



Stewarttown Residents Group – meeting with Staff and Councillors

Friday January 19, 2024

Agenda Item		Notes
1	Welcoming Remarks	Councillor Somerville/Town staff
2	Project Updates - Revised Transportation Impact Study and Servicing Study Addendum	Town staff (Keith)
3	Plan Overview - Designations - Density	Town staff (Keith)
4	Discussion – Preferred Land Use Plan - Questions from residents - Open Q & A	All
5	Next Steps - PLUP to Council - Draft Secondary Plan - Final Plan Approval	Town staff (Keith)

Residents Questions

1. Could you confirm that the Town is dedicated to have the Stewarttown expansion lands be developed as a low density residential neighbourhood, in keeping with the existing hamlet character of Stewarttown?

Town staff and the consultant believe that a proposed density of up to 8 units per hectare would ensure that development would be low density and in keeping within the existing character of the Stewarttown area.

- 8 units per hectare falls well below the 20 units per hectare that is permitted in much of the designated low density residential area in Georgetown.
- Lot sizes, as shown in the presentation, would be larger than the nearby subdivisions of Stewart’s Mill and Arborglen.

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2. Are there other items that the Town is considering such as the mandate to meet the province's increased housing requirements or other regional requirements? How are the housing needs from the province going to affect the Town's official plan to keep the existing hamlet character of the neighbourhood?

The Provincial direction on increasing housing supply must be taken into account for any planning projects with a residential component. The proposed density of up to 8 units per hectare, in staff's view, balances the desire to maintain the existing community character with the commitment for the Town to increase its housing supply, made through the recent Housing Pledge.

3. What is the capital budget for the Stewarttown Secondary project and how much has been spent to date. How much is anticipated for the OLT?

The amount of \$215,702 was approved as part of the award of contract for the Stewarttown Secondary Plan, as reported in staff report PD-2021-0013 in March of 2021.

Approximately \$171,875 has been spent (80%) to date.

Additional funds approved for the Feasibility Analysis: \$54,500.

Anticipated that approximately \$4000 will be required to cover additional TIS work (revisions + peer review).

It would be premature for staff to speculate on the costs of an OLT appeal given the many factors that are considered in any OLT appeal. Cost estimates are difficult to determine until such time that certain parameters of an appeal process (e.g. hearing length, potential for mediation, number of witnesses etc.) are better understood.

4. It seems that the option to have a sole access from 15 Side Road is being dismissed. Could you review the reasoning behind eliminating the 15 Side Road access, in particular what are the regulations regarding the Green Belt and Protected Countryside? What are the specifics around emergency access and number of housing units? Could you review the rationale in Option 4 with us.

The recommendation from the Feasibility Analysis work was not to pursue a second access to the south unless a greater unit yield than the specified threshold is proposed. The unit threshold identified in the Transportation Impact Study (TIS) work was 120 units (approximate density of 8 units per hectare). Investigation into an access to the south has always been done on the premise that it would be a second access into the expansion lands. This is based on consultation with Provincial, Regional and Credit Valley Conservation staff.

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From the Feasibility Analysis, the evaluation of all options was broken down into 4 categories; Transportation, Engineering, Natural Heritage, and Policy Framework. The transportation component evaluated the traffic and safety implications of each option, while the engineering component looked at costs, construction and impacts on servicing. The natural heritage component evaluated the impacts on existing natural features, presence of species at risk, and proximity to water features. Lastly, the policy review considered the Provincial Policy Statement (PPS), Greenbelt Plan and Regional Official Plan policies that would need to be considered given all options would be required to pass through areas with existing environmental protections.

The consulting team finalized their work with a recommendation that the Town should not proceed with a secondary access into the expansion lands. Specific to Option 4, the evaluation identified natural heritage constraints, as well as policy challenges. In particular, Greenbelt Plan policies (under section 4.2) state that infrastructure projects should only go ahead in natural heritage systems where there is no other reasonable alternative. Provincial Policy Statement policies also require that such a project demonstrate ‘no negative impact’ on the woodlands and water features present to the south of the expansion lands. This could only be determined through a more detailed Environmental Impact Assessment, which was not recommended to be undertaken given the 120-unit threshold identified in the Crozier Transportation Impact Study.

Town staff have consulted with the Halton Hills Fire Department on emergency access into the expansion lands. It was confirmed that emergency access could be accommodated on one access, assuming a wider entrance with dividing median (as is the existing situation in the Arborglen subdivision). HHFD staff also stated that if another access were to be considered, it would need to be in addition to Harrison Place, to better improve emergency access via two fully functional road access points.

5. If the access from Harrison is the only solution, could you confirm the number of housing units the Town is recommending? Is it 5 units/hectare or more? Could you also confirm the number of developable hectares and does it include CN setback, roads, parkland and stormwater ponds? Is there anything else that needs to be considered?

As previously stated, the Town is recommending a density of up to 8 units per hectare, which result in approximately 120 units. Current calculations have the number of developable hectares at 14.6. This does not include any rail line setback, as that would not be determined until a development application is filed. Additionally, the rail setback can (per CN guidelines) be counted as part of residential backyards, which would therefore not impact the overall unit density. The developable area would also include roads and parkland, with the natural heritage system and an estimate of land required for stormwater management being taken out.

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6. As there are only 16 houses on Harrison (including 2 from Appelbe that have their driveways on Harrison), the traffic may increase 10 or more times the current amount (vs the calculation in the traffic report). Will the current infrastructure (width of road and turning radius at corners) support this amount and does the Town or developer pay for this? What budget amount is allocated for this? How are development fees calculated and can a developer get credit for road improvements and new infrastructure?

Based on a unit yield of 120 units, the Transportation Impact Study completed for the Secondary Plan states the development can be supported under the current road infrastructure. It is also understood that a future development application proposing a higher number of units would need to confirm such development could be supported.

Town staff could request that the developer extend the sidewalk along Harrison Place up to Thompson Road or Stewarttown Road. There is a case for this because the sidewalk coming out of the expansion lands would end up stopping abruptly at Harrison Place. This would require cooperation from the developer and Harrison Place residents before moving any further.

It is not typical to review the existing roadway dimensions (asphalt width, centre line radii, turning movements, etc.) through the secondary plan process as these features can be modified to address development related issues at the development application stage. In addition, how they are evaluated may depend on the traffic volume proposed based on the intended development. Through draft plan of subdivision review process any identified concerns with roadway dimension and operation would be reviewed/verified based on Transportation Association of Canada's Geometric Design Guideline. Should deficiencies in the existing roadway be identified, that are a direct result of the proposed development, the Town would require the Developer to undertake these improvements at their cost.

7. Could you provide some information about the water in the expansion area and how we will be affected? Will our water pressure be affected? Will the development of the expansion lands have to wait until the lake based water is available and if so, what is the date for that? What is the capacity of the watermains? What would constitute the need for additional infrastructure for water and wastewater?

The Servicing and Stormwater Management Analysis (and Addendum Memo) provides language on what is required for a Functional Servicing Report, which is required to be completed by the Developer and must be included as part of a complete development application. This includes

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required water pressure testing to ensure water pressure and capacity is sufficient to service the expansion lands.

The Regional water and wastewater trunk sewer construction projects are underway and are anticipated to be complete by late 2025, with the initial delivery of lake-based water to the Georgetown Area slated for 2024 while the delivery of wastewater is slated for 2025. Georgetown South below Hungry Hollow is to be connected to lake-based services in order to free up groundwater capacity within the existing system. At present, the connection of Stewarttown and the surrounding area to lake-based services is not anticipated to occur until 2030. Discussions regarding the Region's next allocation program are ongoing.

The Region has specific watermain criteria with minimum requirements for pressure, flow rates and capacities. The Region evaluates the infrastructure through their Regional Master Service Plan to support future growth projections. The Developer will also be required to verify that the watermain system meets the regional criteria, through modelling, during their Draft Plan of Subdivision process and if deficiencies are identified, the Developer would be responsible for upgrades to the existing watermain system. If the modelling confirms the minimum criteria is met, then no upgrades are expected. It should be noted that the Trafalgar Road reconstruction project (10 Side Road north to Hwy 7) includes the installation of a new trunk watermain (lake based) which could provide opportunities to address watermain issues in this area should issues arise.

8. How does the construction of Trafalgar Road impact this project?

The Trafalgar Road expansion project is being carried out separately by the Region of Halton. The Transportation Impact Study for the Stewarttown Secondary Plan does take into account the future widening of Trafalgar Road and includes all modelling scenarios as required by Halton Region. Section 8 of this study evaluates future potential levels of traffic in both pre and post road widening scenarios. A key consideration in this work is that Trafalgar Road at Stewarttown Road North will become a signalized intersection, post-widening, along with the closure of the access to Trafalgar Road at the south entrance to Stewarttown Road.

Based on input from the Region, the Trafalgar Road project will take at least 3 years to complete which includes the roadway from 10 Side Road northerly to Hwy 7 and the two rail crossings underpasses. The Town has regular meetings with the Region to discuss this project and will soon begin discussions about how the Region will manage the construction impact for this project. It is inevitable that, should the Developer choose to start work while Trafalgar Road is under

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construction, there will be impacts. These impacts will need to be coordinated with the Region to ensure access to this area is maintained and that both projects can coexist. Depending on the progress of the Trafalgar Road project and the timing of the Development, the impact could be easily managed.

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