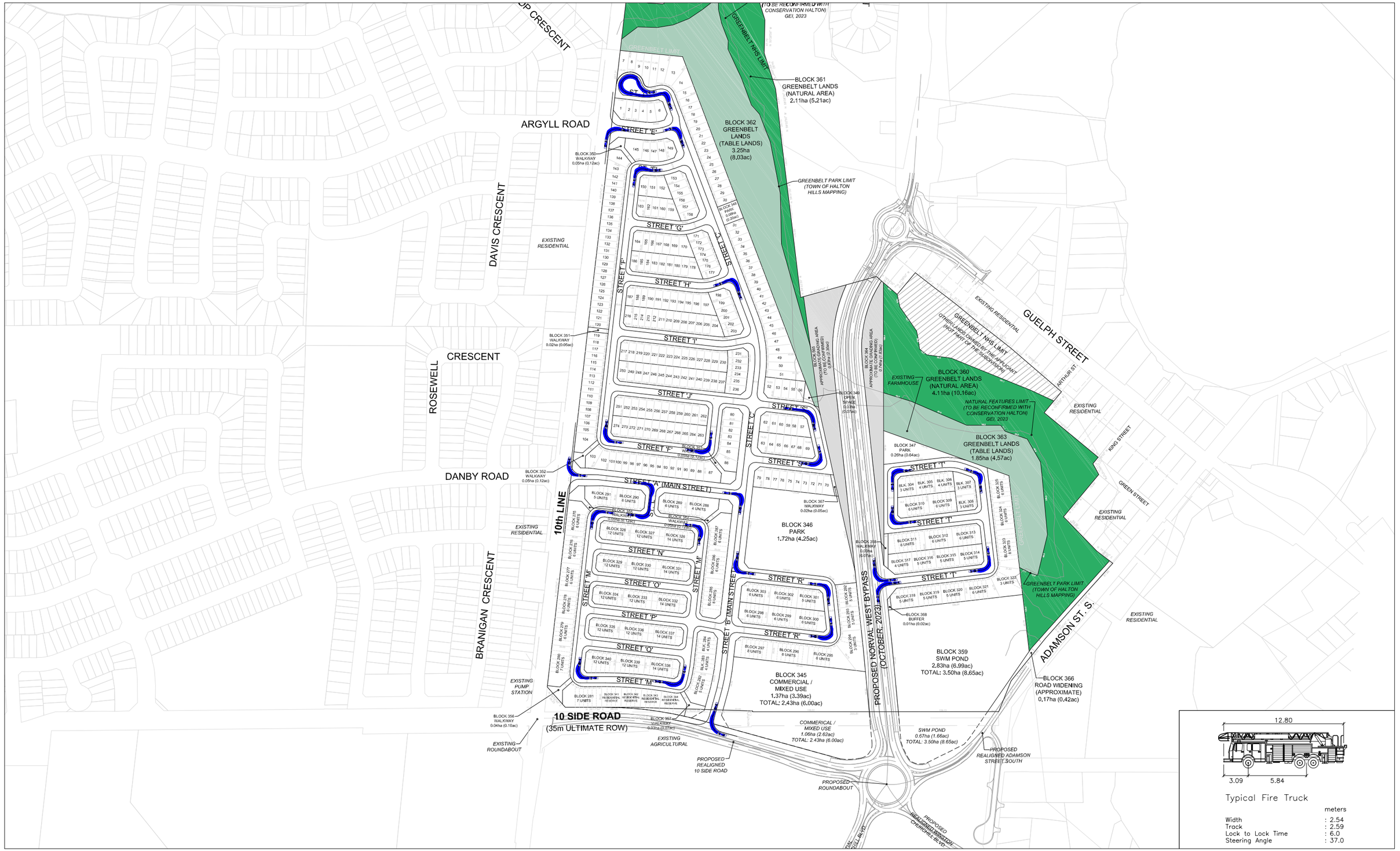
FIELDGATE GEORGETOWN -RUSSELL FARMS SUBDIVISION
TRAFFIC IMPACT STUDY
HEAVY SINGLE-UNIT (HSU) VEHICLE MANEUVER

SCALE 1:5000

DRAWING No. 1

DATE MARCH 2025



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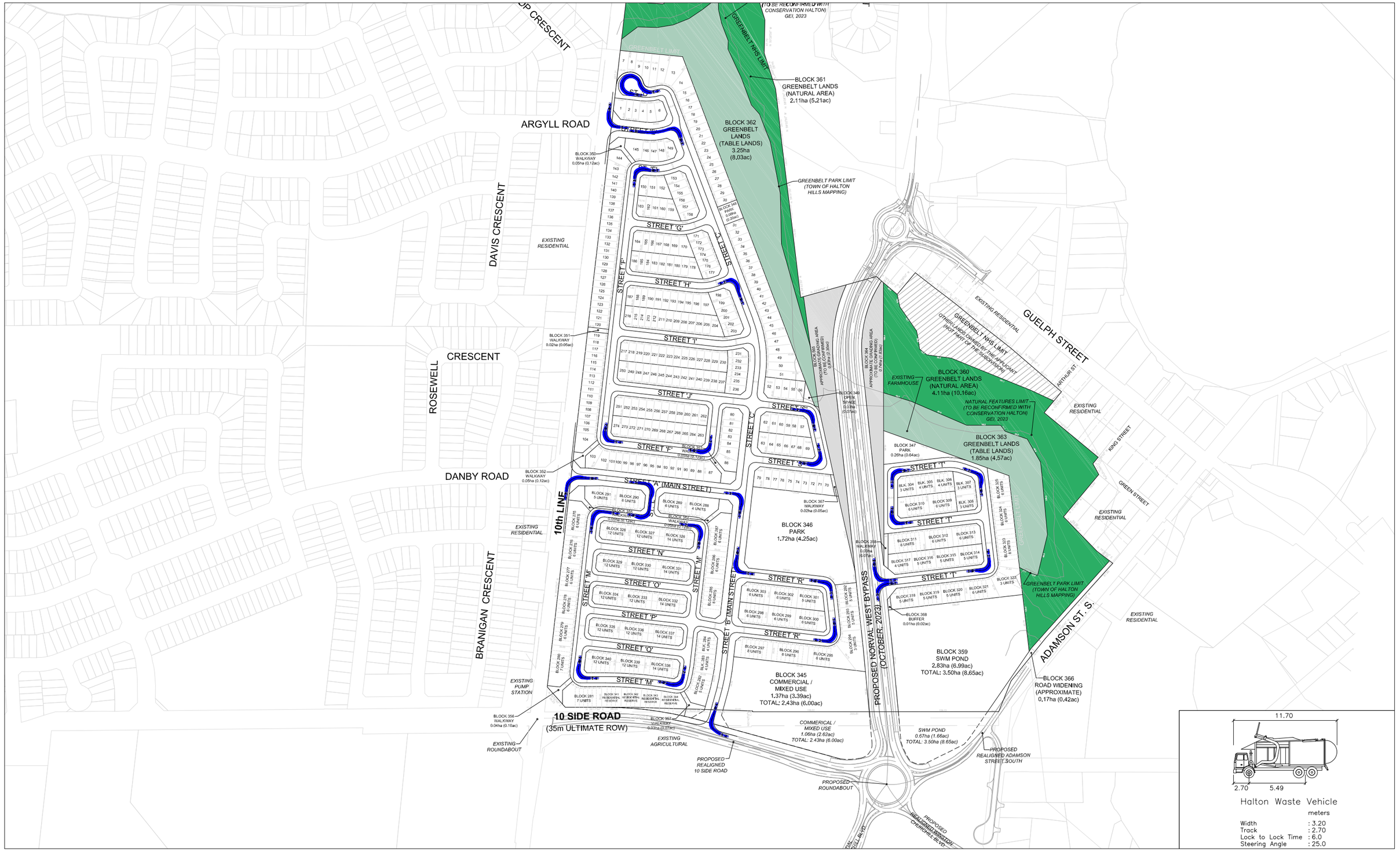
FIELDGATE GEORGETOWN -RUSSELL FARMS SUBDIVISION
TRAFFIC IMPACT STUDY
EMERGENCY FIRE VEHICLE MANEUVER

SCALE 1:5000

DRAWING No. 2

DATE MARCH 2025



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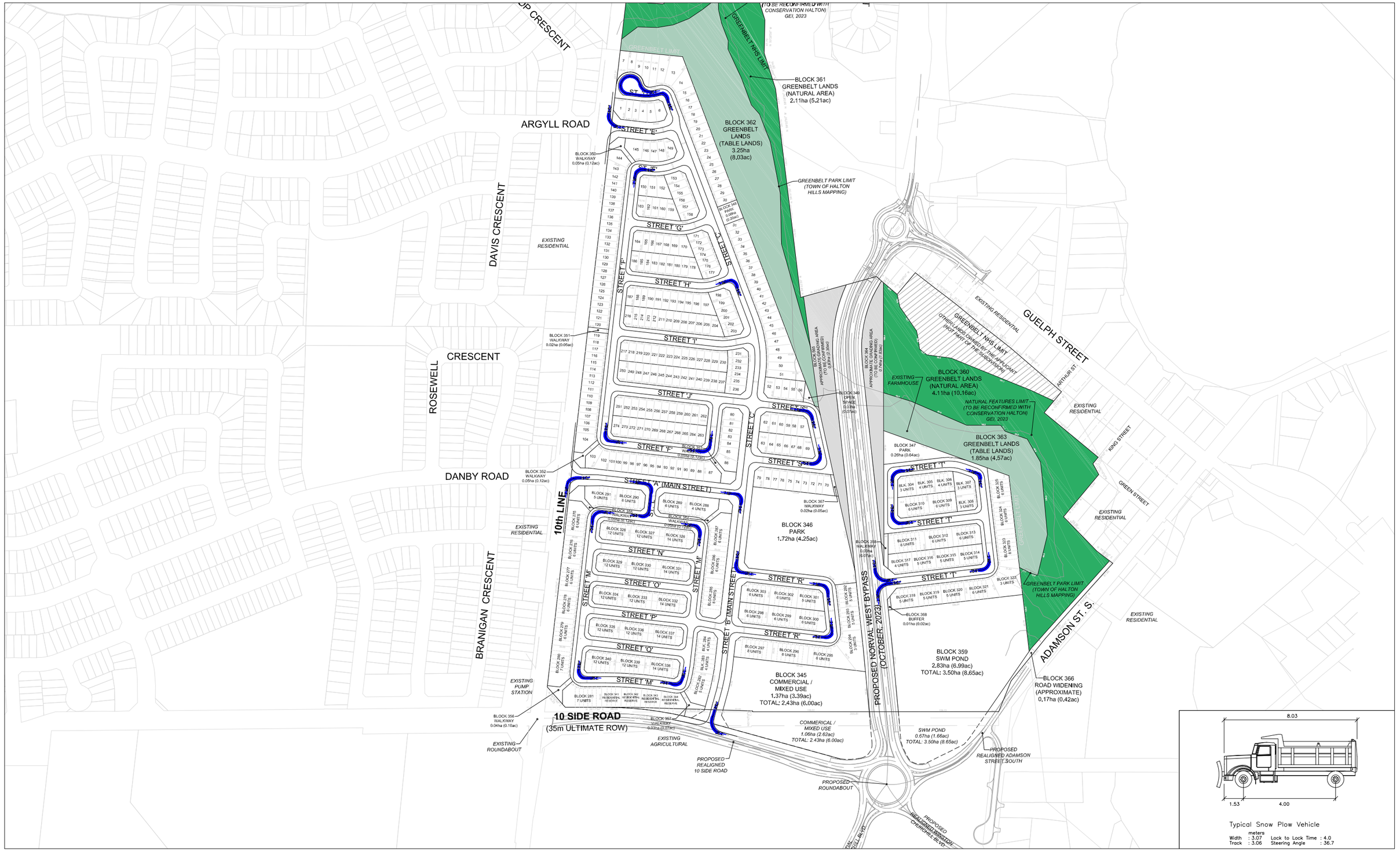
FIELDGATE GEORGETOWN -RUSSELL FARMS SUBDIVISION
TRAFFIC IMPACT STUDY
HALTON WASTE VEHICLE MANEUVER

SCALE 1:5000

DRAWING No. 3

DATE MARCH 2025



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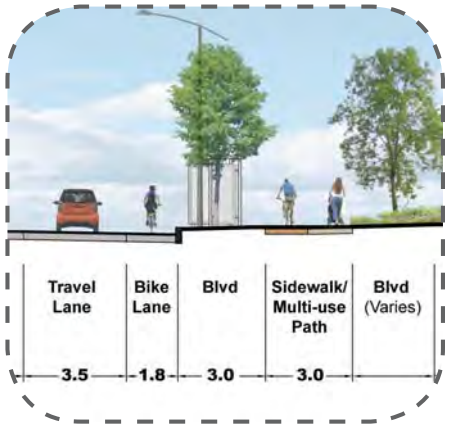
FIELDGATE GEORGETOWN -RUSSELL FARMS SUBDIVISION
TRAFFIC IMPACT STUDY
SNOW PLOW VEHICLE MANEUVER

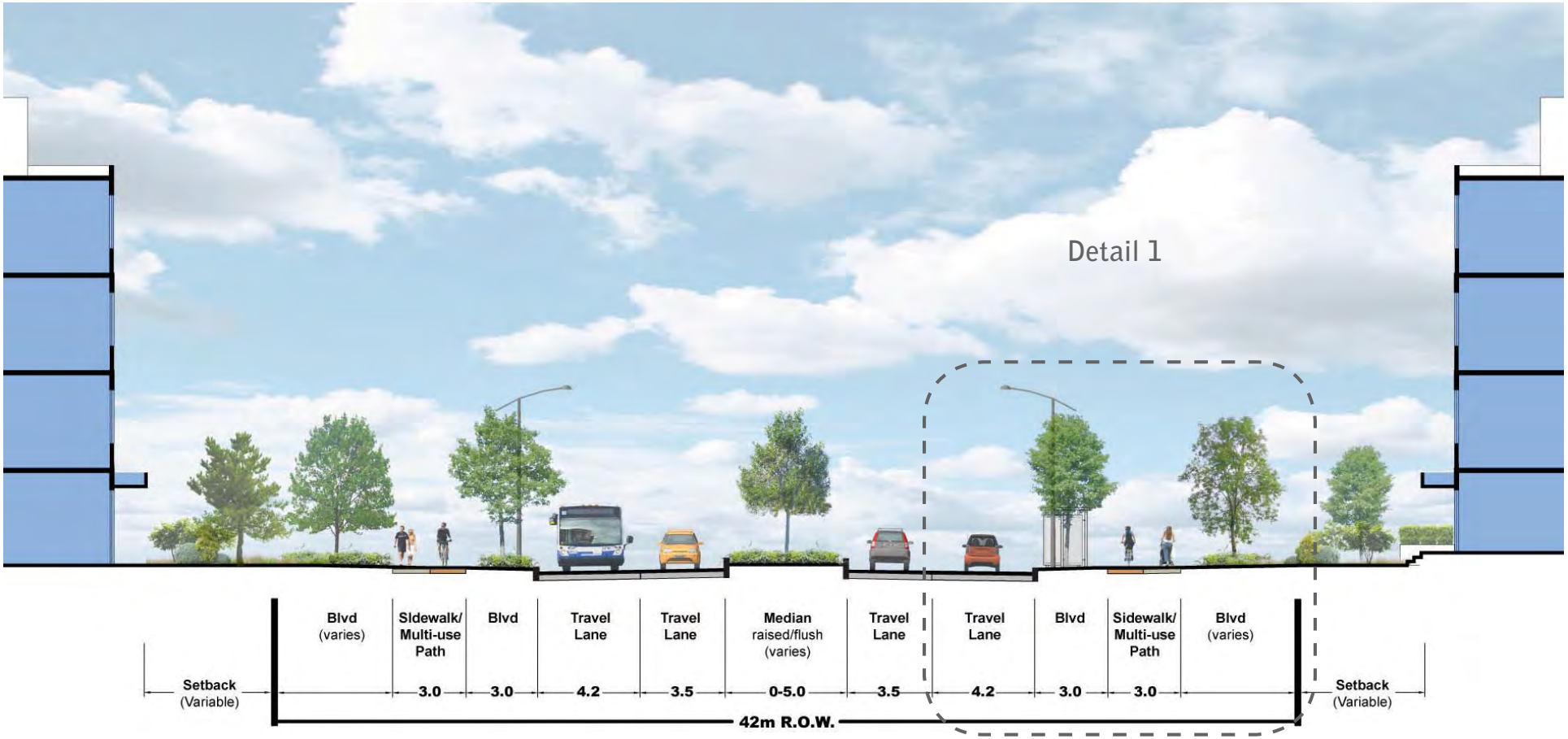
SCALE 1:5000

DRAWING No. 4

DATE MARCH 2025

C(3) Urban


Detail 2
Travel Lane
Bike Lane
Blvd
Sidewalk/ Multi-use Path
Blvd (Varies)
3.5
1.8
3.0
3.0


Detail 1
Setback (Variable)
Blvd (varies)
Sidewalk/ Multi-use Path
Blvd
Travel Lane
Travel Lane
Median raised/flush (varies)
Travel Lane
Travel Lane
Blvd
Sidewalk/ Multi-use Path
Blvd (varies)
Setback (Variable)
3.0
3.0
4.2
3.5
0-5.0
3.5
4.2
3.0
3.0
42m R.O.W.

Road Design

To supplement existing Town road design standards and guidelines, the following principles are provided with regards to the proposed collector road roads within the study area. In line with the planned cycling facilities proposed for the existing Danby Road and Argyll Road, the extensions of these roadways, noted as Road A, B, and C are recommended to maintain a similar cross-section. Danby Road west of 10 Line is noted to have a 23m Right-of-Way and is shown in Figure 8-1. Road C is shown to match the cross-section of Argyll Road west of 10 Line, with a 26m Right-of-Way and is shown in Figure 8-2. Note that cycling facilities have been added per the ATMP, and are subject to further review for the full corridor. Road B is a continuation of Road C and matches the cross-section of Road C and is shown in Figure 8-4. A proposed layout of cycling facilities for the internal road network is shown in Figure 8-4.

Figure 8-1: Proposed Road A Cross-Section

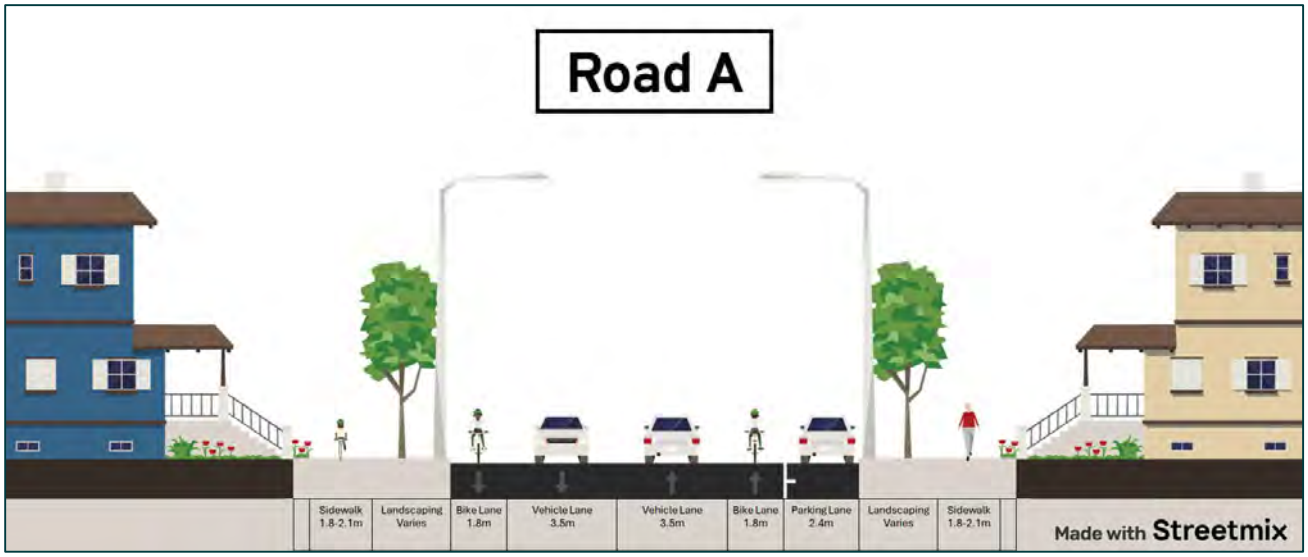


Figure 8-2: Proposed Road B Cross-Section

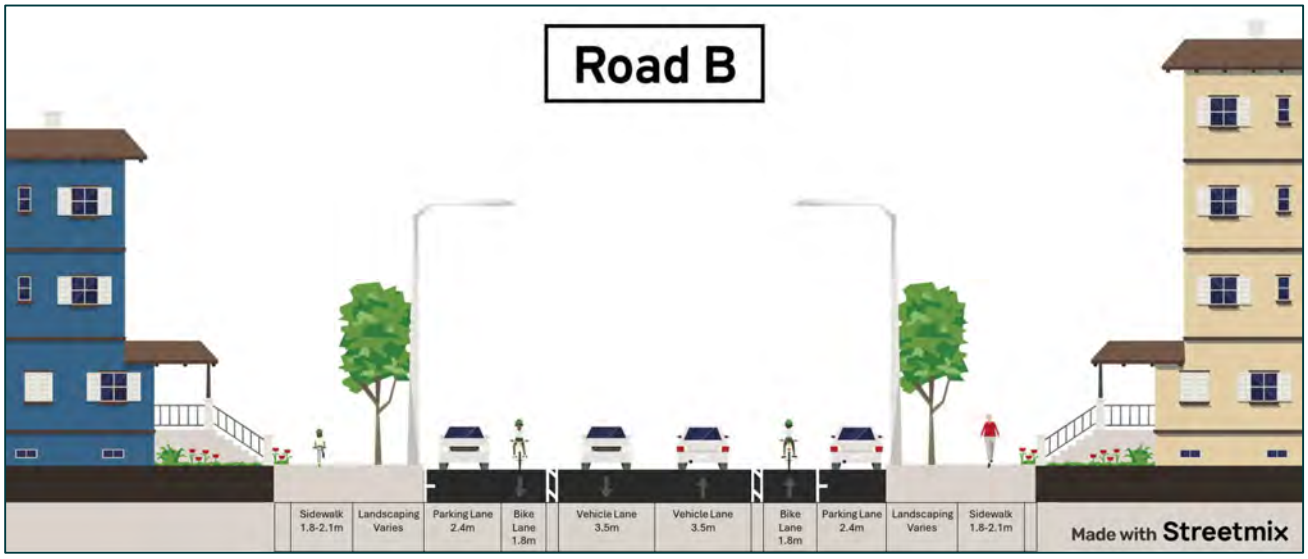
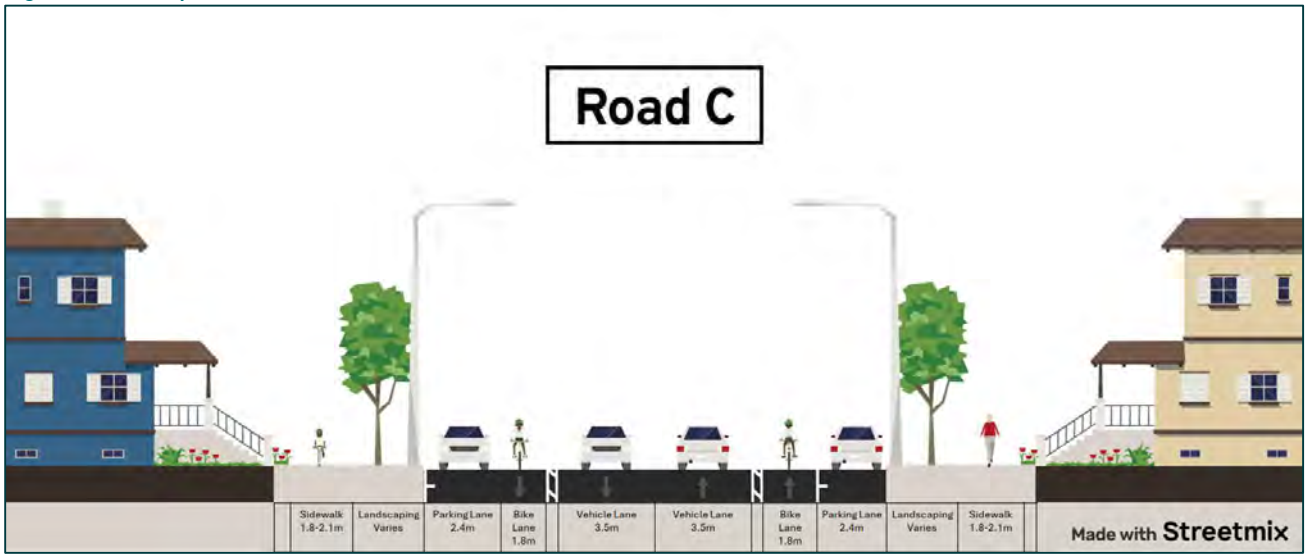
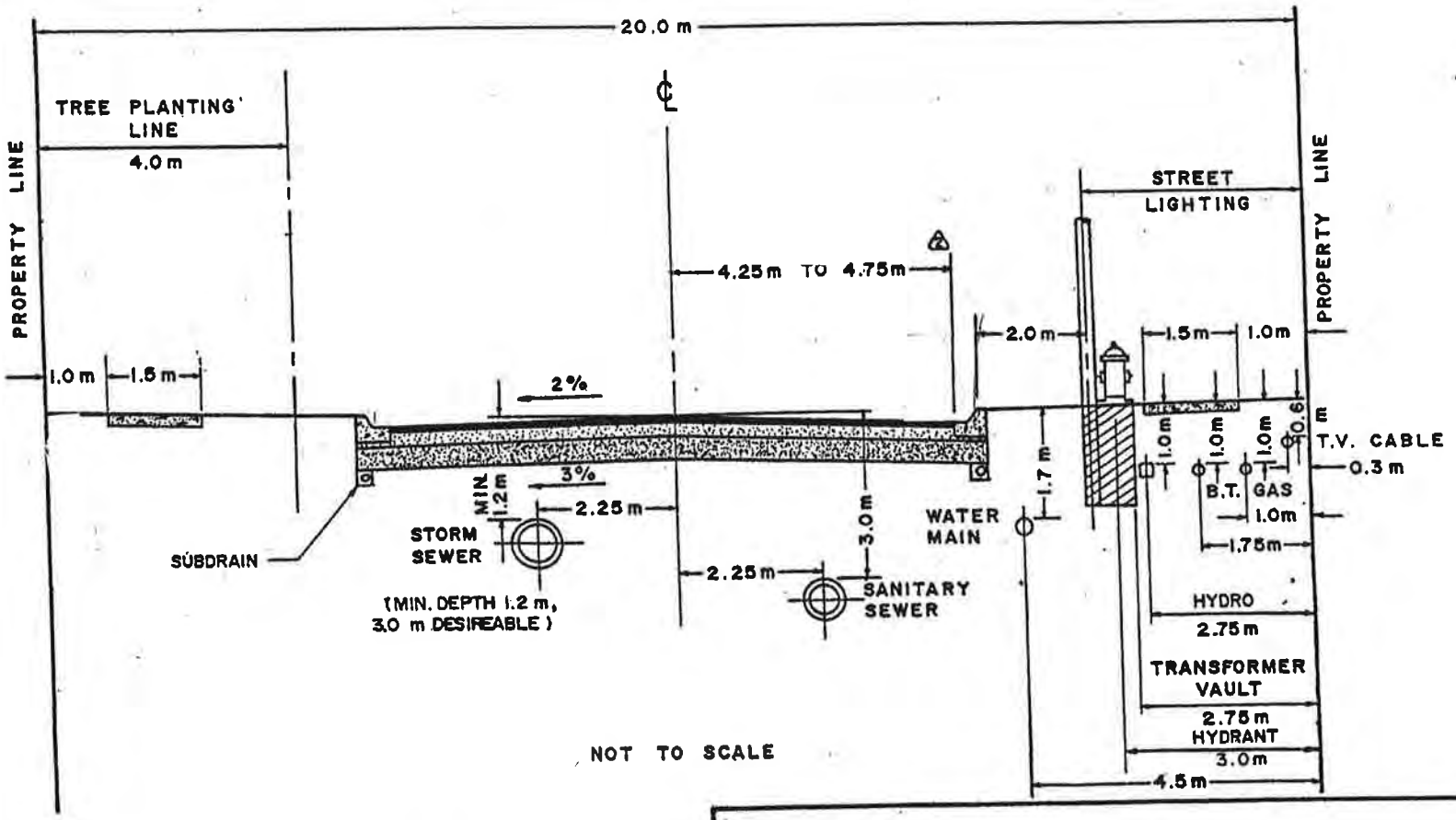


Figure 8-3: Proposed Road Cross-Section





NOTES :

1) SIDEWALK TO BE INSTALLED WHEN AND WHERE SPECIFIED IN EITHER OR BOTH OF THE ABOVE LOCATIONS.

2) SUBDRAIN TO BE INSTALLED WHEN AND WHERE SPECIFIED IN EITHER OR BOTH OF THE ABOVE LOCATIONS.

3) PAVEMENT AND ROADBASE STRUCTURE SHALL BE DESIGNED BASED ON CURRENT SOILS INFORMATION.

4) JOINT SERVICE TRENCH MAY BE APPROVED.

COUNCIL APPROVAL 88·06·13 DATE

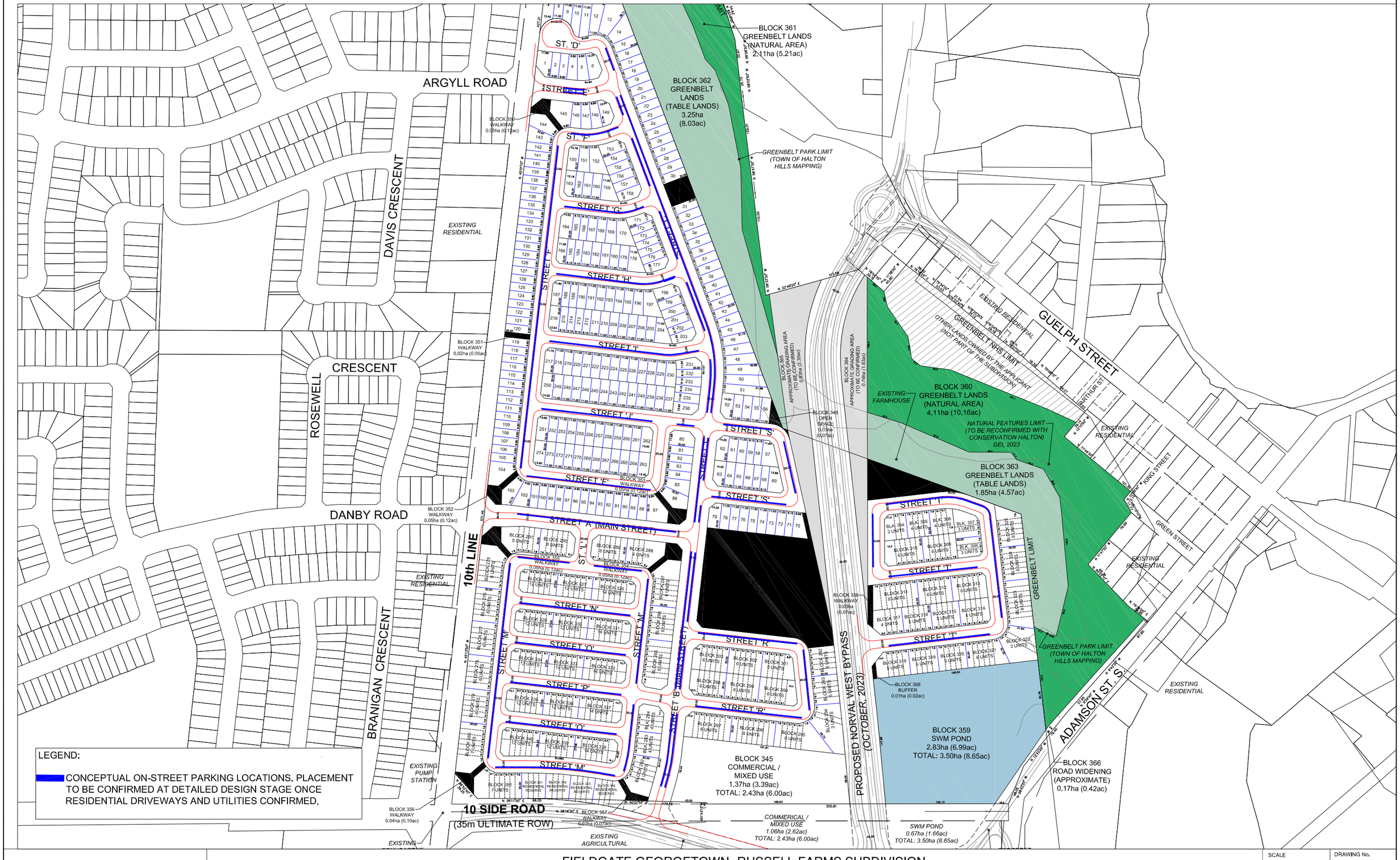
TOWN OF HALTON HILLS

URBAN RESIDENTIAL LOCAL ROAD ALLOWANCE

DRAWN: GDM	CHK'D:
ORIG. DWG. DATE: 88·06·01	
TOWN ENGINEER P. ENG.	

NO.	DATE	REVISION

STD NO. 402



LEGEND:

CONCEPTUAL ON-STREET PARKING LOCATIONS. PLACEMENT TO BE CONFIRMED AT DETAILED DESIGN STAGE ONCE RESIDENTIAL DRIVEWAYS AND UTILITIES CONFIRMED,

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FIELDGATE GEORGETOWN -RUSSELL FARMS SUBDIVISION
TRAFFIC IMPACT STUDY
CONCEPTUAL ON-STREET PARKING PLAN

SCALE 1:4000

DRAWING No. 5

DATE MAR 2025