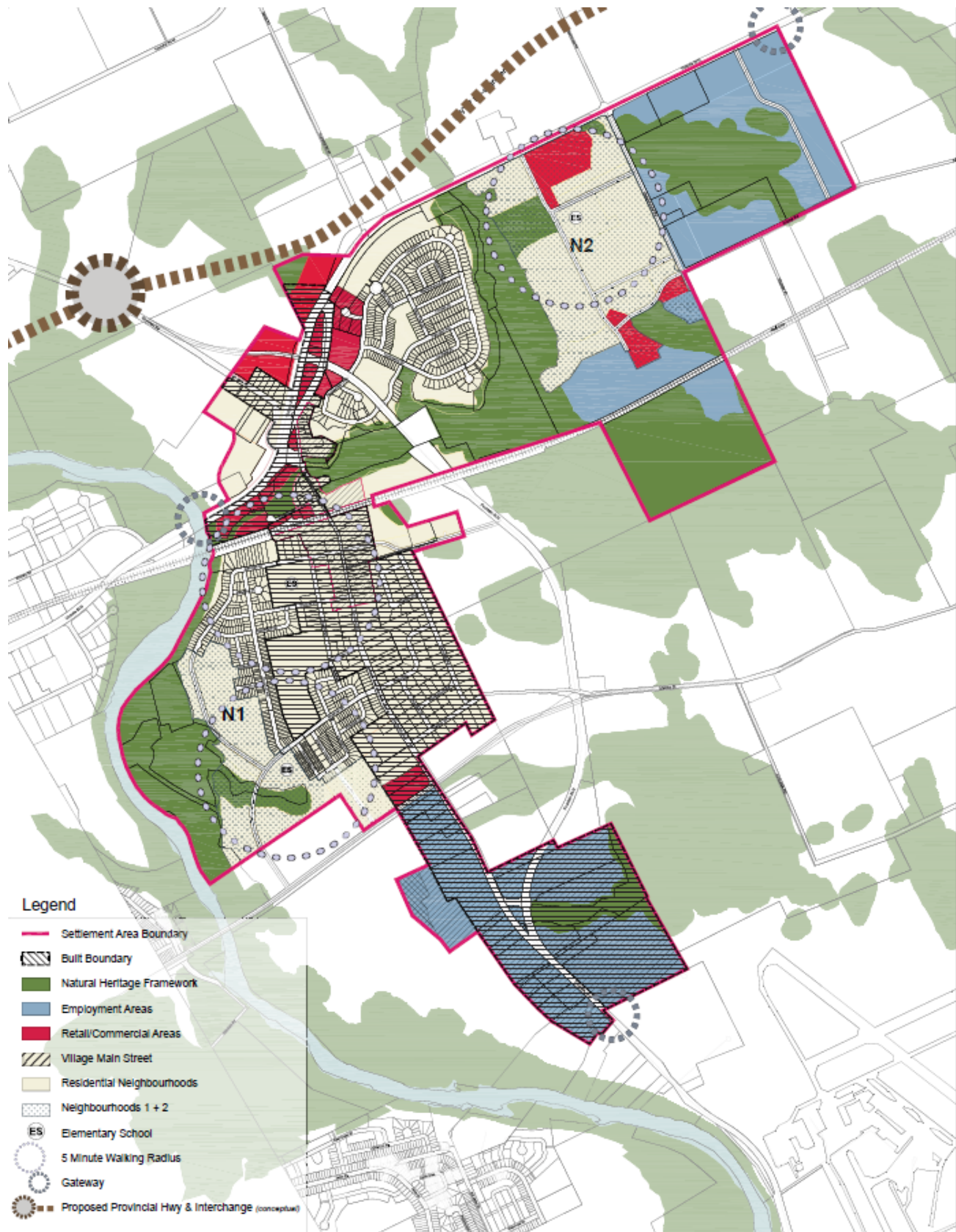
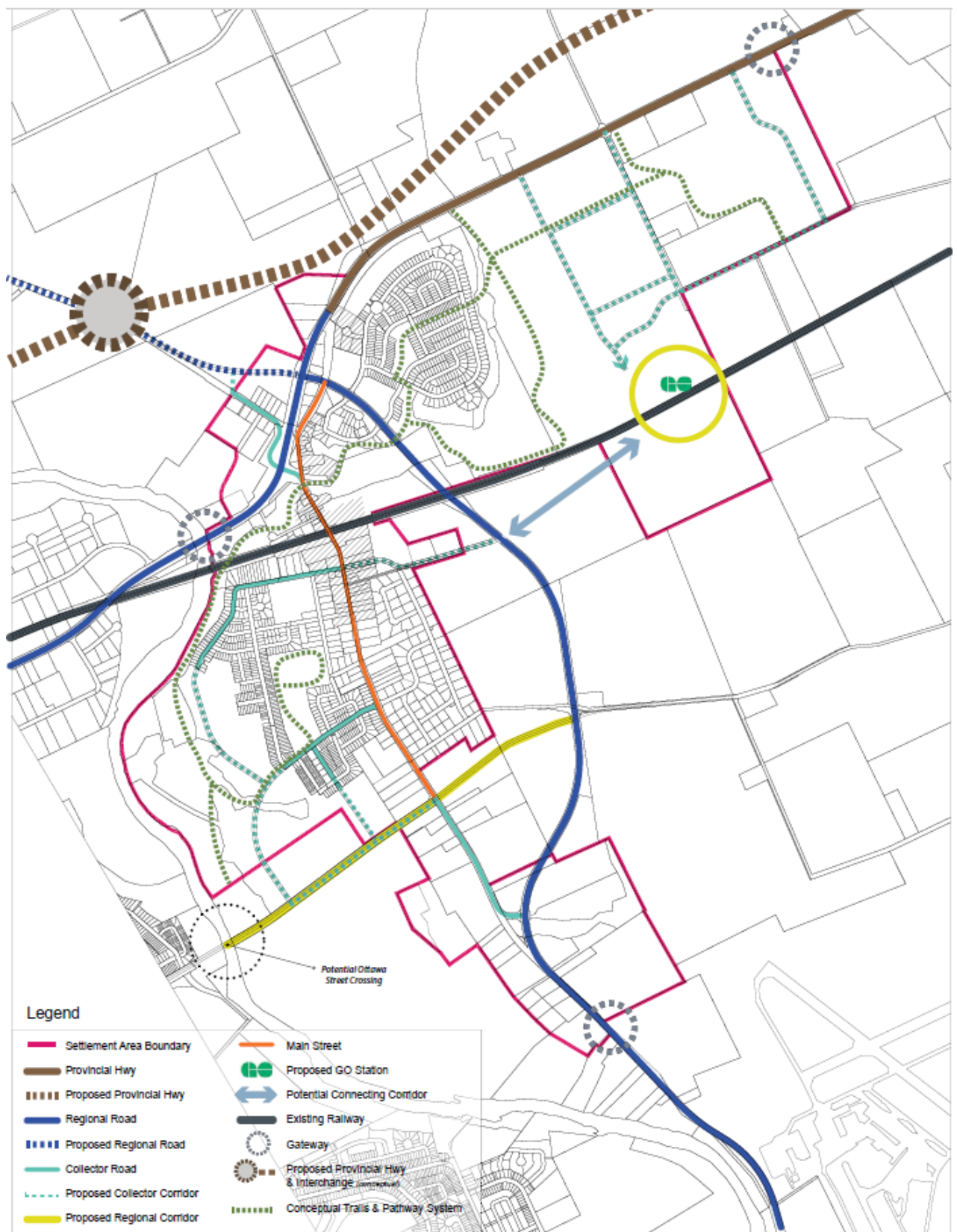


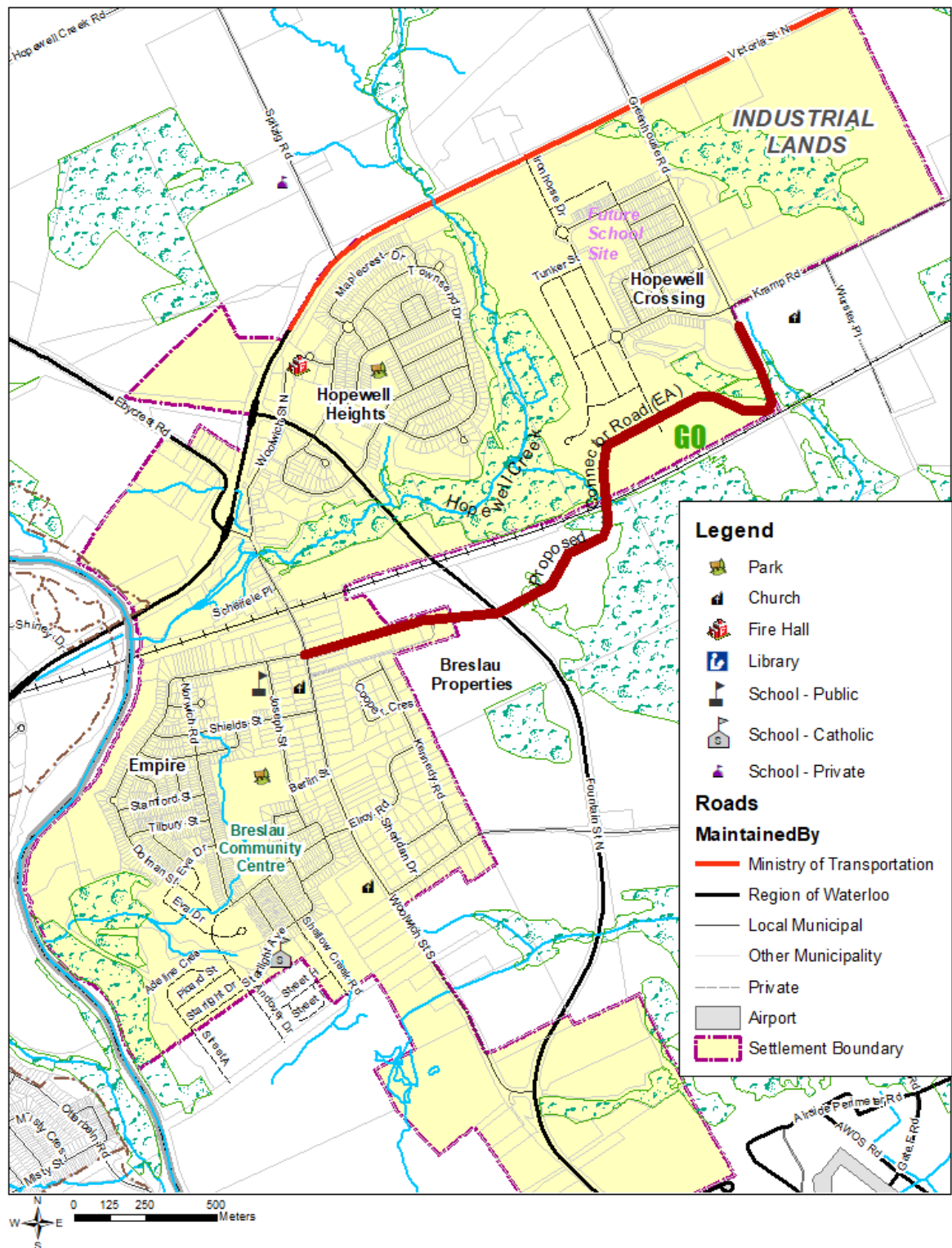
## Attachment 1 - Breslau Urban Structure Plan



## Attachment 2- Breslau Transportation Network







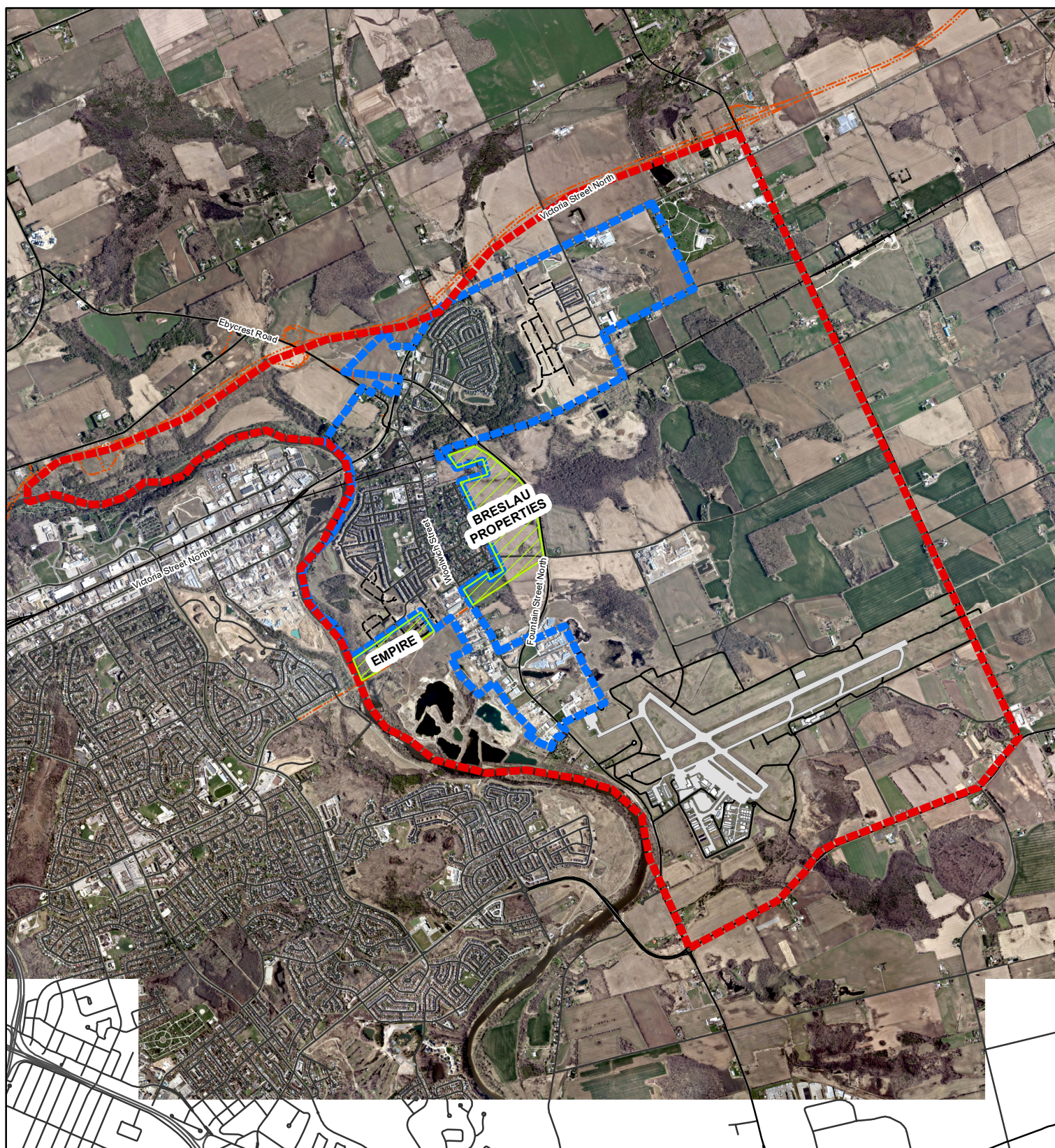


# Attachment 4 - Breslau's Ultimate Urban Area

EXISTING BRESLAU SETTLEMENT LIMITS 

POTENTIAL ULTIMATE BRESLAU SETTLEMENT LIMITS 

PROPOSED BRESLAU URBAN SETTLEMENT EXPANSION 







## Infrastructure Services Staff Report

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Report Title: Breslau East Connector Road Environmental Assessment – Preferred Alternative Recommendation  
Report Number: IS32-2021  
Author: Ryan Tucker  
Meeting Type: Committee of the Whole Meeting  
Meeting Date: December 7, 2021  
File: E05  
Consent Item: No  
Final Version: Yes  
Reviewed By: Jared Puppe  
Final Review: Senior Management Team

### Recommendation:

That the Council of the Township of Woolwich, considering Report IS32-2021 respecting the Breslau East Connector Road Municipal Class Environmental Assessment Project:

1. Endorses the preferred alignment and cross section of the proposed Breslau East Connector Road; and
2. Authorizes the Director of Infrastructure Services to issue the notice of study completion for the Breslau East Connector Road Class Environmental Assessment Project, and file the Environmental Assessment Study Report with the Municipal Clerk for a minimum 30 day public review period.

### Background:

The Township of Woolwich approved the Breslau Settlement Plan (BSP) in early 2017 to develop a land use strategy and policy framework that:

- Builds a greater sense of community in Breslau, and
- Manages further growth to the planning horizon of 2031 in a way that recognizes the provincial and regional context, is sensitive to the existing community and creates a complete community that is distinct from adjacent larger urban municipalities.

One of the guiding principles from the BSP requires the development of a transportation system that is safe, well connected and multi-modal. A key transportation recommendation to implement this guiding principle was the planning of a significant new collector road (i.e., Breslau East Connector Road Corridor) at Fountain Street to connect

the older community of Breslau with a developing new mixed-use neighbourhood known as the Thomasfield Homes Hopewell Crossing. This new development includes a significant residential area, commercial facilities, mixed-use buildings, employment lands, parks/open space and a planned suburban GO Station.

As recommended in the BSP, the Township of Woolwich issued a Request for Proposal (RFP) in November 2018 with the intent of engaging a consultant to complete the Municipal Class Environmental Assessment (EA) and preliminary design for the proposed new connector road. Based on the RFP submittals received, Township Staff prepared Report E1-2019 recommending to award of the project to Associated Engineering. Subsequent to retaining Associated Engineering, the notice of study commencement for the project was issued in March 2019.

### **Municipal Class Environmental Assessment**

Given the scope and nature of the transportation, environmental, social and financial issues related to the planned Breslau East Connector Road, the study is being carried out as a Schedule 'C' Environmental Assessment. The Schedule 'C' process has been followed for this project, which requires all five (5) phases of the EA planning process to be completed:

- **Phase 1 – Problem definition;**
- **Phase 2 – Identification and evaluation of alternative solutions to determine a preferred solution;**
- **Phase 3 – Determine alternative design concepts for the preferred solution;**
- **Phase 4 – Preparation of the environmental study report;**
- Phase 5 – Implementation of the preferred alternative.

Currently, the project team is nearing the end of Phase 4 and is seeking Woolwich Council endorsement of the preferred alignment and cross section in order for the project to proceed to the final implementation phase. Phase 5 of the project will involve detailed design, refining cost and funding sources, property acquisition, and ultimately constructing the new connector road within the 10 year EA implementation window.

Public consultation is a key component of the Municipal Class Environmental Assessment process. The public were invited to provide comments on the project through the Notice of Study Commencement and two Public Consultation Centres (PCC), which were advertised in the Woolwich Observer on September 19<sup>th</sup>/26<sup>th</sup>, 2019 and October 21<sup>st</sup>/28<sup>th</sup>, 2021. Woolwich residents affected by this study were generally those who resided/own property within the settlement of Breslau or are located along the various route options that were being considered. As such, all property owners within and around the settlement of Breslau were mailed all the study notices issued for the project. All project notices, including the slide shows presented at the PCCs are available on the Township's website, under the engineering public notices section, for review and comment by the public.

The PCC to present the initial study findings and roadway alignment options was held on September 26, 2019 at the Breslau Community Centre (100 Andover Drive, Breslau), and had over forty people in attendance. Although the PCC was well attended, Staff received very little feedback from the public, and most questions were related to specific property impact inquiries. Following the PCC, the Township received very limited written correspondence from the public in relation to the potential routes shown for the new collector road.

The second PCC for the project was intended to present the project teams ultimate preferred alignment and cross section for the new collector road. Due to the Covid-19 pandemic, the second PCC was hosted as a virtual event where interested parties could download the PCC content (voiceover presentation, PCC slide deck, draft Environmental Study Report) and provide comments to the project team. Notices were posted in the Woolwich Observer on October 21<sup>st</sup> and 28<sup>th</sup>, and were also delivered to the property owners within and around Breslau. Individuals had the option to contact a member of the project team to obtain the PCC materials in a non-digital version if they were unable to attend the virtual PCC.

In concert with the public consultation efforts, the project team engaged other stakeholder agency groups, which included: the Region of Waterloo, Grand River Conservation Authority (GRCA), Metrolinx, Federal and Provincial Ministries and First Nations Communities. Engagement with the GRCA and the Region of Waterloo took place through technical advisory group meetings that were held at various stages throughout the project.

## **Comments:**

The Municipal Class EA study has followed the planning and design process of the October 2000, as amended in 2007, 2011, & 2015, Municipal Engineers Association (MEA) Municipal Class Environmental Assessment document for roads, water and wastewater projects. The Township is completing the Municipal Class EA planning process applicable to Schedule 'C' projects. Schedule 'C' projects include new facilities and major expansions to existing facilities that are considered to have a potential for significant environmental impacts. These projects are approved under the Environmental Assessment Act once the required phased process is complete which includes filing the Environmental Study Report providing a 30-day public review period that is followed by an additional 30 day internal review period by the Ministry of Environment, Conservation, and Parks.

To aid Township Staff in understanding the potential impacts related to the broad environment surrounding the proposed Breslau East Connector Road alignment, the following studies were completed by Associated Engineering and their consulting team as part of the EA.

**Traffic Analysis** - to determine the potential impacts to vehicular traffic under the different options being considered. The modeling utilized the Regions current traffic

model with supplemental information added to determine future traffic impacts to the area.

**Sight Line Analysis** – (at the request of the Region) to determine impacts of the newly proposed intersection on Fountain Street to existing traffic. The site line review study determined that the proposed intersection on Fountain Street, at the Dolman Street extension, could safely operate provided that the recommendations in the report were implemented.

**Cultural Heritage Resource Assessment** - to determine existing cultural heritage features located within the study area. All of the properties identified as having any cultural heritage significance were not affected by the preferred connector road alignment, and as such no further studies were required in relation to cultural heritage for the project.

**Environmental Impact Study (EIS)** - identified species at risk located within the study area and provided recommendations to mitigate the impacts. The project study area contains Regionally Significant Woodlands and several Provincially Significant Wetlands (PSW) which, collectively, are identified as the Breslau Wetland Complex as well as Environmentally Sensitive Policy Area designated by Woolwich Township, all of which are designated as Core Environmental Features by the Region of Waterloo Official Plan (ROP). The majority of the subject lands are also located within the Grand River Conservation Authority's Regulation Limit, as the area contains three small tributaries to a regulated watercourse (Hopewell Creek) as well as the PSWs. As part of the environmental work completed, the project team performed field surveys to define the flora and fauna areas, as well as the headwater features present. The EIS provides mitigation recommendations to protect any species found within the study area. The recommendations contained in the EIS, as well as recommendations from the GRCA, influenced the preferred alignment of the Breslau East Connector Road and the required mitigation measures will be implemented into the project as part of the detailed design of this new road.

**Archeological Stage 1 and 2 Assessments** - reviewed areas of potential archeological significance within the study area. Although the Stage 2 archeological field work did uncover some non-diagnostic finds, they were either isolated or diffuse in nature, so a stage 3 site-specific assessment was not required. The Mississaugas of the Credit First Nation (MCFN) were invited to attend the archeological Stage 2 field works, but were unable to attend due to Covid restrictions. The MCFN did review the Stage 2 archeological report for completeness and did not have any further requests for additional studies or field work.

## **Recommended Cross Section**

The proposed right of way (ROW) width for the new connector road is set at 26 metres. The cross section within the 26 metre ROW will include two lanes of travel (7m wide pavement), concrete curb and gutter, grassed boulevards, as well as pedestrian facilities



(multi-use trails). Due to the environmentally sensitive nature of the area, the new road is proposed to be constructed as an urban section. The urban section will allow for storm water to be effectively managed so as not to interfere with the existing headwater and wetland features within the area. The road is also proposed to include a new watermain, which will be a secondary feed to the Hopewell Crossing subdivision, providing redundancy to the water supply system.

### **Recommended Alignment**

Subsequent to Woolwich Council's endorsement of the starting point (Dolman Street Extension at Fountain Street) and ending point (Greenhouse Road) for the new connector road in May, 2020, the project team worked to refine the preferred alignment and railway track crossing location. The project team took into consideration existing environmental features within the study area, appropriate locations for grade separated rail crossings and impacts to the planned Thomasfield Homes Hopewell Crossings development to refine the proposed alignment, with the intent of minimizing impacts to the natural environment as a key consideration. As a result, the alignment was refined to utilize pre-established encroachments within the natural setting (ex. existing farm crossings and clearings) wherever possible, and focused on areas where impacts to natural features could be limited.

Originally the project team was focused on the possibility of an at-grade crossing of the Metrolinx corridor, using the existing farm crossing at the end of Greenhouse Road, but Metrolinx has recently implemented a new policy where they have placed a moratorium on new at-grade crossings. As a result, underpass and overpass options were explored to cross the railway corridor. Due to high groundwater in the area of the railway corridor and the lack of a suitable gravity flow outlet for surface water, an underpass was determined to not be feasible, as it would require constant dewatering by mechanical methods (i.e., pumping). Also, in an effort to reduce the roadway footprint within the natural areas south of the existing rail corridor, the decision was made to cross the Metrolinx tracks further west of Greenhouse Road south of the railway tracks, which resulted in a crossing location adjacent to the Hopewell Crossing storm water management pond.

Staff also consulted with the development land owners in the area, specifically Thomasfield Homes and Breslau Properties, that would have had direct impacts on the preferred alignment as it relates to property acquisition. Both Thomasfield Homes and Breslau Properties raised no objections to the preferred alignment being proposed.

The next steps to finalize the EA and move towards construction are as follows.

- Council endorses the preferred alignment;
- Notice of Study Completion is issued for the project;
- 30 day public review period commences;
- If no objections are raised by the public or the Ministry of Environment, Conservation and Parks, the EA is considered finalized;

- Staff will issue a request for proposal for the detailed design assignment, pending budget approval;
- Agreement for crossing of the Metrolinx rail corridor will need to be undertaken;
- Land acquisition will take place once the detailed design is formalized;
- A tender will be issued for the reconstruction works pending final land acquisition and required permitting.

### **Interdepartmental Impacts:**

None.

### **Financial Impacts:**

In order for the project to proceed to Phase 5 (Implementation of the Preferred Alternative) the following items need to be addressed:

- Detailed Design to confirm permitting and land requirements
- Appraisal and negotiations with current land owners to secure required land
- Legal survey to define new parcels for purchase and sale
- Permitting (GRCA major permit, potential DFO)
- Metrolinx agreement for new grade separated crossing

### **Additional Work Required Prior to Construction**

Detailed Design and Tendering	\$ 1,143,000.00
Land Appraisal	\$ 10,000.00
Legal Survey	\$ 45,000.00
Land Acquisition (\$250k/Acre)	\$ 2,180,000.00
Metrolinx Agreement (Legal and Design)	\$ 5,000.00
Grand Total	\$ 3,358,000.00

### **Anticipated Construction Cost**

<b>Construction</b>	<b>\$ 26,600,000.00</b>
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Finalized budgeting for the construction of the new collector road, which is estimated at \$26,600,000 (including contingency), will also need to be incorporated into the next Development Charge background study or amendment. As the expected timing to construct the new road is by 2031, it is crucial to finalize the EA so that the Township can begin to collect monies from development with Woolwich to fund the construction works.

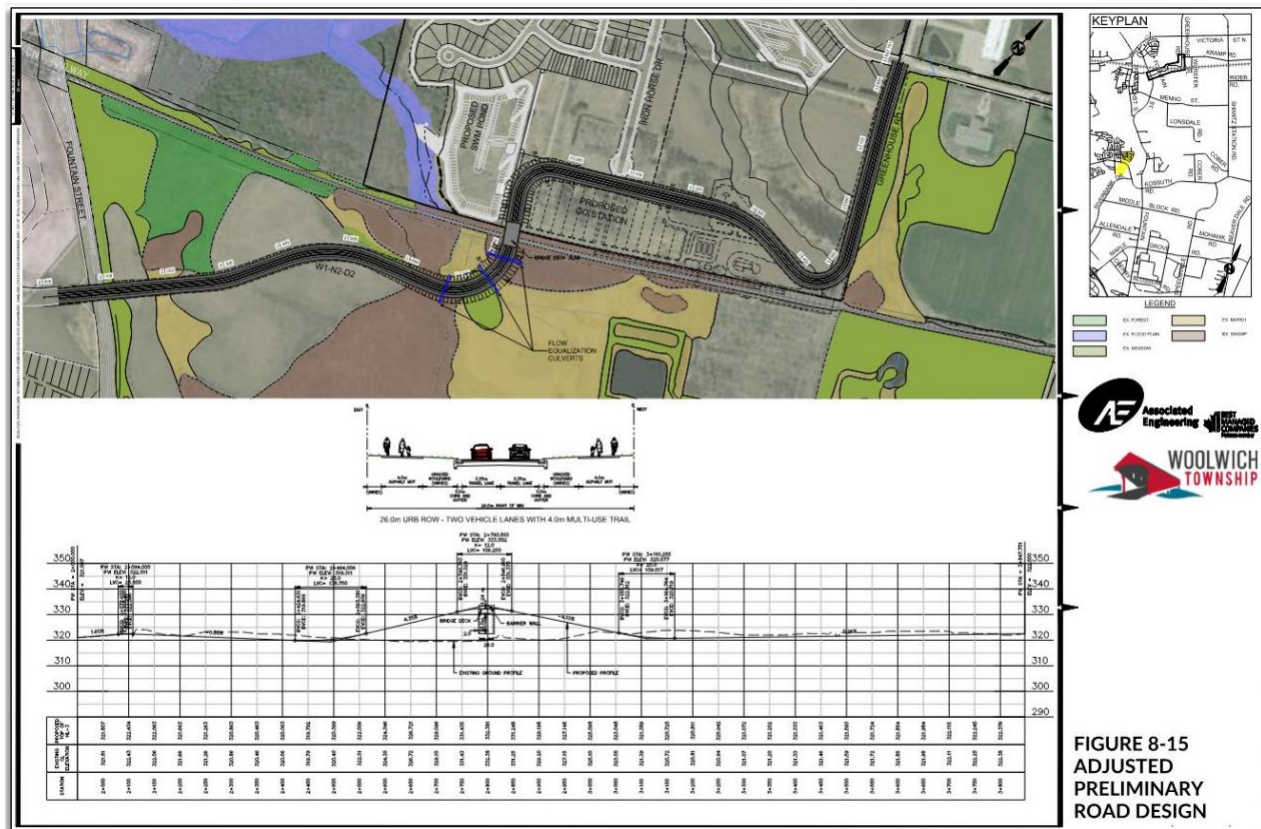
### **Strategic Plan Impacts:**

The Breslau East Connector Road Municipal Class Environmental Assessment project in Woolwich supports the Township of Woolwich's strategic direction to "*Make transportation*

*planning a priority when evaluating growth and development plans”, with a goal to ensure proper “Long Range Transportation Planning”.*

## Conclusion:

Through the Breslau Connector Road EA project many different route alternatives have been reviewed and analyzed. The project team has also consulted with the public as well as major stakeholders to determine and mitigate potential concerns for the multitude of alignments assessed. Through a rigorous analysis, the project team has determined that the following alignment addresses the issues brought forward through the project problem statement the most effectively:



The above alignment will provide a direct connection between the historic and new areas of Breslau. The preferred route also facilitates active transportation in Breslau by providing a direct link between the two communities, which should encourage cycling and walking. The preferred route also provides connections to existing or planned infrastructure that is compatible with the new road's connector function.

## Attachments:

None.