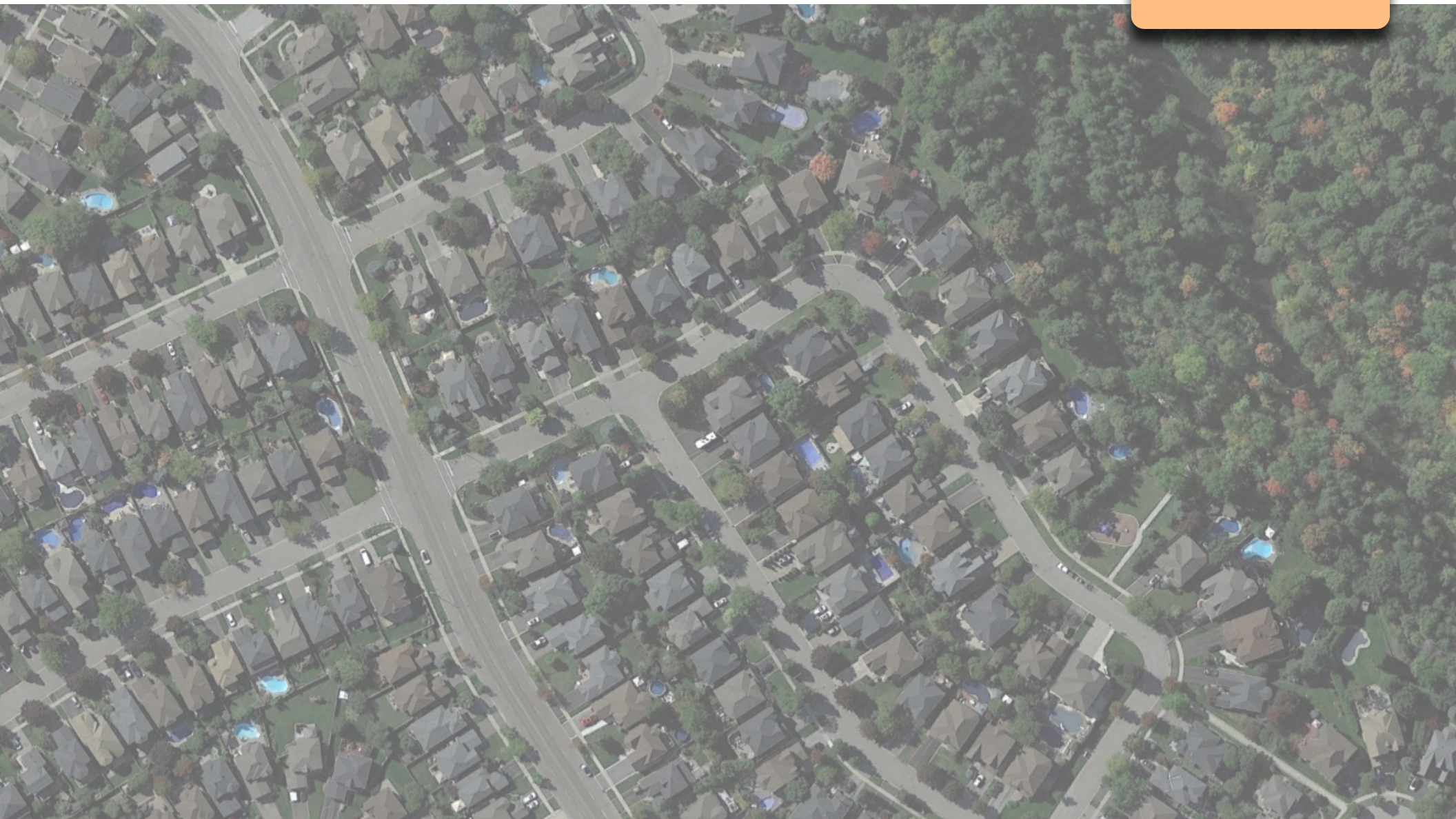
SECTION 4.0
COMMUNITY DESIGN PLAN



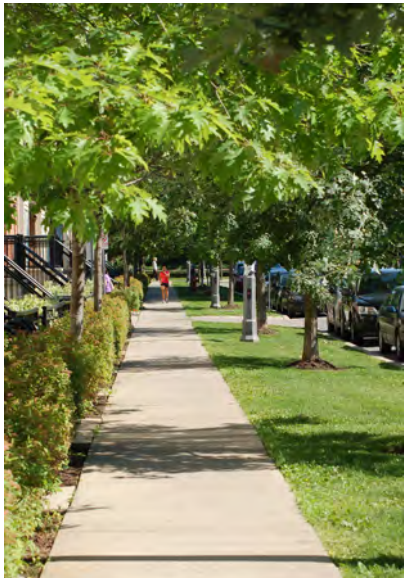
4.1 Urban Design Structure of the Community

The envisioned Russel Pines development proposes a vibrant mixed-use neighborhood featuring predominantly low-rise residential units, with a total of 744 units, a commercial/mixed-use block, a park, and two parkette blocks integrated with the existing Natural Heritage System.

The proposed site layout and road network are designed to seamlessly connect with the surrounding context, fostering strong linkages to the wider community and the existing and planned road networks. For further details about the proposed road network and built form, refer to Sections 4.3 and 5.0 of this Brief.

The road network design incorporates direct connections to the surrounding communities through a series of local roads linked to the proposed collector roads (Streets 'A', 'B', 'C,' and 'E'). Streets 'A' and 'E' run north-south through the site, connecting to 10th Line to the south west, while Streets 'B' and 'C' run east-west, with Street 'B' providing direct access to 10 Side Road to the south east. The proposed Norval West Bypass traverses the site from north to west , providing access to the northeastern portion of the community through a local road connection. This road network ensures efficient movement within the site, providing access to all residential units, the commercial/mixed-use block, and all open space features.

Overall, the proposed development introduces a balanced mix of residential uses, community amenities, and open spaces, with trails that enhance access to the Natural Heritage System. The thoughtfully designed road network ensures seamless connectivity with the surrounding neighbourhoods, reinforcing a well-integrated and cohesive community.



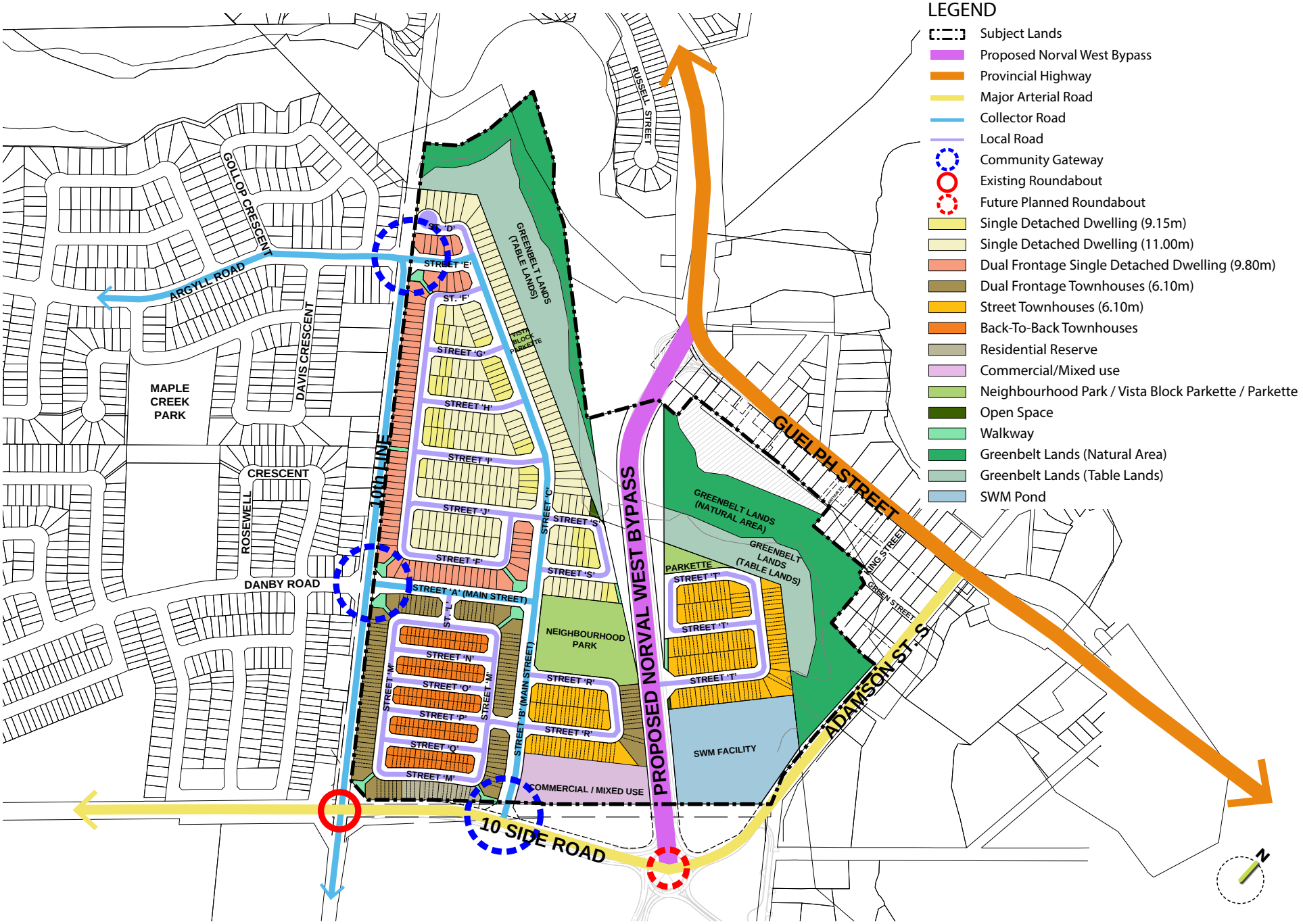
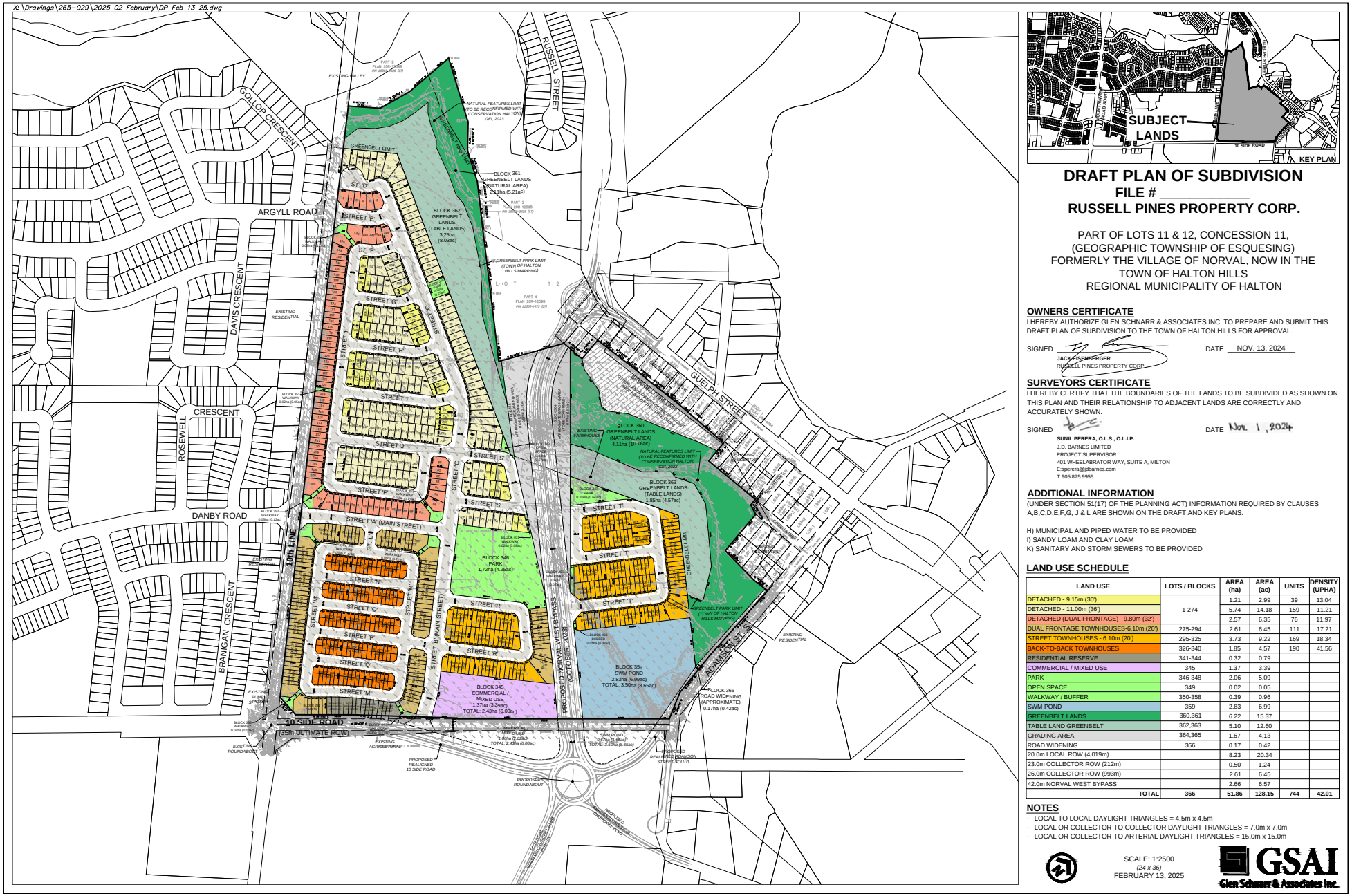


Figure 6: Community Structure Diagram

4.2 Draft Plan



DRAFT PLAN OF SUBDIVISION

FILE # _____

RUSSELL PINES PROPERTY CORP.

PART OF LOTS 11 & 12, CONCESSION 11,
(GEOGRAPHIC TOWNSHIP OF ESQUESING)
FORMERLY THE VILLAGE OF NORVAL, NOW IN THE
TOWN OF HALTON HILLS
REGIONAL MUNICIPALITY OF HALTON

OWNERS CERTIFICATE

I HEREBY AUTHORIZE GLEN SCHNARR & ASSOCIATES INC. TO PREPARE AND SUBMIT THIS DRAFT PLAN OF SUBDIVISION TO THE TOWN OF HALTON HILLS FOR APPROVAL.

SIGNED _____ DATE NOV. 13, 2024

JACK EISENBERGER
RUSSELL PINES PROPERTY CORP.

SURVEYORS CERTIFICATE

I HEREBY CERTIFY THAT THE BOUNDARIES OF THE LANDS TO BE SUBDIVIDED AS SHOWN ON THIS PLAN AND THEIR RELATIONSHIP TO ADJACENT LANDS ARE CORRECTLY AND ACCURATELY SHOWN.

SIGNED _____ DATE Nov. 1, 2024

SUNIL PERERA, O.L.S., O.L.I.P.
J.D. BARNES LIMITED
PROJECT SUPERVISOR
401 WHEELABRATOR WAY, SUITE A, MILTON
E:sperera@jdbarnes.com
T:905 875 9955

ADDITIONAL INFORMATION

(UNDER SECTION 51(17) OF THE PLANNING ACT) INFORMATION REQUIRED BY CLAUSES A,B,C,D,E,F,G, J & L ARE SHOWN ON THE DRAFT AND KEY PLANS.

H) MUNICIPAL AND PIPED WATER TO BE PROVIDED
I) SANDY LOAM AND CLAY LOAM
K) SANITARY AND STORM SEWERS TO BE PROVIDED

LAND USE SCHEDULE

LAND USE	LOTS / BLOCKS	AREA (ha)	AREA (ac)	UNITS	DENSITY (UPHA)
DETACHED - 9.15m (30')	1-274	1.21	2.99	39	13.04
DETACHED - 11.00m (36')		5.74	14.18	159	11.21
DETACHED (DUAL FRONTAGE) - 9.80m (32')		2.57	6.35	76	11.97
DUAL FRONTAGE TOWNHOUSES-6.10m (20')	275-294	2.61	6.45	111	17.21
STREET TOWNHOUSES - 6.10m (20')	295-325	3.73	9.22	169	18.34
BACK-TO-BACK TOWNHOUSES	326-340	1.85	4.57	190	41.56
RESIDENTIAL RESERVE	341-344	0.32	0.79		
COMMERCIAL / MIXED USE	345	1.37	3.39		
PARK	346-348	2.06	5.09		
OPEN SPACE	349	0.02	0.05		
WALKWAY / BUFFER	350-358	0.39	0.96		
SWM POND	359	2.83	6.99		
GREENBELT LANDS	360,361	6.22	15.37		
TABLE LAND GREENBELT	362,363	5.10	12.60		
GRADING AREA	364,365	1.67	4.13		
ROAD WIDENING	366	0.17	0.42		
20.0m LOCAL ROW (4,019m)		8.23	20.34		
23.0m COLLECTOR ROW (212m)		0.50	1.24		
26.0m COLLECTOR ROW (993m)		2.61	6.45		
42.0m NORVAL WEST BYPASS		2.66	6.57		
TOTAL	**366**	**51.86**	**128.15**	**744**	**42.01**

NOTES

- LOCAL TO LOCAL DAYLIGHT TRIANGLES = 4.5m x 4.5m
- LOCAL OR COLLECTOR TO COLLECTOR DAYLIGHT TRIANGLES = 7.0m x 7.0m
- LOCAL OR COLLECTOR TO ARTERIAL DAYLIGHT TRIANGLES = 15.0m x 15.0m

SCALE: 1:2500
(24 x 36)
FEBRUARY 13, 2025

GSAI Glen Schnarr & Associates Inc.

Figure 7: Proposed Draft Plan (Prepared by Glen Schnarr & Associates Inc.)

4.3 Street Network

The proposed Russel Pines development street network is designed to ensure seamless connectivity within the community and to the surrounding areas, promoting accessibility and cohesion. The subject site has five site access points, including three primary gateway accesses at the intersections of the collector roads with 10 Side Road and 10th Line, and one secondary accesses from the proposed Norval West Bypass. These access points have been strategically planned to enhance connectivity and facilitate smooth vehicular and pedestrian movement throughout the development.

The internal street layout consists of a series of 20.0 m right-of-way local roads traversing the subject site, facilitating efficient circulation and access to residential and mixed-use areas.

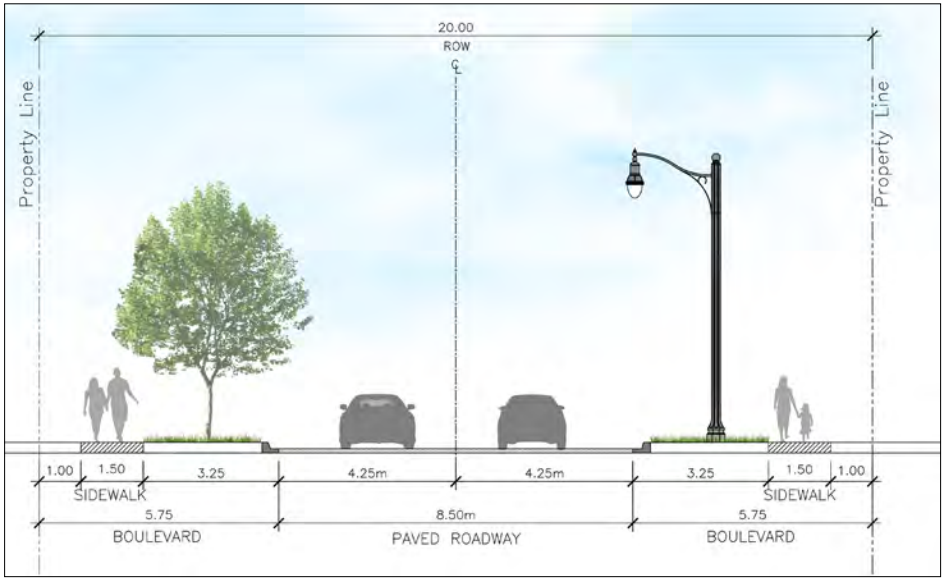


Figure 8: Local Roads 20.0m Right-Of-Way TYP. Cross Section

In the southern portion of the site, these local roads connect to collector roads with right-of-way widths of 23.0m for Street 'A' and 26.0m for Streets 'B,' 'C,' and 'E.' These collector roads provide primary access to the subject site via 10 Side Road and 10th Line, serving as key arteries that link various community blocks while ensuring direct connectivity to the regional road network.

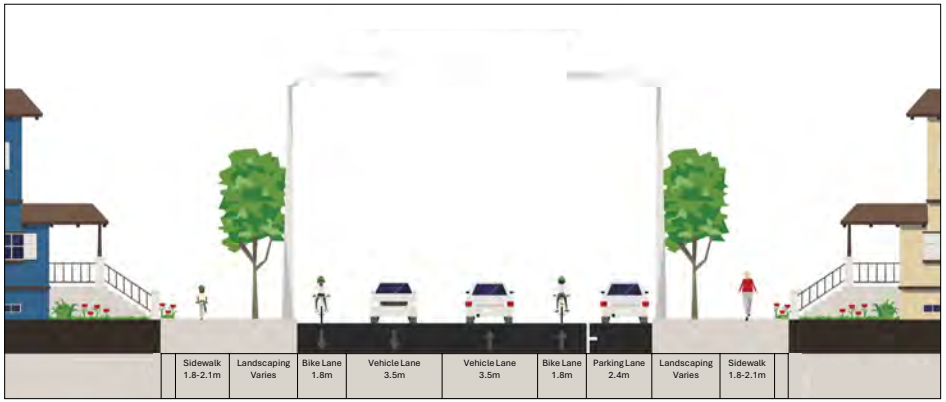


Figure 9: Collector Road 'A' (23.0m) Cross Section

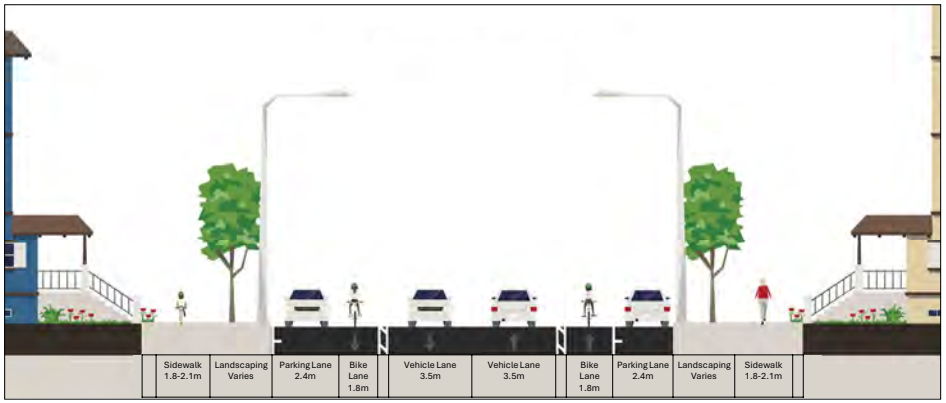


Figure 10: Collector Road 'B' , 'C' & E (26.0m) Cross Section

In the northeast portion of the subject site, the local roads connect to the proposed Norval West Bypass, a 42.0-metre right-of-way roadway that bisects the site, creating a division between the northern and southern portions of the development. Despite this division, the design ensures strong internal and external connectivity. Visual connectivity between both sides of the bypass is maintained through window streets and dual-frontage townhouses, with the public park on the west side and the parkette on the east side reinforcing the sense of a cohesive community.

The bypass also provides direct access to Guelph Street and 10 Side Road, supporting regional connectivity and the broader transportation framework.

The hierarchical road system balances local access with regional integration, fostering a well-connected, pedestrian-friendly, and efficient urban environment.

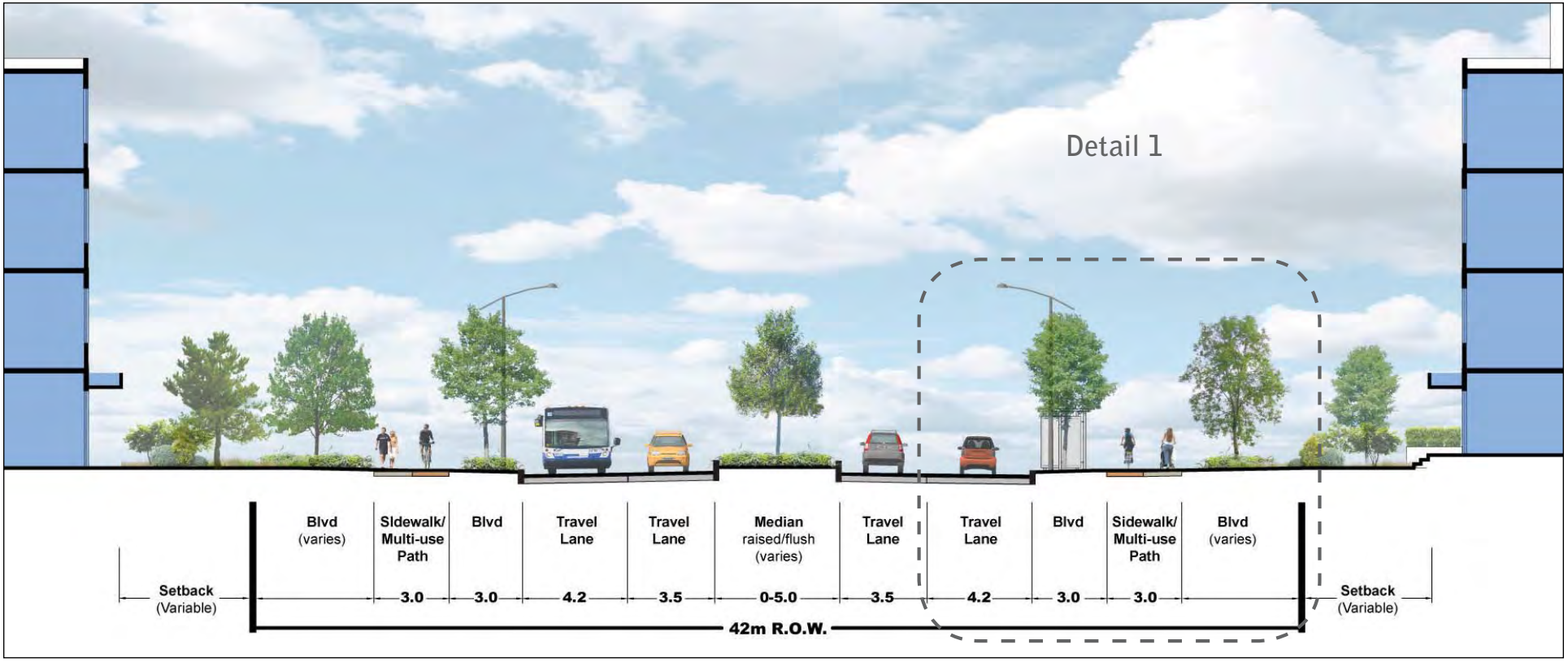


Figure 11: 42.0m Right-Of-Way TYP. Cross Section

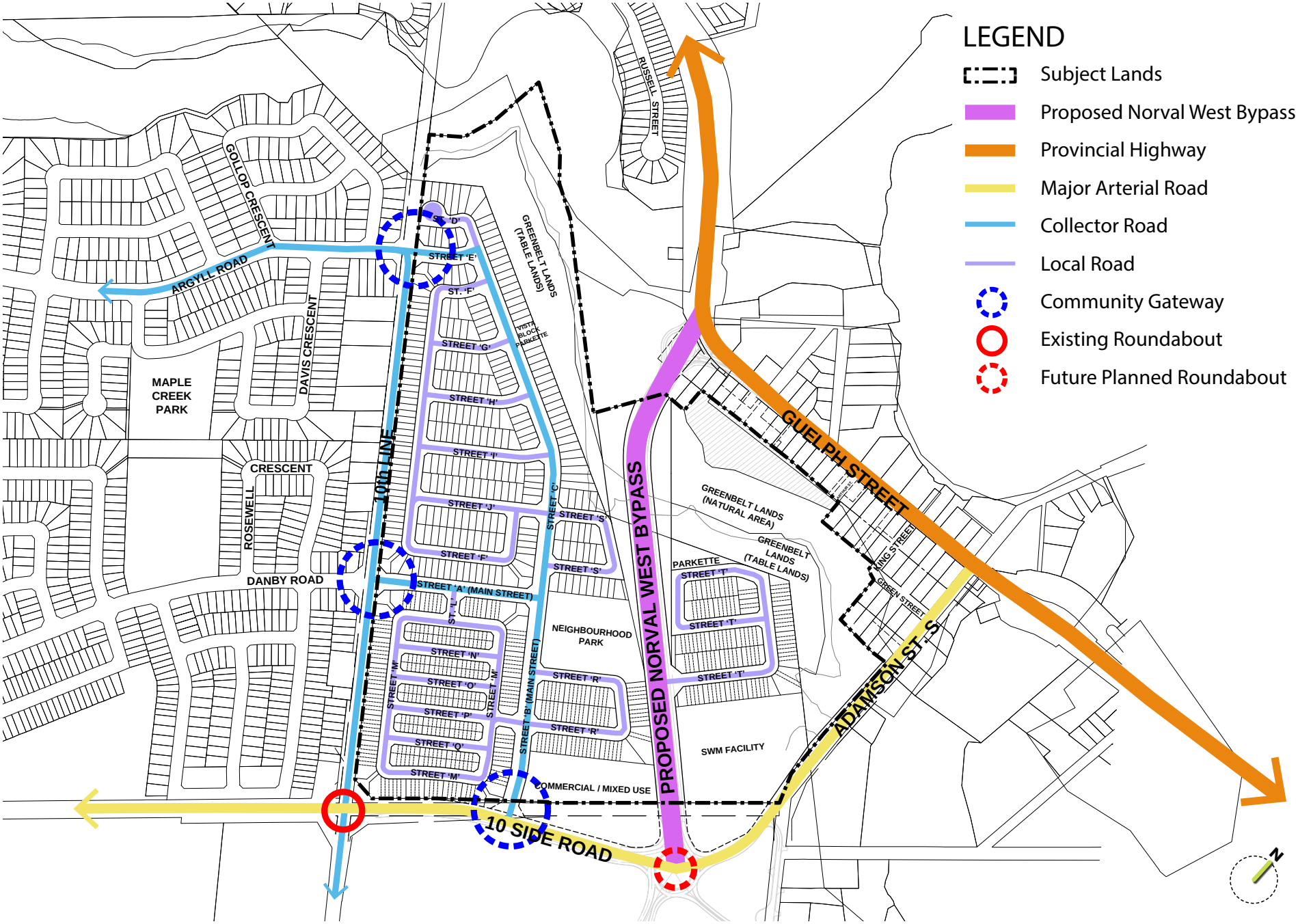


Figure 12: Road Network

4.4 Active Transportation Network

The proposed active transportation network is designed to integrate seamlessly with the planned community layout, ensuring convenient pedestrian connections to residential areas, open spaces, and the broader surrounding community. Sidewalks, bike lanes, and multi-use paths form the backbone of this network, promoting active lifestyles and reducing reliance on vehicles.

Key features include sidewalks along both sides of all local roads and minor collector streets, providing direct pedestrian connections across the site. Dedicated bike lanes, 1.8 meters wide, are planned along the primary collector streets, ensuring safe and efficient routes for cyclists. Additionally, 3.0-meter-wide multi-use paths are proposed along key corridors, including 10th Line, 10 Side Road, and the proposed Norval Western Bypass, providing safe and convenient access for both pedestrians and cyclists.

To enhance recreational opportunities and connectivity to natural features, off-road trails and pedestrian walkways are proposed, linking the development to the adjacent Natural Heritage System and other community amenities. Trailheads at strategic locations further facilitate access to these routes.

This interconnected network supports the vision of a walkable and bike-friendly community, creating easy access to proposed green spaces, Natural Heritage System and local destinations. Please refer to Figure 12 for a detailed diagram of the proposed active transportation network.

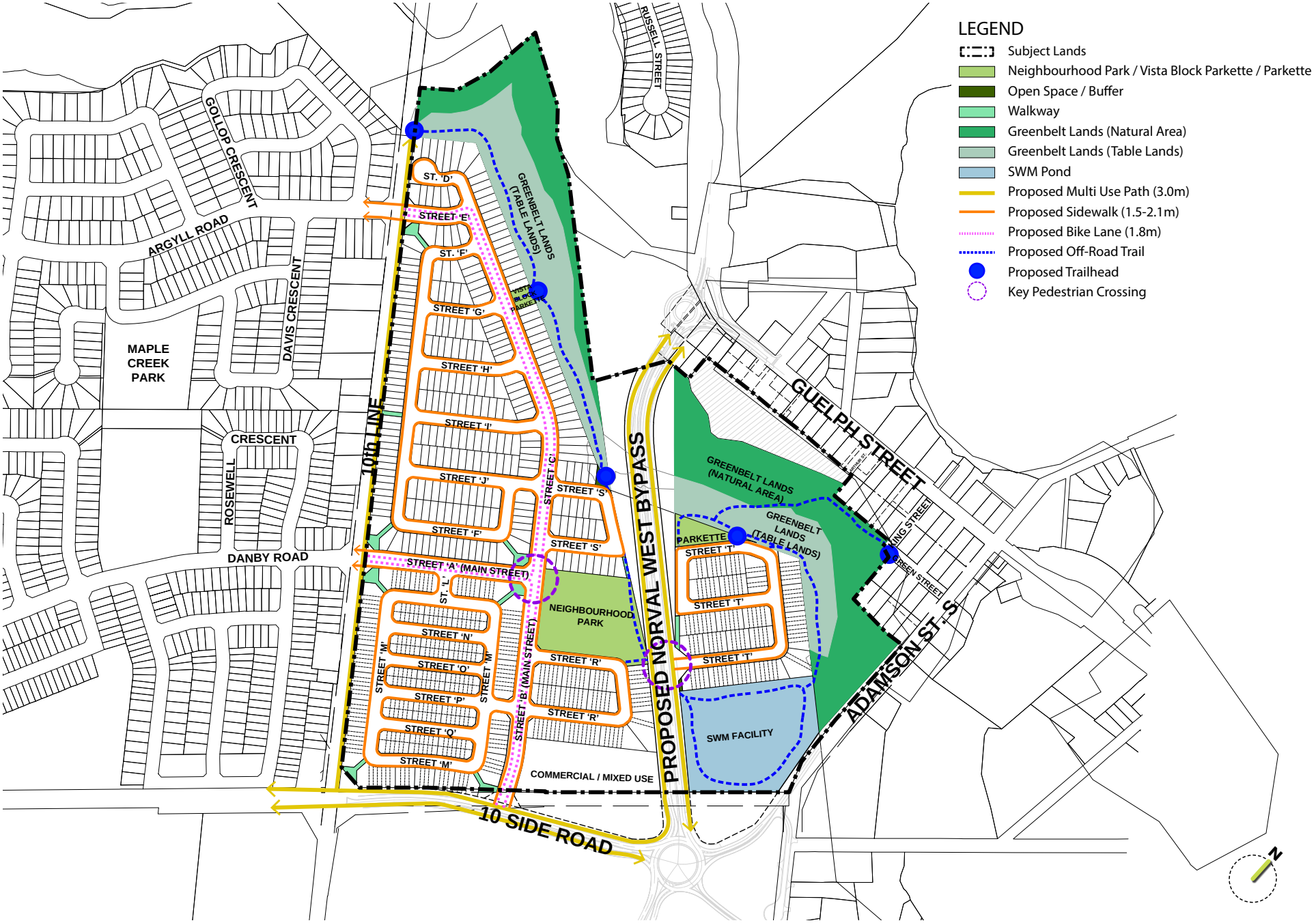


Figure 13: Active Transportation Diagram

4.5 Green Space and Open Space System

The proposed development incorporates an extensive Green Space and Open Space system designed to preserve natural features and provide recreational opportunities for residents.

The Green Space includes 6.22 hectares of Greenbelt Lands (Blocks 360 and 361) that form part of the broader natural heritage system, ensuring the preservation of ecological functions and providing a scenic backdrop to the community. Additionally, 5.10 hectares of Table Land Greenbelt (Blocks 362 and 363) offer a transition zone between natural and developed areas.

The Open Space system includes a neighbourhood park (Block 346) and two parkettes (Blocks 347and 348), covering a total area of 2.06 hectares, strategically distributed to serve residents within walking distance. These blocks provide recreational amenities and connect seamlessly to the pedestrian pathways and multi-use trails throughout the site.

A Stormwater Management (SWM) Pond (Block 359), occupying 2.83 hectares, is integrated into the Green Space system. Designed to manage stormwater while contributing aesthetic and ecological value, the pond is located adjacent to natural and landscaped areas.

Smaller Open Space feature (Block 349) and walkways, servicing buffers, and additional connections (Blocks 350-358) cover 0.39 hectares, enhancing accessibility and connectivity throughout the community.

The Green Space and Open Space system is designed to complement the natural environment while promoting active lifestyles and fostering community engagement. This network balances ecological preservation with urban living, creating a vibrant and sustainable community.

For a detailed illustration of the proposed open space network, please refer to Figure 13.

Figure 14: Green Space and Open Space System

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