

**TOWNSHIP OF WOOLWICH**  
**ENGINEERING AND PLANNING SERVICES**

**REPORT:** E66-2015

**MEETING DATE:** December 8, 2015

**TITLE:** Breslau Settlement Plan  
Proposed Official Plan Amendment No. 25

**MEETING TIME:** 7:00 pm

**FILE ID:** D09 B E

**LOCATION:** Council Chambers

**PREPARED BY:** Dan Kennaley

**REVIEWED BY:** Dan Kennaley

**DATE REVIEWED BY MANAGEMENT TEAM:** November 30, 2015

**C.A.O.:** \_\_\_\_\_ (signature not required if reviewed by SMT)

**CONSENT ITEM**



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**RECOMMENDATION**

THAT the Council of the Township of Woolwich, in accordance with Report E66-2015, adopt the Official Plan Amendment No. 25 (Breslau Settlement Plan) attached as Appendix A to Report E66-2015, as prepared by The Planning Partnership Limited and their Consulting Team so as to provide policy to guide planning for the Breslau Settlement Area and to implement the associated Environmental Assessment.

AND FURTHER THAT Council of the Township of Woolwich deem the changes to the original proposed Official Plan Amendment that was presented at the June 2015 public meeting in the manner outlined in Official Plan Amendment No. 25, which was in response to comments received from the circulated agencies and public, to be minor and not warranting the need to hold another public meeting.

**BACKGROUND INFORMATION**

The Township initiated the Breslau Secondary Plan in 2012 to develop a land use strategy that builds a greater sense of community in Breslau and manages Breslau's future growth in a way that recognizes the regional planning context, is sensitive to the existing community and creates a community that is distinct from the adjacent urban municipalities. The study area consists of the Breslau Settlement Area and the South Breslau Industrial Area as illustrated in Appendix B. The Township retained The Planning Partnership Limited (PPL) and their consulting team (the "Consulting Team") to undertake the process of preparing the Secondary Plan.

During the first phase of the process in early 2012, the Consulting Team collected and reviewed the relevant planning policies and the available background information and mapping to produce a first draft of the Background Report summarizing their findings.



The Township held the first Community Building Workshop for the Breslau Secondary Plan in May of 2012 to first, introduce the Secondary Plan exercise and secondly, to highlight key findings from the initial background review and thirdly, to begin to identify a vision and set of principles to evaluate the various long-term development options for Breslau. A second Community Building Workshop was held in February of 2013 to present a draft of the Vision Statement, Guiding Principles and three growth options to the public, stakeholders and concerned agencies.

The Consulting Team, in collaboration with Township Staff, recommended a preferred growth option for the Breslau Secondary Plan, including the preparation of a first draft of the associated Official Plan Amendment policies ("the OPA"). The proposed OPA was reviewed at a training session with Council in November of 2013. Staff and PPL subsequently presented the preferred option at an informal public meeting in Breslau in December of 2013.

The Breslau Secondary Plan process was "slowed" between the period of December 2013 and January of 2015 due to a number of issues and processes, including:

- Outstanding Ontario Municipal Board (OMB) appeals and civil litigation of the Regional Official Plan (ROP), as well as OMB appeals of a parallel Region Official Policies Plan amendment process (ROPPA #30) that was applicable to the Breslau Settlement;
- Uncertainty of whether the Township would obtain additional wastewater capacity from the City of Kitchener for Breslau;
- Ongoing engineering work that needed to be finalized, including the Region's water modelling exercise for Breslau; and
- Ongoing discussions with the Ministry of Transportation (MTO) concerning the proposed design of new Highway 7 and its implications on the preferred growth plan for Breslau.

During the first half of 2015, the above-noted issues were either addressed or close to being finalized, which has allowed the Consulting Team to move forward and finalize the Breslau Secondary Plan. The litigation related to the new ROP was settled. Kitchener has confirmed that they are prepared to allocate additional wastewater capacity to Breslau and the financial framework of a new Cross Border Servicing Agreement has been approved by both Councils. The water servicing strategy is near completion and Staff has made progress with MTO in harmonizing the design of new Highway 7 with the road network proposed in the Breslau Secondary Plan.

In addition to these outstanding matters, Township Staff and PPL have been reviewing the many comments received from the public and agencies since the 2013 public meeting. In addition, Township Staff met with various stakeholders with significant development holdings in Breslau. The Consulting Team has also been finalizing their technical work in support of the proposed OPA. In consideration of the comments received to date, PPL, in consultation with Township Staff, prepared a further refinement to the proposed OPA, which was presented at a formal public meeting, pursuant to the Planning Act, in June of 2015.

A copy of the presentation/highlights of the two Community Building Work Shops can be viewed on the Township's website – [www.woolwich.ca](http://www.woolwich.ca) or at the Township's Administration office in Elmira (Engineering and Planning Services Department). A copy of the minutes from the two public meetings is attached as Appendix C.



### Purpose and Effect of the Amendment

The purpose of the proposed OPA is to integrate the Breslau Secondary Plan into the Township's Official Plan and to implement the associated Environmental Assessment. As a result of this integration, the Breslau Secondary Plan will become known as the Breslau Settlement Plan within the Township Official Plan. The existing land use policies for the Breslau and the South Breslau Industrial Area will be deleted and replaced by more detailed policies in the Township's Official Plan that are specific to the study area. These policies will guide growth and development while shaping the long-term vision for the community. New land use, transportation and environmental mapping for the study area, as further refined since that last public meeting, also forms part of this proposed OPA.

The Consulting Team has also updated the Background Report (May 2015) to reflect work completed since the December 2013 public meeting and has prepared the following technical reports/memos that support the proposed OPA:

- Breslau Settlement Plan Planning Report (December 2015) – The Planning Partnership Limited
- Preliminary Servicing and Stormwater Management Report (November 2015) – SCS Consulting Group Ltd.
- Preliminary Floodplain Mapping of Breslau Drain and Hopewell Creek (August 2015) - SCS Consulting Group Ltd.
- Draft Transportation Overview Analysis (August 2015) – Poulos and Chung
- Comprehensive Environmental Overview (November 2014) – Plan B Natural Heritage

A copy of the revised Background Report and supporting technical reports/memos can also be viewed on the Township's website.

### **COMMENTS**

The purpose of this report is to identify the key highlights of the proposed OPA for Council and to demonstrate that the Plan:

- Is in keeping with the Vision Statement and Guiding Principles that were established through the community consultation process;
- Is in conformity with Provincial Policy Statement (PPS), the Province's Places to Growth Plan, the new ROP and the Township Official Plan;
- Is in keeping with the Township Strategic Plan;
- Is supported by the technical reports/memos prepared by the Consulting Team and vetted by Staff and the applicable agencies;
- Represents good planning in developing a land use strategy that builds a greater sense of community in Breslau, manages Breslau's future growth, is sensitive to the existing community and creates a community that is distinct from the adjacent urban municipalities; and
- Addresses or is responsive to issues and concerns expressed by the community, the stakeholders and the various concerned agencies.

### Vision Statement and Guiding Principles

In order to fully understand the range of issues and to develop an appropriate growth strategy for Breslau, Staff and the Consulting Team needed to know what the residents and businesses felt about their community and what their vision for the community was moving forward. This critical public input



would produce a Vision Statement and a set of Guiding Principles to help shape the future of Breslau. This will ensure that any proposed policies and action recommended through this secondary planning process reinforces and supports the values and vision of the community.

PPL notes *that a vision statement is reflective of the direction given for community building and it also helps establish broad principles for the Settlement Plan to achieve. The Vision Statement includes: (1) General attributes of the community; (2) Descriptive understanding of Breslau today; (3) Formation of a strong basis for future growth and development of Breslau; and (4) How the Settlement Plan document should be written and how it will perform.*

Staff and the Consulting Team held a number of consultation sessions with the community to develop an appropriate and reflective Vision Statement and a set of Guiding Principles for the Breslau community.

The Vision Statement that was produced for Breslau as highlighted by PPL states:

- Breslau is a safe, close knit and family-oriented community that is well located and accessible;
- Growth should continue to protect and enhance this unique community with a historic centre and small town feel;
- Community design should be influenced by natural features;
- The Plan should promote and enable active transportation principles and elements;
- New development will be sustainable, compact and efficient, and accommodate a full range of housing types, resulting in a complete community; and,
- The Plan should be a visionary document that balances development control with flexibility to respond to changing technical and market conditions.

The full version of the Vision Statement is outlined in Section 7.16.1.2 of the proposed OPA attached as Appendix A.

The eight (8) Guiding Principles that reflect the Breslau Community's vision as highlighted by PPL are as follows:

1. Creation of a Comprehensive and Linked Natural Heritage Framework;
2. A strong and complete community structure that protects the historic central neighbourhood and provides commercial lands, range of housing, businesses and community services;
3. Well designed, safe and sustainable new residential neighbourhoods that are integrated within the existing community;
4. To recognize the long-term development potential of the adjacent countryside while protecting existing agriculture operations and other economic development activities;
5. An Active Transportation system that is safe, well connected and multi-modal;
6. Promote "green" and "healthy" neighbourhoods that are attractive, accessible, energy efficient and include sustainable design features;
7. Protection of people and property from natural hazards and other nuisance impacts; and
8. Growth Management that is logical, efficient, cost effective, balanced with employment opportunities and reflective of the financial and administrative capabilities of the Township.

The full version of the Guiding Principles is outlined in Section 7.16.1.3 of the proposed OPA.



### Structure Plan

With a Vision Statement and Guiding Principles in place, Staff and the Consulting Team prepared a Structure Plan that identified the key components of developing a complete community where one can reside, shop, work and recreate in Breslau. The Structure Plan (Schedule 'A' of the proposed OPA) is in keeping with Breslau's Vision Statement, the eight Guiding Principles and includes the following:

- The location of the Built Boundary within "old Breslau" that will accommodate some limited intensification in certain areas.
- The location of various Designated Greenfield Areas of recently developed and proposed new neighbourhoods. There are some smaller pockets (e.g. Rutherford/Eby and Breslau Properties/Mader) that can accommodate some residential development. There are also two major neighbourhoods proposed on large, consolidated land holdings, which are subject to a number of planning applications filed with the Township and currently in the review process.
  - Neighbourhood 1 is solely residential and is an extension of Empire Communities (Riverland) development. This neighbourhood has a number of attributes that need to be considered including: (1) direct access to a significant environmental feature of the Grand River and the associated valleylands, (2) surrounds an existing community hub that includes a major recreational park and community facility and the potential of a new elementary school and branch library; (3) proximity to an existing elementary school, other community facilities (churches, post office, neighbourhood commercial), the core area and an existing employment area.
  - Neighbourhood 2 is owned by Thomasfield Homes (developer of Hopewell Heights), was formerly an industrial warehouse site and is currently zoned dry industrial. The conversion of a portion of these lands to residential does not trigger a comprehensive review of the Township's Official Plan because of its current broad urban designation that allows a range of uses. Due to the current Settlement Plan pattern and existing environmental feature (Hopewell Creek), Neighborhood 2 would appear to be segregated from the rest of the community. This concern will diminish as Breslau ultimately expands to the east towards Shantz Station Road as per the new ROP and, in the interim, transportation measures would be implemented to connect Neighbourhood 2 with the rest of the community. This Neighbourhood will also contain the key attributes that exist in Neighbourhood 1, including: (1) direct access to the significant environmental feature of Hopewell Creek and the associated valleylands; (2) surrounds a proposed major park facility and a potential new elementary school; (3) in proximity to new commercial mixed use areas, employment lands and a potential GO station.
- The location of the various commercial opportunities that exist or are proposed for Breslau including the various mixed and neighbourhood commercial areas spread throughout the Settlement and a major retail area on lands owned by Smart Reit (formerly Smart Centre) at the Fountain Street extension and Victoria Street North.
- The location of two major employment areas being (1) the existing South Breslau Industrial Area containing a number of traditional manufacturers and a wide range of other industrial uses; and (2) a proposed new business park in proximity to Neighbourhood 2 and a number of planned transportation systems such as the railway, a potential GO Station and new Highway 7.
- The location of two potential school sites central to the proposed new neighbourhoods.



- The location of Gateways that may consist of architectural/landscape features or points of interest in prominent areas as one enters Breslau.
- The location of the Natural Heritage Framework which consists of protected Core Environmental Features (e.g. floodplain, wetlands, valleylands, woodlots, etc.) and their associated buffer area for conservation or passive uses (e.g. trails), as well as the active open space or recreational lands.

#### Breslau's Planned Population

The new ROP assigned a population forecast of 36,500 people to Woolwich to the end of the planning horizon of 2031. As part of the background work for the Township's Scoped Official Plan conformity exercise, Staff has distributed the assigned population to the rural area and the various settlements in the Township, including Breslau. The methodology of distributing the assigned population internally was based on the following:

- Elmira will continue to be the primary urban centre for the Township in the long term as outlined in Section 7.16.2.1 a) of the proposed OPA. The population forecast shall conform to Elmira's growth rate policies (approximately 3% per annum) and acknowledge the servicing allocation committed to the various developments in the Settlement (e.g. Lunor and Southwood 3).
- Breslau will remain as a secondary urban centre overtaking St. Jacobs.
- St. Jacobs' population forecast shall conform to its growth rate policies and acknowledge the servicing allocation committed to the various developments in the Settlement (e.g. Valleyview and infilling projects)
- Limited development would be directed to the smaller un-serviced settlements and the rural area.

Based on these assumptions and after allocating the appropriate population to Elmira, St. Jacobs, the smaller settlements and the rural area, Breslau is left with a population of approximately 7700 people to the year 2031. The population for Breslau is only a target for the purpose of planning for infrastructure and services or to justify future expansion, but not necessarily for curbing development within the Settlement limits unless required through staging policies. Staff notes that the new ROP is contemplating further expansion of the Region's urban area, which may include lands adjacent to Breslau within the rural area (e.g. Breslau Properties and Empire). The Region has indicated that any such expansion to Breslau would be accompanied with new population being assigned for Woolwich.

#### Staging

Breslau did not have staging or growth rate policies when the Empire Riverland and the Thomasfield Homes Hopewell Heights' subdivisions were being developed. This was largely due to the fact that the two developers had to upfront a significant amount of capital cost for the extension of services from Kitchener as well as other infrastructure (i.e. contribution towards the Fountain Street – By-pass).

With Breslau now on the cusp of significant additional growth from its current population of 4150 to a planned population of 7,700 people by 2031, and with Breslau also on the cusp of transforming from a rural settlement to becoming part of the urban area, Staff are recommending appropriate staging and growth policies for Breslau. The staging policies in Section 7.16.2.3 of the Breslau Settlement Plan are



consistent with policies/practices used in Elmira and St. Jacobs and also implement Guiding Principal No. 8 for Breslau, which states that:

*Growth Management that is logical, efficient, cost effective, balanced with employment opportunities and reflective of financial and administrative capabilities of the Township.*

This Guiding Principle reflects the Township's long standing philosophy of having a consistent and manageable growth rate on an annual basis in the larger urban areas of Woolwich in order to:

- avoid ongoing pressures to expand the settlement or to enter into certain staging areas of the settlement prematurely due to the lack of services and infrastructure;
- allow the municipality to properly forecast, budget and provide the necessary services that are associated with new development; and
- reduce the impact from traffic, dust, noise and drainage caused by new development on the existing community.

Based on the above and having regard to the population forecast of 7700 people by 2031, Breslau will grow by approximately 825 people (300 dwelling units) every three years or 275 people (100 units) per year within the Designated Greenfield Areas. Since the Built Boundary does not have the capacity to accommodate a significant amount of intensification, new population in this area is not applied to the 3 year growth rate as is the case in Elmira.

These staging policies are based on a cautious approach that will reduce the likelihood of negative impacts from new development. Complaints about traffic, dust, noise and drainage will be monitored by Township Staff and if a significant amount of negative impacts have not occurred, staging policies can be modified by Council without an amendment to the Official Plan. When the short term servicing limitations associated with the Breslau wet well are eliminated, would, for instance, be an appropriate time to review staging policies. Similarly, if the Breslau settlement boundary is expanded and additional population is allocated to the Township by the Region, then this would also constitute an appropriate time to review staging policies.

It should also be noted that these staging policies have been revised since the public meeting. The 100 units per year have remained the same, but the previous implementation interval of five years has been reduced to three. In addition, the first implementation interval has been revised to start in 2017 rather than 2015. These revisions flow from a concern with the previous implementation intervals that encouraged 300 or more units to be built in a single year.

The 100 units per year in Breslau compares to similar policies in Elmira that provide for 131 units per year. However, the lower unit totals for Breslau acknowledge that Breslau is a much smaller community and that the 100 units per year represent a much higher rate of growth as compared to Elmira. In addition, as already mentioned, the 131 units for Elmira consist of both new development (60%) and intensification (40%), whereas the 100 units in Breslau will all be new Greenfield development.

Finally, growth for certain areas that require significant public infrastructure (e.g. pumping station, creek crossing) such as the Thomasfield Homes draft plan would be tied to the servicing of 'shovel ready' employment lands. The staging policies also link the development of the retail commercial floor space to population growth and would give priority to developments that implements the Sustainable Design and Green Building controls.



### Planning and Land Use Designation

Breslau had previously been identified as a small-urban settlement with land use designations that were broad based and an existing development pattern characterized as low density. Given the lack of services and infrastructure, Breslau did not contain or offer a full range of uses. The new ROP eliminated the residential cap that affected Breslau (i.e. 1250 unit cap) and designated it as part of the larger urban area similar to the three cities. As result, Breslau would be taking on an urban form that is in keeping with the cities. To achieve this urban form, all future Designated Greenfield Areas will be on full municipal services and the Township will have to amend the gross residential density policies for Breslau to a minimum of 55 people/jobs per hectare (approximately 18 units per hectare). Future development in Breslau will be planned for greater densities than what was achieved in the existing Riverland and Hopewell Heights developments. To meet the increased density contemplated in the new ROP, the Township will have to identify major local nodes that would contain mixed uses and a range of housing types, including large-scale multiple residential developments. In addition complementary employment, commercial, institutional and recreational uses must be provided to achieve a complete community. Such developments would be dramatically different than what the community of Breslau has experienced in the past. Notwithstanding this new policy direction, the proposed OPA achieves a balance by being sensitive to the stable, low density neighbourhoods within “old Breslau” and minimizing/controlling the level of infill development.

To achieve the above, PPL has developed new land use designations in the Official Plan for Breslau in the following manner (see Schedule ‘B’ of the proposed OPA):

***Village Residential*** – Guiding Principle #2 requires a community structure that protects the historic central neighbourhood. This designation applies to the low density residential neighbourhood, predominantly on private services, within “old Breslau”. The Plan recognizes, protects and enhances this stable neighbourhood. A certain mixture of housing is encouraged but the amount of intensification is limited and built forms and land uses that are incompatible are prohibited. Despite the density that is planned for Breslau, the policies envision that surrounding development is sensitive and will allow this area to remain as a stable neighbourhood.

***Village Main Street*** – This designation applies to certain properties along Woolwich Street, from a property south of Shields Street to a quarter of the way up Woolwich Street North. It would also apply to a few properties on Dolman Street. Through the secondary planning process the community identified the lack of commercial services in the area, as residents had to drive to the cities to satisfy their shopping needs. Guiding Principle #2 ensures that the Plan for Breslau promotes a community structure that provides sufficient commercial lands. The intent of this designation is to support the Main Street role as an area of historical significance and a community focal point, and a draw to visitors. This area will attract local shopping opportunities, as well as community, cultural and entertainment uses while at the same time encourage the re-use and conversion of the existing buildings to protect the residential look and feel of the street. This area, located at the northeast, will form Breslau’s downtown. Another factor that will have a large impact in stimulating redevelopment, intensification and conversion of properties within the Village Main Street designation is the installation of municipal services. As Council is aware, the Township is reconstructing Woolwich Street South and Dolman Street next year, which will include water and sanitary services.

***Residential Designations*** – Breslau currently has a broad residential designation that does not specifically mandate the range, mixture and density of housing within a neighbourhood. In order to achieve the required densities planned for Breslau, as well as the mixture of housing for people of all ages and income levels, two new residential designations were developed based on density and



housing types. A *Low/Medium Density Residential Designation* was developed for the majority of the Designated Greenfield Areas to promote low density housing (singles/semis), between 12 to 20 units per hectare. This area also provides opportunity to incorporate a small percentage (20%) of medium density housing, such as townhouses, plexes or live-work units at a density between 20 and 50 units per hectare. Other uses, such as assisted or special needs housing, churches, parks/community uses and small scale convenience commercial would also be permitted in this designation. The *Medium/High Density Residential Designation* would only be in selected areas within a neighbourhood where high density housing is appropriate to support local transit and local community facilities and uses. The high density type housing would include low-rise apartments and mixed use buildings at a density between 50 and 120 units per hectare, comprising of a maximum of 40% of the housing within this designation. Schedule 'B' of the proposed amendment illustrates the location of this designation within the Designated Greenfield Areas.

**Commercial Mixed Use** – This designation is new to the Official Plan and it is another means of addressing the need for additional commercial uses within Breslau. The intent is to provide neighbourhood scale retail opportunities in a pedestrian friendly, mixed use format close to a residential neighbourhood. The designation would allow some residential units but in a mix-use or live-work built form. The commercial uses are geared towards the day to day needs of the neighbouring residents and therefore the retail and restaurant unit sizes are capped. This area would also allow assisted or special needs housing, live-work units, institutional and parks/community uses. The proposed OPA applies the Commercial Mixed Use designation to a number of existing properties along Victoria Street and Fountain Street next to the existing Hopewell Heights subdivision and to selected areas within or around Neighbourhoods 1 and 2.

**Retail Commercial** – A major retail commercial designation is proposed at the corner of Ebycrest/Fountain Street extension and Victoria Street on approximately 8 hectares of land primarily owned by Smart Reit. This major retail commercial designation will also help to address the need for additional commercial uses that exist today. The intent of this designation is to provide a variety of retail and service commercial uses to serve the needs of Breslau and the drive-by consumer. This location was ideal for a major commercial facility given its visibility and accessibility to the Regional road system and the pending new Highway 7 to the north. The site can easily be integrated with a future transit service, if available to Breslau. The development of the facility shall not take the form of a highway commercial strip or a campus style (i.e. big box) development, but is intended to be pedestrian friendly, built close to the street and contain parking towards the rear. The size of the facility would be based on the commercial floor space ratio 2 m<sup>2</sup> per person using the 2031 population of 7700 people. This would allow a 15,400 m<sup>2</sup> (or 165,000 f<sup>2</sup>) commercial facility. The policy allows the consideration of a larger facility that supports a wider area, subject to justifying it with the necessary planning applications and supporting studies.

Staff notes that Smart Reit's current urban designation (approximately 8 ha) is disjointed. They had made a request to the Township to rationalize their lands as part of the secondary planning process for the purpose of consolidating their retail designation without a net increase to their developable lands. However, the rationalization process cannot be done as part of the secondary planning process, but only as part of the Township's scoped official plan conformity exercise in conjunction with a ROP amendment. Staff will be initiating the rationalization process for the Smart Reit's lands, as well as other lands in the Township in early 2016.

**Employment Designations** – Two of the Guiding Principles speak to providing business opportunities, as well as land and infrastructure for 'shovel ready' employment lands. The proposed OPA contains economic development policies that promote and plan for diverse and sustaining employment opportunities in and around Breslau. The *South Breslau Industrial Area* is an existing designation and



the respective policies have been carried forward in the proposed OPA. This area is a stable and valued employment cluster containing many traditional and heavy manufacturing businesses and other industrial related uses. In the interim the industrial properties are on private sanitary services and some are connected to municipal water. It is the intent of this Plan to provide full municipal services to ensure that this employment area for Breslau will continue to thrive.

Two new employment designations were developed for Breslau and are proposed to be located on the east end of the Settlement, adjacent to Victoria Street and Greenhouse Road. This employment area builds on some of the existing employment (Spae Naur) and commercial greenhouse businesses (Grobe Nursery and Belgium Nursery) that exist and will form part of the Thomasfield Homes mixed use development. This area will not promote heavy type industrial uses recognizing that this employment cluster is situated next to a residential area and a visible highway. It is the intent of the Plan, through the staging policies, to service these lands in conjunction with the development of Neighbourhood 2 in order to provide shovel ready employment lands early in the planning horizon.

*Employment Land 1* is situated along Greenhouse Road and Victoria Street. It is intended to attract uses that are considered prestige type employment businesses, that require high visibility and quality built form and no outdoor storage. This designation should achieve significant density given the uses that are permitted including business and professional offices, hotels and institutional type uses. Other complementary employment uses are allowed including research and development, restaurants integrated within an employment building, commercial schools, emergency services and parks/open spaces.

*Employment Land 2* is situated internal to Greenhouse Road and Victoria Street, adjacent to Employment Land 1. This area does not require high visibility or built form but will accommodate a wide range of employment uses such as offices, traditional manufacturing that is not obnoxious or offensive and research and development facilities. This area will allow some outdoor storage regulated through the Zoning By-law.

**GO Station** – This designation recognizes a potential GO Station at Greenhouse Road, adjacent to the railway in accordance with an approved Environmental Assessment (EA) that was completed by GO Transit (now Metrolinx) in 2009. The GO Station will function primarily as a commuter focused station, which will require a significant amount of parking and other supporting services. The designation will allow accessory retail and commercial uses and surface parking or parking structures. The adjacent employment designation will also allow free-standing commercial uses to support the GO Station. Some concerns have been raised that the policies in the Plan promote only a commuter focused station and not a typical transit station area containing mixed use, high density development. Staff notes that the EA clearly identified the planned function of the station as a ‘park and ride’ to accommodate those suburban riders who prefer not to access the downtown Kitchener station. In addition, Neighbourhood 2 is a mixed use development with significant density in close proximity of the GO Station. If the planned function of the Breslau GO Station changes over time to something other than a commuter focused station, then the GO Station designation may evolve and permit a greater range of mixed uses. Metrolinx provided comments on the proposed OPA and raised no issues with respect to the proposed designation. They are requesting that the Township continue to protect this area for a GO Station and they did raise some transportation issues which will be discussed later in this report. In addition, Metrolinx advised verbally that the Greenhouse Road GO Station is on their 50 station short list and a decision is pending in the spring of 2016 as to whether it will be part of their 10 year capital program.



### Cultural Heritage

The conservation of cultural heritage resources is required by various pieces of Provincial legislation, but more importantly, it can enhance a sense of community by providing continuity between the past, the present and the future. This is particularly important in Breslau because the community is on the brink of considerable growth that will transform the community from a rural settlement to part of the urban area. The cultural heritage policies in the Breslau Settlement Plan are based on the three components of cultural heritage resources, built heritage resources, archaeological resources and cultural heritage landscape resources. The cultural heritage policies of the Plan require that the cultural heritage resources that have been identified in the study area will be listed on the Township's Municipal Register under the Heritage Act and that the property owners of these cultural heritage resources will be encouraged to co-operate in the designation of these buildings and properties under the Heritage Act where such designation is appropriate. In addition all new development that has the potential to affect cultural heritage resources will require the preparation of a Heritage Impact Statement that must demonstrate how such resources will be properly conserved. Similarly, development proposals must also carry out an assessment of archaeological resources that may exist on a property and this archaeological assessment must also demonstrate how archaeological resources will be conserved.

### Sustainable

The proposed OPA devotes an entire section of policies to create an attractive and sustainable community in keeping with Guiding Principle #6. The policies encourage development:

- to be consistent with LEED principles,
- to strive to achieve certain energy efficiency standards and performances,
- to use alternative energy systems,
- to mitigate the local heat island effect with such means as green rooftops, shade trees and light colored pavement,
- to achieve greater efficiency in water savings,
- to reduce waste,
- to meet minimum barrier free standards, and
- to incorporate high-quality building and architecture design.

Concerns have been raised by some of the stakeholders that the proposed policies are too prescriptive and should be dealt with comprehensively in the Official Plan and not area specific to Breslau. Staff believes that the above-noted policies are appropriate and becoming commonplace in other municipalities to achieve a healthy and green community. These policies will serve as a place holder for Breslau and may likely be transferred to a general section in the Township's Official Plan as part of the Township's conformity exercise to apply to a broader area in Woolwich. In addition, these policies are only "encouraging" the application of these standards and efficiencies at this time. Staff is still investigating the necessary tools and resources needed to mandate them, if Council so chooses. Through discussions with the stakeholders, Staff has observed that many are already implementing most of these policies as part of their housing and subdivision designs.

### Urban Design and Architectural Control Guidelines

The proposed OPA includes Appendix I, which outlines and illustrates Urban Design and Architectural Control Guidelines for new development and infrastructure in Breslau. The purpose of these Guidelines is to achieve a community built form within the private and public realm that is well designed and of high



quality. The proposed OPA is attempting to achieve a community that is more compact and connected and therefore the Guidelines will include measures to:

- standardize and provide for a highly interconnected lot pattern,
- have a consistent built form and aesthetically pleasing landscape,
- have a safe and accessible pedestrian environment,
- promote development that is compatible and respectful of its heritage context,
- achieve a density that is consistent with Provincial, Regional and Township policies,
- that supports a range of transportation modes, and
- provides a consistent evaluation framework to review planning applications.

The Guidelines are a non-statutory component of the proposed OPA and can be amended from time to time through a Council resolution. Staff notes that certain sections in the Guidelines related to the public realm are still being reviewed by Township Engineering and are therefore deferred at this time. A final recommendation on the Guidelines related to the public realm will be presented to Council in early 2016.

### Transportation

Guiding Principle #5 requires the Plan “to develop an Active Transportation system that is safe, well connected and multi-modal.” The transportation component of the secondary plan evaluates the design and function of the existing and planned transportation system for Breslau to ensure that it has sufficient operating capacity, is inter-connected and compatible with all primary modes of transportation. The Consulting Team reviewed the background data/studies and regulatory jurisdictions applicable to the study area to develop an appropriate transportation system to best serve the densities and land uses proposed for Breslau. Where deficiencies were identified, a series of proposed infrastructure improvements/road extensions or required studies (confirming the feasibility and impact of certain improvements) were recommended to implement the proposed Transportation Network. The Consulting Teams recommendations are supported by the findings and analysis contained in Poulos and Chung’s technical memo – Draft Transportation Overview Analysis.

The following are highlights of the proposed Transportation recommendations contained in policy or identified on Schedule ‘C’ Transportation Network – Breslau of the proposed OPA.

- The existing and proposed collector road system fully integrates and has regard to the existing and planned Regional and Highway 7 road network in the following manner:
  - Fountain Street extension is identified in the schedules and policies in the Plan, which requires the protection and securing of land for the final leg of this corridor.
  - The Ebycrest Road alignment recognizes the Fountain Street extension. It also recommends two access connections into the Ebycrest Road Designated Greenfield Area, via Fountain Street and Victoria Street to provide an appropriate transportation network as the densities increase as per the proposed OPA. Anything less than two connections would cause significant problems with regards to the transportation system in this area, would increase travel time and create delays for emergency services. Staff intends to present a more detailed report to Council in 2016 which would form Woolwich’s comments to MTO on the design of the Fountain Street extension and the adjacent Highway 7 interchange.
  - Policies are in place to prohibit new road connections to Victoria Street until such time that the Region assumes existing Highway 7. The Plan shows two projected collector road



- connections to Victoria Street within the Thomasfield Homes draft plan, which will contain cul-de-sacs in the interim.
- The Plan and policies recognize the Ottawa Street extension as a proposed Regional Road Corridor as per the ROP, if a crossing is constructed over the Grand River. In the interim certain portions of this corridor may be built as a Township collector road to accommodate traffic from Neighbourhood 1.
  - The new Highway 7 alignment and the potential GO Station are identified on the Transportation Network.
- A number of proposed collector roads are recommended to ensure that the transportation system is interconnected, is transit friendly and disperses some of the new traffic away from existing neighborhoods, including:
    - *Andover Drive extension* – will serve as a critical internal collector road spine to disperse traffic to the Regional Road or collector road system to minimize the impact to the Riverland residential neighbourhood.
    - *Dolman Street extension* – to provide an additional connection between Woolwich Street and Fountain Street and to direct some of the new traffic away from the Elroy Acres residential area. It will also serve as a servicing corridor for existing and planned residential areas east of Woolwich Street. The need, timing and funding of the road will be dependent upon the inclusion of the Breslau Properties lands within the Breslau Settlement Area. The alignment was adjusted to avoid two houses along Mader's Lane. Unfortunately, the property at 83 Woolwich Street South will have to be purchased to facilitate the extension of the road. The current owner (Shantz) objects to the extension of this road. The Consulting Team has outlined the need for the road in their technical memo and Staff included a new policy since the public meeting to delay the need for the road until the latter phases of a future Breslau Properties development, if such properties are included in the Breslau Urban Area. The extension of this road will provide greater exposure and accessibility to Mr. Shantz's commercial property immediately to the north. Staff note that other planned collector roads in the Township required the removal of a private property to improve the transportation network to better serve the community, including the extension of the South Parkwood Boulevard, First Street and Lunor Drive.
    - *Ottawa Street extension (west of Woolwich Street)* – a portion of the road between Andover Drive and Woolwich Street will serve as a local collector road if and when the Ottawa Street crossing is constructed. A maximum of two connections to the Ottawa Street extension are permitted. A new policy was added since the public meeting to require the construction of the Ottawa Street extension, between Shallow Creek Road and Woolwich Street in conjunction with the development of Neighbourhood 1. The remaining portion of the Ottawa Street extension to Andover Drive is dependent upon whether Empire's additional lands are eventually included within the Breslau Settlement Area.
    - *Ottawa Street extension (east of Woolwich Street)* – a new policy was added since the public meeting indicating that the function (local vs. region), timing and funding of this road will be dependent upon the potential inclusion of the Breslau Properties lands within the Breslau Settlement Area.
    - *Kramp Road* – a portion of this rural road west of Greenhouse Road will require upgrading to an urban standard to accommodate the employment area traffic within the Thomasfield Homes draft plan. The timing, funding and nature of the improvements will be determined through the review of the Thomasfield draft plan.
    - *Greenhouse Road* – has been identified as a new Collector Road to accommodate all of the traffic from Neighbourhood 2 and the employment area in the short term until additional road connections are provided to Victoria Street. Improvements are required to this road to bring to a Collector Road standard and to accommodate the short term traffic. The timing, funding



and nature of the improvements will be determined through the review of the Thomasfield draft plan.

- The Township's design of local and collector roads provides for a modified grid system to disperse the traffic and to provide multiple connections that are compatible with the transit, pedestrian and bicycle network.
- Schedule 'C' identifies existing and planned trail systems that would integrate with the existing and planned sidewalk systems. There is a priority of extending the trail system within Neighbourhoods 1 and 2. Staff notes that new Greenfield Developments will continue to require sidewalks on both sides of the road.

#### Fountain Street Connection and Proposed EA

A significant new road is proposed to connect Fountain Street with Neighborhood 2, the proposed GO Station and the adjacent employment area. This connection is critical to (1) connect Neighbourhood 2 with the rest of the Breslau community, (2) to improve accessibility to the potential GO Station from the surrounding regional road network, which Metrolinx requires, and (3) to provide a more direct connection between the GO Station/new employment area and the Waterloo International Airport.

Given the environmental constraints along this corridor (i.e. within and adjacent to a significant Core Environmental Features) and the potential challenges to cross the railway, the Consulting Team recommended a policy in the proposed OPA that requires a future EA to be completed to comprehensively evaluate the feasibility and the environmental and social impacts to construct the road. The illustration of this potential road connection is identified on Schedule 'C' as a conceptual corridor rather than a specific alignment as shown in the last version of the secondary plan. This updated approach allows a range of alignments and connections to be considered, including Greenhouse Road. The road corridor was adjusted to avoid impacts to a potential storm pond required to service Neighbourhood 2, at the request of Thomasfield Homes. It is expected that the EA process will be completed within 5 years from final approval of the Breslau Secondary Plan and would be funded by Development Charges. This proposed project, as well as any other infrastructure improvements recommended in the Breslau Secondary Plan, would be incorporated in the Township's D/C rate in a future amendment.

Thomasfield Homes agrees in principle with the purpose of this road connection, but strongly recommends that Greenhouse Road be the only crossing to be considered. They believe that any other alternative would significantly impact the timing and design of a portion of their subdivision, as well as potentially bisecting their proposed GO Station block. Metrolinx requires two road connections to service their GO Station but prefers that the proposed new road connect to Greenhouse Road. Staff notes that an EA must evaluate a range of alignments and crossings. The process would not be fair and transparent if one option was pre-determined. Staff agrees that certain options would normally be screened out before initiating the EA process, if it is readily apparent that such options were unrealistic. In Staff's review of the potential crossings, there are a number of viable alternatives that would typically be considered through the EA process. Staff has been working with Thomasfield Homes to develop options with their Draft Plan to protect a number of potential crossings until the EA is concluded within 5 years of the approval of this Plan.



## Environmental

The Consulting Team completed a comprehensive overview of the Study Area to address environmental policy and requirements from the Province, Region, Grand River Conservation Authority (GRCA) and Township which is summarized in the Plan B Natural Heritage technical memo. This overview included:

- A characterization and evaluation of the biophysical resources based on the review of existing background data/studies and field work;
- Confirmation of natural heritage boundaries, buffers and linkages;
- Identifying opportunities and constraints for future urban development;
- An evaluation of the potential impacts of future development; and
- The recommendation of mitigation measures to development related impacts.

In addition, the Consulting Team completed a separate wetland analysis of a series of features within Neighbourhood 1 and on the east side of Woolwich Street on the Breslau Properties lands. The findings in their review and analysis produced a number of environmental feature maps attached as Appendix II to the proposed OPA. This environmental feature mapping formed the basis of the Natural Heritage Framework shown in Schedule 'A' and the Environmental Protection designation shown in Schedule 'B'. The recommended Natural Heritage Framework was used in the development of land use options and subsequent evaluation and selection of the preferred Plan. The comprehensive environmental area overview also provided a series of recommendations that will be implemented through the environmental policies in Section 7.16.3 of the proposed OPA. Key highlights of the Consulting Team's recommendations include:

- Generally a 30 metre naturalization buffer and linkage connection should be maintained adjacent to a Core Environmental Features (CEF). Note, the 30 metre buffer does not apply to hazard lands or meander belts;
- Maintain surface flows to ponds and wetlands by retaining pre-development drainage catchments;
- Requiring Environmental Impact Statements (EIS) for future development applications within 120 metres of a CEF;
- Permit only certain uses within the naturalized buffer area such as forest, fish and wildlife management, restoration and remediation measures, flood and erosion control projects and low intensity recreational (e.g. non-motorized trails, passive park, natural heritage education appreciation);
- Implement Low Impact Development (LID) measures (e.g. green roofs, bio-retention swales, permeable pavers, rain barrels, etc);
- Implement enhanced (Level 1) stormwater management controls;
- Minimize road crossings (where feasible) over existing natural linkages and restored linkage connections.

The technical memo concluded that a series of wetland features east (Breslau Properties) and west (within Neighbourhood 1) of Woolwich Street South should not be included in the larger provincially significant Breslau Swamp Wetland. In addition the wetlands within Neighbourhood 1 did not satisfy the Provincial criteria and can be removed in whole or in part to accommodate future development. Compensation for the removal of the wetlands can be achieved through the restoration of buffers area in the Grand River valley and the creation of tertiary wetlands near the stormwater management facilities, where feasible. This measure can be applied at the subdivision stage.



Staff notes that the GRCA have not yet supported the Consulting Team's recommendation to remove the wetland pockets with Neighbourhood 1. Staff and the Consulting Team will continue the discussion with the GRCA to address their issues, either through additional information or policy changes, prior to final approval of the proposed OPA by the Region.

Staff would also wish to advise Council that the GRCA does not yet support the extension of Andover Drive over an unnamed tributary within Neighbourhood 1. The Authority is requiring additional environmental and transportation justification for this tributary crossing. Staff and the Consulting Team will continue the discussion with the GRCA to address their issue either through additional information or policy changes, prior to final approval of the proposed OPA by the Region.

A number of stakeholders raised concerns with the approach in the proposed OPA of maintaining a 30 metre natural buffer area to all CEF and with any requiring reduction the submission of an EIS and possibly the submission of an Official Plan Amendment, if such proposal is considered a major reduction. A minor reduction requires only the submission of an EIS. They also noted that there are no definitions for minor or major reductions. The stakeholder's preference is not to include the 30 metre buffer area with the CEF as part of the Environmental Protection Designation. The required buffer area should be established as part of the subdivision process through an acceptable EIS. The Consulting Team believes that the policies in the proposed OPA provides a more environmental friendly approach to ensure that the CEF are well protected with sufficient buffer areas around them. If there was not an appropriate buffer area standard entrenched in the Official Plan, then all planning applications would likely be proposing the least amount of buffer space to maximize the developable area. The 30 metre buffer area has been substantiated with a significant amount of scientific work and tested at the OMB for other developments within the Grand River watershed. The policy does provide some flexibility to reduce the buffer area to a setback that is less than 30 metres for certain environmental features and conditions, subject to an EIS approved by the Township, Region and GRCA. The Township, in consultation with the GRCA and the Region would determine if the proposed reduction is considered major which requires an Official Plan Amendment. This policy was subsequently revised, in response to the stakeholder's comments, to clarify what is considered a minor reduction as opposed to a major reduction, which triggers an Official Plan Amendment. Staff notes that this policy would not affect the Thomasfield Homes and Empire developments because their planning applications include an Official Plan Amendment. The Region and GRCA have or in the process of considering a reduction to the 30 metre buffer area for certain features after reviewing their respective EIS. If Breslau Properties lands were included in the broader Regional Urban Area, then their planning applications would also include a Township Official Plan Amendment and the ability to propose a smaller buffer area through an acceptable EIS.

### Wastewater Capacity and Sanitary Servicing Strategy

#### ***Cross Border Servicing Agreement***

In 2003, the Township entered into a Cross Border Servicing Agreement (CBSA) with the City of Kitchener for the extension of sanitary services to the Breslau Settlement Area to accommodate two 'Greenfield' developments (Thomasfield Homes and Empire Communities) and some limited infilling development, as well as maintaining a reserve for the existing residences on septic systems.

A new sewage pumping station was constructed within Kitchener, adjacent to Victoria Street and the Township/City border that would connect to Kitchener's downstream sanitary sewage system (known as the "Victoria Street North Pumping Station" (VPS). A smaller wet well/pumping station was constructed adjacent to the VPS to pump the sewage from Breslau, into the VPS (known as the



“Breslau Pumping Station” or BPS). The VPS would have a total peak flow capacity of 378 L/s and would accommodate development, of which, approximately 75% would be within Kitchener and 25% or 96 L/s would be in Breslau.

The 25% flow capacity of the VPS that was originally allocated to lands in Breslau was equated into units/area, being 1250 residential units and 3 hectares of non-residential development. In 2013, the CBSA was amended to equate Woolwich’s 25% share of the wastewater capacity within the system based on flow (i.e. L/s) and not residential units or non-residential land area. In addition, the Township no longer has to allocate capacity for new non-residential developments or connections because the non residential peak flows at the pumping station do not coincide with the residential peak flows.

In March of 2013, Staff presented Report E08-2013 to the previous Council indicating that the amount of residual capacity available to Breslau after substantial completion of the Thomasfield Homes and Empire Communities’ developments would not be sufficient to accommodate all of the estimated population and/or servicing demands from development proposals that have been submitted or Staff are aware of by the various stakeholders in the Breslau area. In 2014, Kitchener Staff confirmed that there is additional wastewater capacity available and they are prepared to sell to Woolwich an additional 25% of wastewater capacity for Breslau, totaling 189 L/s or approximately 50% of the total capacity. Kitchener and Township Councils have approved the financial framework for a new CBSA to facilitate this additional wastewater capacity for Breslau. Staff expects to finalize the CBSA with Kitchener early next year for Council’s approval.

### **Wastewater Capacity/Collection System**

The Consulting Team completed a Sanitary Servicing Report (prepared by SCS Engineering Consulting Group Ltd.) to determine:

- the amount of existing and new population that would be serviced by the additional capacity (i.e. total 189 L/s) allocated to Breslau at the VPS;
- the amount of flows at the BPS that can be accommodated with the additional capacity and what upgrades are required to handle the total flows of 189 L/s;
- the capacity (i.e. pipe size and slope) of the trunk sanitary sewers to the various serviced areas in Breslau and what upgrades (if feasible) are required to address the deficiencies identified in the system.

The Consulting Team’s analysis concerning the available peak flow capacity (i.e. 189 L/s) at the VPS for Breslau was based on a residential flow rates of 305 L/c/d, which, again, did not include flows generated by Industrial / Commercial / Institutional (ICI) as per the CBSA (although the ICI flow rate to calculate Inflow and Infiltration was included). As result, the Consulting Team has determined that wastewater capacity available to Breslau can now service a total of 13,316 people in Breslau, of which, 9130 people would be available for new growth. This total capacity factors in existing properties currently on private services. To realize this capacity at the VPS, a number of upgrades are required at the BPS because their current capacity can only accommodate 96 L/s. The current BPS configuration has capacity for an additional 1085 population before the full upgrades at the BPS are required. Those upgrades include increase wet well size, pump size, number of pumps, piping to the VPS, backup power and would be funded entirely through development charges.

Upon reviewing the existing and proposed serviced areas in Breslau, including some level of intensification within the Built Boundary, it appears that there is sufficient wastewater capacity at the pumping stations (assuming upgrades to the Breslau Pumping Station) to service all of the lands within the Breslau Settlement Area, plus some limited future expansion and/or connections. Since the



Township does not have to account for ICI, new non-residential development can accompany the residential development provided that such non-residential uses are not significant water users. Predominately all of the non-residential uses planned for in Breslau (e.g. commercial retail, mixed use, GO Station, Employments 1 and 2, schools) are not considered significant water users. A breakdown of the potential sanitary servicing scenario is shown below:

Total population available to Breslau at VPS/BPS (assuming upgrades)	13,316 people
Less: Total population of existing development (including properties on septic)	<u>4,188 people</u>
Total population available for new growth (including infilling)	9130 people
Less: Potential population demand of wastewater capacity within the existing Breslau	6400 people
Potential residual population of wastewater capacity for future expansion / connections	2730 people

**Please be advised that the above-noted information is only a potential sanitary serving scenario and is not a sanitary servicing allocation for new development or servicing connections within or around Breslau. The above potential sanitary servicing scenario will be further refined upon allocation of the sanitary servicing capacity to the respective developments by Council during the approval of their planning applications.**

Staff recommends that the Township continue to monitor the flows in the Breslau system to ensure that new development, as it comes on stream, does not exceed the maximum flow rate for Breslau at the pumping stations and whether the residential flow calculation rate of 305 L/c/d is acceptable or can it be reduced further because actual monitored flow is demonstrated to be significantly less than design flows.

Staff and the Consulting Team conducted a high level evaluation of the trunk collection system to determine the constraints or 'pinch points'. The ICI flows were included in this analysis to determine appropriate pipe sizes. It was concluded that:

- The extension of the existing gravity trunk collection system from the Empire development to the South Breslau Industrial Area will be difficult due to the topography of the land and the slope and size of the trunk sewer. In light of these constraints, the South Breslau Industrial Area would likely be serviced from a trunk sanitary sewer extended from the City of Cambridge as per the Region's Wastewater Master Plan for the East Side Greenfield Area.
- Due to the topography of the land, the servicing of Neighbourhood 2 and the adjacent employment area will be via a forcemain and pumping station within the proposed Thomasfield Homes' development. The location, size and design of the pumping station will be determined through the review of the Thomasfield Homes' planning applications.
- The existing trunk sewer system within the Hopewell Heights neighbourhood will be an outlet for Neighbourhood 2 and the adjacent employment area, via a forcemain crossing of Hopewell Creek in accordance with an approved Environmental Assessment that the Township completed in 2014. However, the slope of the gravity trunk sewer within the Hopewell Heights neighbourhood may be deficient and may require features to be incorporated in the design of the new pumping station to address the issue.



Staff notes that a more detailed analysis of the downstream sewer system will be required by each of the developers upon review of their respective planning applications to determine if there is sufficient pipe capacity to service the new development.

### **Wastewater Allocation**

It is the Township's practice to assign the appropriate wastewater capacity to a specific development in conjunction with reviewing and considering the respective planning applications. As such, Staff will not be specifically recommending wastewater capacity to the current planning applications on file (i.e. Thomasfield Homes and Empire) as part of the secondary planning process. Allocation to those respective developments will be approved by Council when the Township deals with their planning applications in early 2016 as part of the associated OMB proceedings. However, Staff recommends the inclusion of a policy in the proposed OPA (Section 7.16.8.2) that will outline a set of principles to guide Council in allocating wastewater capacity for new development or service connection in Breslau. These principles will be mindful of:

- the Breslau staging policies;
- protecting the interest of community health and safety; and
- distributing to a wide range of users and development areas (Greenfield vs. Built Boundary) to instill competition and provide choice to benefit the consumer who wants to live in Breslau.

### **Water Servicing Strategy**

Municipal water is currently supplied to Breslau from Kitchener from two trunk watermain system, via two crossings of the Grand River and each watermain system is on a different pressure zone. The trunk watermain system north of Hopewell Creek is on one pressure zone and the other watermain trunk system, south of Hopewell Creek is on another pressure zone. The two pressure zones are currently not connected within Breslau.

In conjunction with the Breslau Secondary Plan process, the Region of Waterloo was asked if Breslau could be serviced with one pressure zone. The Region, in conjunction with their consultant (WSP), is in the process of finalizing the Breslau Water System Optimisation Study which is scheduled for completion in early 2016. The preliminary study findings are indicating that Breslau can be serviced from one pressure zone and identify the required upgrades, including:

- Connecting the two watermain systems, via Woolwich Street South at Hopewell Creek. The Township is undertaking this work as part of the reconstruction of Woolwich Street in 2016;
- The Region is to install a pressure reducing valve on the existing watermain at the Victoria Street Bridge prior to final connection of the two pressure zones;
- The extension of the Region's watermain at Fairway Road to connect to the Breslau water system at the Regional Airport via Fountain Street. The Region has tentatively scheduled these works in 2018; and
- To further loop the system in Breslau, additional trunk watermain connections are planned via the Dolman Street extension, Fountain Street and the proposed collector road corridor between Fountain Street and Neighbourhood 2.

Notwithstanding the above-noted planned works and due to their higher elevation, the employment area adjacent to Neighbourhood 2 and some of the lands north of Victoria Street may require on-site booster pump systems depending on the nature of the use and/or development. The need for on-site booster pump systems will be determined through the review of the respective planning applications.



### Stormwater Management Strategy

The Consulting Team's technical servicing report identifies four sub-watershed areas within the catchment area of the Grand River, which affects the study area, including Hopewell Creek, Breslau Drain No. 1, Randall Drain and Chilligo Creek. The majority of the north portion of the study area drains to Hopewell Creek with a small pocket at the northeast corner draining to Chilligo Creek. At the middle and west portion of Breslau, the stormwater drains to the Grand River and the southerly portion primarily drains to Breslau Drain No. 1. The Consulting Team's technical report identifies existing stormwater management facilities/features and the potential locations for new facilities/features within the Designated Greenfield Areas of Breslau. The specific locations for any new facilities/features will be determined through the review of the planning applications for the respective developments and shall follow specific Township/GRCA criteria outlined in the Consulting Team's technical report. The Consulting Team is continuing to work with the GRCA to finalize their criteria outlined in their technical report.

### Hazard Lands Analysis

The GRCA has yet to support the Consulting Team's technical report concerning the floodplain mapping for the Breslau Drain and Hopewell Creek. The Consulting Team will continue to work with the GRCA to address their issues prior to final approval of the proposed OPA by the Region.

### Financial

The Consulting Team's financial analysis on the estimated cost of the required public infrastructure improvements to implement proposed Official Plan Amendment No. 25, and its impact on the Township's Development Charge rate is pending. Staff will follow up with this information for Council's consideration prior to final approval of the proposed OPA by the Region.

### PPS and ROP Conformity

The proposed OPA is in conformity with the ROP, which in turns conforms to the PPS, in the following manner.

- The Breslau Settlement limits coincide with the Urban Area designated in the ROP;
- The proposed designations, built form and densities will provide for a complete community;
- Breslau will achieve a minimum density of 55 people and jobs per hectare and plan for 40 people and jobs in the employment areas;
- Some growth will be directed to the Built Boundary as population related to intensification are not included in the annual growth rate;
- The proposed residential designation ensures that a minimum of 30% of the housing will be types other than single and semi detached housing;
- The proposed transportation network is interconnected and integrated with the Region's road system and compatibly with future transit service, if available;
- The Transportation Network recognizes and provides the proposed Ottawa Street corridor and the proposed Fountain Street extension; and
- The proposed Natural Greenland Network aligns with the Region's environmental policies.



### Response to Public and Stakeholders Concerns

The Township received a number of responses throughout the Breslau Secondary Planning process which were considered by Staff and the Consulting Team when preparing the proposed OPA. A copy of their comments and Staff's response is outlined in Appendix D.

### Environmental Assessment Report

The Township is also undertaking a Municipal Class Environmental Assessment process (EA), pursuant to Section 2.9 of the Environmental Assessment Act, in conjunction with the Breslau Secondary Plan study. This Municipal Class EA process is required in order to implement certain recommendations or policies in the Breslau Secondary Plan, such as a new or upgraded public infrastructure, roads and/or services. The Municipal Class EA process has five phases to follow including:

- Phase 1 – Problem or Opportunity
- Phase 2 – Alternative Solutions
- Phase 3 – Alternative Design Concepts For Preferred Solutions
- Phase 4 – Implementation
- Phase 5 – Environmental Study Report

Currently, the Township is in Phase 4 of the Class EA process with the recommendation of proposed Official Plan Amendment No. 25. The environmental study report required in Phase 5, which will demonstrate the Township's compliance to the Municipal Class ES process, will be completed by PPL once the Township adopts, and the Region has given final approval of proposed Official Plan Amendment No. 25.

### **STRATEGIC PLAN**

#### *Ensure Managed and Sustainable Community Growth and Development*

- Balance the small town feel, maintenance of rural values and lifestyle with provision of urban amenities and infrastructure.
- Promote residential intensification opportunities in urban areas and downtown cores.
- Achieve Cultural heritage protection in balance with growth and development.
- Preserve, protect and grow what makes Woolwich unique, and support growth that will better the community.
- Be 'ahead of the curve' in planning for future growth and ensure infrastructure capacity is available before development proceeds.
- Complete cost/benefit analysis for development opportunities to ensure that planned growth is affordable, value-added, and developers are accountable for growth-related costs.
- Explore regional partnerships/collaborations that make fiscal sense, but resist annexation and merger talks.
- Advocate for Cross Border Servicing Agreements which are technical and legal exercises as outlined in the Regional Official Plan (ROP).



*Explore Employment Land Opportunities*

- Develop a balanced approach to residential/employment land opportunities so Woolwich doesn't become a 'bedroom community'.
- Where it makes fiscal sense consider partnerships relating to employment lands.

*Social Capital/Civic Engagement*

- Provide regular forums and different methods that will encourage public consultation and feedback.

*Promote Healthy Living & Active Lifestyles*

- Explore opportunities to promote the Township's extensive trails network, historic features, unique communities, and local arts and culture.

*Support Sustainability of the Natural Environment and Other Resources*

- Promote and support environmental stewardship efforts.
- Preserve and protect passive open green spaces and develop a tree management plan.
- Preserve Agricultural Land.
- Protect Rural Wells, Source Water Protection Areas, Cultural Heritage Features and Green Spaces.
- Evaluate the potential impacts and benefits of new green energy technology that provides value-added benefits to the local economy while not detracting from quality of life.
- Develop long-term plans for water and wastewater infrastructure, including phasing of projects.

*Long Range Transportation Planning*

- Explore the need for Transportation Master Planning on a community by community basis.
- Make transportation planning a priority when evaluating growth and development plans.
- Together with the Region, evaluate the efficiency and effectiveness of the existing transit system, potential expansions and connecting links to the over-all transportation system.
- Advocate for provincial infrastructure projects that will improve the transportation system and support economic development (e.g. completion of Highway 7 and GO Transit Service in Breslau).
- Plan for alternative and active transportation systems and networks that allow and support multi-modal forms and connecting links between communities.

*Expand Financial Sustainability / Best Practices*

- Explore collaboration and partnership opportunities that make fiscal sense and ensure best value for taxpayers.



## **CONCLUSION**

Staff is recommending to Council to adopt Official Plan Amendment No. 25 for the purpose of integrating the Breslau Secondary Plan into the Township's Official Plan and to implement the associated Environmental Assessment. The proposed Official Plan Amendment is appropriate because it:

- Is in keeping with the Vision Statement and Guiding Principles that were established through the community consultation process;
- Is in conformity with Provincial Policy Statement (PPS), the Province's Places to Growth Plan, the new ROP and the Township Official Plan;
- Is in keeping with the Township Strategic Plan;
- Is supported by the technical reports/memos prepared by the Consulting Team and vetted by Staff and the applicable agencies;
- Represents good planning in developing a land use strategy that builds a greater sense of community in Breslau, manages Breslau's future growth, is sensitive to the existing community and creates a community that is distinct from the adjacent urban municipalities; and
- Addresses or is responsive to issues and concerns expressed by the community, the stakeholders and the various concerned agencies.

Staff is also recommending the changes made to the proposed Official Plan Amendment since the June 2015 public meeting, which have been incorporated in Official Plan Amendment No. 25, to be deemed as minor and does not require the need to hold another public meeting.

**FINANCIAL IMPLICATIONS** - Information pending

**OTHER DEPARTMENT IMPLICATIONS** – none

## **LIST OF ATTACHMENTS**

Appendix A – Proposed Official Plan Amendment  
Appendix B – Breslau Secondary Plan Study Area  
Appendix C – Minutes from the December 2013 and June 2015 Public Meetings  
Appendix D – Staff Response to Comments Received



**TOWNSHIP OF WOOLWICH**

**BY-LAW NUMBER**

**A BY-LAW TO ADOPT OFFICIAL PLAN AMENDMENT NUMBER 25  
TO THE OFFICIAL PLAN OF THE WOOLWICH PLANNING AREA**

The Council of the Corporation of the Township of Woolwich, in accordance with the provisions of Section 21, of the Planning Act, 1990, as amended, hereby ENACT AS FOLLOWS:

1. THAT Amendment Number 25 to the Official Plan of the Township of Woolwich consisting of the attached text is hereby adopted.
2. THAT the Clerk is hereby authorized and directed to make application to the Council of the Regional Municipality of Waterloo for approval of Amendment Number 25, to the Official Plan of the Township of Woolwich.
3. THAT this By-law shall come into force and take effect on the final passing thereof.

PASSED THIS

DAY OF

20\_\_\_\_.

\_\_\_\_\_  
Mayor

\_\_\_\_\_  
Clerk



## TOWNSHIP OF WOOLWICH OFFICIAL PLAN AMENDMENT

### PART A - PREAMBLE

The purpose of this Amendment is:

- to replace the existing Breslau Settlement Area policies;
- to reflect the Breslau policy designation change from a Rural Settlement Area/Industrial Area to an Urban Area in the Regional Official Plan 2031 (2015) by accommodating compact, transit-oriented built form and higher density targets; and,
- to provide a detailed land use plan and policy framework to guide future growth and development within the Breslau Settlement Area to the year 2031.

### LOCATION

This Amendment applies to lands in the Breslau Settlement Area.

### BASIS OF THE AMENDMENT

This Amendment reflects the changing policy context for the Breslau Settlement Area as a result of the Regional Official Plan 2031 (2015), which designates Breslau as an Urban Area. As a result, this Amendment provides growth management policies which respect the upper-tier requirements, while being sensitive to the existing community. The proposed policies will allow Breslau to grow into a more urban and complete community while continuing to provide strong protection for the natural environment. In addition, economic development opportunities will be fostered through the creation of a number of employment-related designations.

### PART B - THE AMENDMENT

The Amendment consists of the following component:

1. Section 7.16 and the Township of Woolwich Settlement Plan – “Breslau” are deleted and replaced by the following policies, Plans attached as Schedules ‘A’, ‘B’ and ‘C’ and Appendices attached as Appendices ‘I’, ‘II’, ‘III’ and ‘IV’:



**Township of Woolwich**

# **THE BRESLAU SETTLEMENT PLAN**

**Draft  
November 24, 2015**



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## **7.16 SETTLEMENT PLAN – BRESLAU SETTLEMENT AREA**

### **7.16.1 BASIS**

#### **7.16.1.1 Purpose**

- a) The Breslau Settlement Area is part of the Township of Woolwich within Waterloo Region and is the second largest of the three major urban settlement areas within the Township.
- b) The purpose of this Chapter of the Woolwich Official Plan is to provide a detailed land use plan and policy framework to guide future growth and development within the Breslau Settlement Area. This Chapter is a long-term policy document for managing growth and development to the year 2031, to match the time horizons of the Growth Plan for the Greater Golden Horseshoe, and the Region of Waterloo Official Plan. The goals for this Chapter are:
  - i. To be a visionary set of policies that appropriately balances development control and phasing, with the flexibility to respond to technical requirements and market fluctuations over time. This Chapter of the Woolwich Official Plan must recognize the opportunities for growth and development provided by Breslau’s tremendous accessibility attributes and its existing quality of place and quality of life;
  - ii. To ensure that development will occur in a logical and efficient sequence and within a framework of fiscal responsibility that is within the ability of the Township to provide appropriate community facilities and urban infrastructure services to the existing and new population and employment opportunities; and
  - iii. To achieve a community that is distinct in built form and structure from the other City Urban Areas within the Region.
- c) Land use and development in Breslau shall be subject to the policies of the Township of Woolwich Official Plan and the policies of this Chapter, including Schedules ‘A’, ‘B’ and ‘C’. Where there is a conflict between the policies of this Chapter and any other policies of the Woolwich Official Plan, the more restrictive policy shall apply, except where otherwise specifically identified in the policies of this Chapter.
- d) This Chapter of the Township of Woolwich Official Plan also includes the attached Appendix I, Appendix II, Appendix III and Appendix IV. These Appendices are a non-statutory component of the Official Plan. It is the intent of this Official Plan that new development within the Breslau Settlement Area be consistent with the information and guidelines found within these Appendices. Further, these Appendices may be



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modified by Council resolution. A statutory Official Plan Amendment is not required to modify any of the attached Appendices.

### **7.16.1.2 Vision**

- a) The Breslau Settlement Area is a modestly scaled community located on the edge of the Grand River, adjacent to the Cities of Kitchener, Waterloo, Cambridge and Guelph. It is set within a rolling landscape, and functions as a transition between the rural areas of Woolwich Township and the adjacent urban areas. Breslau includes a residential community, an industrial area and recreational opportunities. There is also a limited amount of commercial/retail activity, as well as being adjacent to the Region of Waterloo International Airport.

Breslau is a safe, close knit and family-oriented community. Its residents and business operators are friendly and welcoming. The community has an established centre with a small-town feel. Importantly, Breslau is well located and accessible – locally, regionally, nationally and internationally.

By 2031, Breslau is expected to grow to accommodate a population of approximately 7,690 people, and include about 3,845 jobs, although the community is expected, and has the potential, to grow substantially larger than that in the longer term.

While accommodating that growth, Breslau will continue to be an attractive and unique community, focused on a well-preserved central neighbourhood. It features a mature tree canopy adding to the character of the existing community that will be protected and enhanced. Breslau also features unique transportation opportunities through its proximity to the railway line, highways and the Region of Waterloo International Airport. Woolwich is unique for its Mennonite history and rural heritage, each with their own special attributes.

Breslau will be a complete community and will include a full array of land uses, such that there are places to live, go to school, work, shop and play within the community. All new development will be sustainable, compact and efficient, and will achieve Provincial and Regional planning objectives. Breslau will accommodate a full range of housing types, including housing that is considered more affordable.

New schools and other community facilities will be built to serve both the growing local population and the broader region. Community design will be strongly influenced by abundant natural features, including the Grand River and Hopewell Creek valley systems.

Breslau's tremendous accessibility attributes will continue to be enhanced through the promotion of Active Transportation principles, and will include, in addition to a



comprehensive trails network, cycling facilities where appropriate, increased connectivity of the local transportation network, realignment of Highway 7, introduction of high order transit facilities including a new GO Station and an enhanced regional, national and international presence at the nearby Region of Waterloo International Airport.

#### **7.16.1.3 Principles**

- a) The following principles will guide the future development of Breslau:

**Principle 1:** To grow and develop in a manner that protects and restores the Grand River and its contributing watersheds and the abundant natural areas, features and associated environmental functions. From this environmental framework, the creation of a comprehensive and linked Natural Heritage Framework will be promoted inclusive of parks and open spaces.

**Principle 2:** To promote and strengthen a community structure that protects the historic central neighbourhood and provides sufficient commercial lands, a range of housing, business opportunities and community services in a manner that is reflective of the needs of the local community.

**Principle 3:** To create well designed, safe, attractive and sustainable residential neighbourhoods that are integrated with the existing community in a logical, compatible, efficient and cost-effective manner.

**Principle 4:** To recognize the long-term development potential of the adjacent countryside within the Countryside Line as identified in Map 7 of the Regional Official Plan, by providing land and service infrastructure for shovel ready employment lands while protecting existing agricultural operations and other economic development activities from premature speculative activity.

**Principle 5:** To develop a well-connected, multi-modal and safe Active Transportation system that promotes walking, cycling and transit usage, as well as providing an efficient road network for motor vehicles.

**Principle 6:** To promote “green” and “healthy” neighbourhoods and buildings that are attractive, accessible, energy efficient and include an array of sustainable design features that promote a healthy, active lifestyle.

**Principle 7:** To protect people and property within Breslau from natural hazards including flooding, erosion and unstable soils as well as from other nuisance impacts including noise, odour and vibration.



**Principle 8:** To manage growth within Breslau over time in a manner that respects the existing residents, is logical, efficient and cost effective, balanced with employment opportunities and is reflective of the financial and administrative capabilities of the municipality.

#### **7.16.1.4 Urban Structure**

- a) The Regional Municipality of Waterloo's Official Plan designates Breslau as an Urban Area. In this Official Plan, Breslau is designated as an Urban Settlement under Chapter 7.1.1 c) and is subject to policies in Chapters 7.1, 7.3, 7.4 and 7.5. Future urban growth shall take place in accordance with the provisions of Chapter 7.1 – Identified Settlements Policies – and in accordance with the land use terms defined in this Chapter.
- b) The community of Breslau is the second largest urban community within the Township of Woolwich: smaller than Elmira, but larger than St. Jacob's. The population of the Township is estimated at 26,450 people (2015), and Breslau represents about 16 percent of that total, or approximately 4,150 people.
- c) Schedule 'A' – Urban Structure Plan - Breslau identifies the Settlement Area Boundary of Breslau that is subject to this Chapter; and also identifies some of the key elements of this Chapter of the Official Plan, including the Natural Heritage Framework, the retail/commercial areas, the Village Main Street, the employment areas and the residential neighbourhoods.
- d) Schedule 'B' – Settlement Plan – Breslau identifies the geographic distribution of the following Land Use Designations and Symbols, which represent the primary components of the planned community structure for Breslau for the planning horizon to 2031:
  - i. Environmental Protection Designation;
  - ii. Open Space Designation;
  - iii. Stormwater Management Facility Symbol;
  - iv. Village Main Street Designation;
  - v. Village Residential Designation;
  - vi. Low/Medium Density Residential Designation;
  - vii. Medium/High Density Residential Designation;



- viii. Commercial/Mixed Use Designation;
- ix. Commercial/Business Park Designation;
- x. Commercial/Retail Designation;
- xi. Institutional Designation;
- xii. Existing Elementary School Symbol;
- xiii. Potential Elementary School Site Symbol;
- xiv. Employment Land I Designation;
- xv. Employment Land II Designation;
- xvi. South Breslau Industrial Land Designation;
- xvii. Safety Kleen Restricted Area Designation;
- xviii. Safety Kleen Industrial Land Designation;
- xix. Proposed GO Station Designation; and
- xx. Site Specific Exemption 1 Symbol.

These Land Use Designations and Symbols form the structural basis for the policy framework articulated in this Chapter of the Township of Woolwich Official Plan.

- e) Schedule 'C' – Transportation Network - Breslau articulates the key components of the Settlement Plan such as roads, trails and the proposed GO Rail Station.
- f) Further information that helps to understand the Schedules and associated policy framework are provided in the following Appendices:
  - i. Appendix I: Urban Design + Architectural Control Guidelines;
  - ii. Appendix II: Environmental Features Mapping;
  - iii. Appendix III: Cultural Heritage Resources Mapping; and
  - iv. Appendix IV: Area Calculations by Land Use Designation.



**7.16.2 AN EFFICIENT AND COST EFFECTIVE GROWTH MANAGEMENT STRATEGY**

**7.16.2.1 Growth Parameters**

- a) Within the Township of Woolwich, it is required that the Elmira Settlement Area will remain as the primary urban centre in the long-term, and that Breslau will remain as the secondary urban centre. The population of the Township is estimated at 26,450 people (2015), Elmira represents about 42 percent, or approximately 11,150 people and Breslau represents about 16 percent of that total, or approximately 4,150 people.
- b) The estimated population for the Breslau Settlement Area includes the developed lands within the Built Boundary, as well as new residences built outside of the Built Boundary since 2006 within Designated Greenfield Areas.
- c) By 2031, Breslau is expected to grow to accommodate a population of approximately 7,690 people, and include about 3,845 jobs, although Breslau is expected, and has the potential, to grow substantially larger than that in the longer term.
- d) New development within the Breslau Settlement Area shall be planned on the basis of full urban sewer, water and stormwater management facilities, an appropriate transportation network and in accordance with the Servicing Policies identified in Chapter 7.16.8.2.
- e) Sanitary sewer services are to be provided through an additional wastewater capacity from the City of Kitchener's sewage treatment system, by the Cross Border Servicing Agreement with the City of Kitchener.
- f) Schedule 'A' – Urban Structure Plan – Breslau identifies two boundaries that will play significant roles in managing growth within the Breslau Settlement Area to the year 2031. They include:
  - i. **The Settlement Area Boundary** - this line identifies the limits of the Breslau Settlement Area that is subject to the specific policies, schedules and appendices of this Chapter of the Official Plan;
  - ii. **The Built Boundary** - this line, established by the Province under the 2006 Growth Plan, identifies the primary areas of existing development or built-up areas within the Breslau Settlement Area as of 2006. This line is referenced within the Provincial Growth Plan for the Greater Golden Horseshoe. In conformity with the Growth Plan, new development within this line is regarded as “intensification” while development outside of this line, but



within the Settlement Area Boundary, is considered to be “greenfield development”; and

- iii. Designated Greenfield Areas – are those lands that are within the Settlement Area Boundary, but outside of the identified Built Boundary.

#### **7.16.2.2 General Staging Objectives**

- a) All residential and employment generating development shall occur in a well managed, orderly and cost effective manner. In addition to the servicing policies of Chapter 7.16.8.2 of this Plan, key factors to consider in this regard include:
  - i. The integration of new development within the planned urban structure of Breslau, resulting in a more contiguous, connected and compact urban form;
  - ii. The achievement of a minimum gross density of 55 persons and jobs combined per hectare within the Designated Greenfield Areas (lands within Neighbourhood 1 and Neighbourhood 2 and those lands within the Commercial/Retail Designation), and a minimum gross density of 40 jobs per hectare within the Designated Greenfield Areas that are also designated Employment Land I and Employment Land II on Schedule ‘B’ – Settlement Plan – Breslau;
  - iii. The provision of adequate municipal service infrastructure - water, sewer, stormwater and transportation facilities – required to accommodate the proposed growth in an efficient and cost effective manner;
  - iv. The provision and adequacy of community infrastructure - educational, social and recreational facilities - required to serve the growing community;
  - v. The assurance that any new development is within the fiscal capabilities of the Township;
  - vi. The healthy balance of residential and employment lands based on the desired Activity Rate of 1 job for every 2 residents; and
  - vii. A level of growth that will protect the existing community from the negative effects of too much, or too rapid growth.
- b) If one or more of these factors cannot be addressed to the satisfaction of the Township, the processing and/or approval of development applications may be deferred, refused or deemed to be premature until such time as an appropriate service infrastructure level or new or expanded community infrastructure can be provided.



### **7.16.2.3 Land Use Specific Staging Policies**

#### *Residential*

- a) The Breslau Settlement Area is not expected to significantly contribute to the residential intensification requirements of the Provincial Growth Plan for the Greater Golden Horseshoe. The majority of new residential growth in Breslau is expected to be identified as greenfield development, which will support a broader range of housing.
- b) For residential growth within Breslau, all new development shall conform with the General Staging Objectives of Chapter 7.16.2.2 of this Plan. In addition, the following population growth is established for any new greenfield development within the Breslau Settlement Area:
  - i. Between 2017 and 2019 – 825 new residents/300 new dwelling units;
  - ii. Between 2020 and 2022– 825 new residents/300 new dwelling units;
  - iii. Between 2023 and 2025 – 825 new residents/300 new dwelling units;
  - iv. Between 2026 and 2028 – 825 new residents/300 new dwelling units;
  - v. Between 2029 and 2031 – 250 new residents/85 new dwelling units;
- c) Development within the Built Boundary identified on Schedule ‘A’ – Urban Structure Plan – Breslau, which represents development through intensification shall not count toward the growth caps identified in 7.16.2.3 b) above.
- d) Developments that are consistent with the Township’s objectives for Sustainable Design/Green Building, as identified in Chapter 7.16.4.1 of this Plan, and with the Township’s objectives for Urban Design and Architectural Control in Chapter 7.16.4.2 of this Plan shall be given priority for approval over other development proposals that are not considered consistent with those key objectives for an attractive and sustainable community.
- e) The Township shall monitor the growth allocations provided in b) above at the end of each 3-year period to ensure the Township’s General Staging Objectives are being achieved. The Township may adjust the numbers in any 3-year period, including the potential assignment of unrealized development potential from one time period to the subsequent time period, without Amendment to this Plan, subject to a Staff Report that is Adopted by Council that is based on the results of the monitoring process and includes a review of stakeholder concerns.



***Employment Land***

- f) Employment growth on the lands designated Employment Land shall not be constrained by the growth projections of this Plan, however, employment growth shall be subject to the General Staging Policies of Chapter 7.16.2.2.
- g) New development within Neighbourhood 2, identified on Schedule 'A' – Urban Structure Plan – Breslau will be linked to the provision of appropriate municipal service infrastructure that would facilitate the development of the Greenfield Employment Area that is located immediately to the east of Neighbourhood 2. It is the intent of the Township that this Employment Area be available and serviced to accommodate appropriate employment generating land uses concurrent to any residential development occurring within Neighbourhood 2.
- h) The Township shall not support the conversion of lands within any Employment Area identified on Schedule 'A' – Urban Structure Plan – Breslau, including those lands designated on Schedule 'B' – Settlement Plan – Breslau as Employment Land I, Employment Land II or South Breslau Industrial Area Designations to any other land use without the completion of a Municipal Comprehensive Review as defined in the Provincial Growth Plan for the Greater Golden Horseshoe. At a minimum, the Township will evaluate conversion applications through the preparation of a Municipal Comprehensive Review that demonstrates to the satisfaction of the Township that:
  - i. There is a demonstrated need for the conversion, including a detailed review of any significant shortfall in the inventory of land designated for the proposed land use;
  - ii. The Township will meet the employment forecasts allocated to Woolwich by the Region of Waterloo, and the intensification target, density target and any other policies of the Province, Region and/or Township;
  - iii. The conversion will not jeopardize the ability of the Township to achieve the Activity Rate objective of 1 job for every 2 residents;
  - iv. The lands are not required over the long-term for the employment purposes for which they are designated;
  - v. The conversion will not adversely affect the overall viability of the designated employment area or jeopardize achievement of the vision of this Plan or development of a complete community;



- vi. There is existing or planned infrastructure to accommodate the proposed conversion; and
- vii. Cross-jurisdictional issues have been considered.

***Retail Commercial***

- i) Schedule 'B' – Settlement Plan – Breslau identifies a significant retail node adjacent to, and immediately north of Highway 7. That node is designated Commercial/Retail. It is recognized that this retail node is expected to serve a population greater than the Breslau Settlement Area alone, however, retail/commercial development shall be linked to the population of Breslau over time. As such, new retail commercial development within the Commercial/Retail Designation shall be permitted at a rate of 2 square metres per person, and in accordance with the General Staging Objectives of Chapter 7.16.2.2, without the need to support that development with a detailed Commercial Impact Study.
- j) Further, new retail commercial development that occurs within the Commercial/Retail Designation following the approval of this Plan may calculate permissible floor area on the basis of the entire planned population of Breslau to the year 2031, notwithstanding any retail commercial development that existed prior to the approval of this Plan.
- k) Retail commercial floor space that is proposed within the Commercial/Retail Designation that is in excess of 2 square metres per person, based on the planned 2031 population of the Breslau Settlement Area shall require an Official Plan Amendment that is appropriately supported by a detailed Commercial Impact Study prepared to the satisfaction of the Township that considers:
  - i. The need for the proposed new retail uses in comparison with existing and planned residential growth within the Breslau Settlement Area, and the potential for the new retail space to capture shoppers from a broader, regional market; and
  - ii. The impact of the proposed new retail uses on existing and planned retail uses elsewhere within the Breslau Settlement Area, as well as within the broader, regional market.

New retail development that is not needed, or creates an unacceptable impact on existing retail facilities within the Breslau Settlement Area, shall not be permitted.

- l) Retail commercial development within the Village Main Street, Commercial/Mixed Use and Commercial/Business Park Designations shall not be subject to any floor space restriction, however, where the general land area for such uses identified on



Schedule 'B' – Settlement Plan – Breslau are enlarged, or where new designations permitting retail commercial developments are proposed, those changes shall require an Official Plan Amendment. The Township shall determine at the time of receipt of an application whether the scale of the Amendment warrants the preparation of a supporting detailed Commercial Impact Study prepared to the satisfaction of the Township.



### **7.16.3 PROTECTED NATURAL AND CULTURAL HERITAGE RESOURCES**

#### **7.16.3.1 The Natural Heritage Framework**

- a) The Natural Heritage Framework is identified on Schedule 'A' – Urban Structure Plan – Breslau. Breslau is rich in natural features, from the Grand River Valley and Hopewell Creek, to the extensive wetlands and woodlands. These areas are the habitat of a wide variety of plant and animal species and play an important role in the local and regional ecology and biodiversity. A strong, interconnected Natural Heritage Framework provides many environmental benefits, provides opportunities for recreation; and contributes to overall health and a high quality of life for residents and visitors. As part of the Natural Heritage Framework, significant natural heritage features and their associated ecological functions are identified for protection, enhancement and restoration. In addition, key park/open space features may also be identified as part of the Natural Heritage Framework on Schedule 'A'.
- b) The Natural Heritage Framework for this Settlement Plan is comprised of the lands designated Environmental Protection on Schedule 'B' – Settlement Plan - Breslau, and further articulated in Appendix II: Environmental Features Mapping. The Natural Heritage Framework is largely comprised of core conservation areas or lands that contain significant natural heritage features and their associated ecological functions. The Natural Heritage Framework also includes other lands that serve as linkages and corridors, that are either existing or to be established through restoration activities.

#### **7.16.3.2 Source Water Protection**

##### ***Intent***

- a) The intent of this Plan with respect to source water protection for Breslau is to protect existing and future sources of drinking-water from incompatible land uses, maintain and wherever feasible, enhance surface water and groundwater resources to ensure that a municipal drinking-water supply system continues to provide a sufficient quantity and quality of drinking-water while minimizing potential for contamination.

##### ***Policies***

- b) Where a development application requires one or more studies to be submitted in support of it, in accordance with the Regional Official Plan – 2031, such studies will be completed in accordance with the Regional Implementation Guideline for Source Water Protection Studies to the satisfaction of the Region. The studies requested will vary based on the location of the development application relative to the



sensitivity of the Source Water Protection Area and its proximity to a municipal drinking-water supply well or surface water intake. Studies submitted by the owner/applicant will demonstrate that the proposed use will not negatively impact the quantity and/or quality of drinking-water resources in Source Water Protection Areas for a development in order for a development application to receive approval. Source Water Protection Areas consist of: Wellhead Protection Sensitivity Areas; High Microbial Risk Management Zones; Surface Water Intake Protection Zones; and Regional Recharge Areas.

- c) The Regional Official Plan delineates Wellhead Protection Sensitivity Areas (WPSA) and classifies them as being between 1 and 8 to allow for varying degrees of management relative to the *vulnerability* of the underlying groundwater to contamination, the importance of the well to the capacity of the *municipal drinking-water supply systems*, as well as the length of time groundwater within the WPSA will take to reach the municipal drinking-water supply well. The 8 Wellhead Protection Sensitivity Areas in the Regional Official Plan are as follows:
- i. WPSA 1 – areas within a 100 meter radius of a municipal drinking-water supply well and that represent the highest sensitivity with respect to potential movement of disease causing organisms and groundwater infiltration. This area would require the most restrictive management, including giving consideration of land purchase or the establishment of conservation easements, given its close proximity to the drinking-water supply wells;
  - ii. WPSA 2 – high sensitivity areas found within the two year time of travel to a municipal drinking-water supply well;
  - iii. WPSA 3 – high sensitivity areas found outside the two year but within the 10 year time of travel to a municipal drinking-water supply well;
  - iv. WPSA 4 – medium sensitivity areas found within the two year time of travel to a municipal drinking-water supply well;
  - v. WPSA 5 – medium sensitivity areas found outside of the two year, but within the ten year time of travel to a municipal drinking-water supply well;
  - vi. WPSA 6 – low sensitivity areas found within the two year time of travel to a municipal drinking-water supply well;
  - vii. WPSA 7 – low sensitivity areas found outside of the two year, but within the ten year time of travel to a municipal drinking-water supply well; and



- viii. WPSA 8 – low sensitivity areas outside of the ten year time of travel to the limit of the total land area contributing water to a municipal drinking-water supply well.
- d) There are five WPSAs within the Breslau Settlement Area (WPSA 2, 4, 5, 7 and 8), and they are delineated on Figure 5 of Appendix II (Wellhead Protection Sensitivity Areas). The Regional Official Plan divides land uses that may pose a risk to the quantity and/or quality of municipal drinking-water supplies into the following four categories according to the level of risk:
  - i. Very high risk uses (Category A);
  - ii. High risk uses (Category B);
  - iii. Moderate risk uses (Category C); or,
  - iv. Uses that represent preferential pathways or involve soil excavation or subsurface activities (Category D) that contribute to risk by increasing vulnerability.
- e) Development applications within Wellhead Protection Areas shall also comply with the additional policies specific to each WPSA classification in Chapter 8 and Schedule B – Source Water Protection Land Use Categories in the Region’s Official Plan.
- f) The Source Water Protection policies in this Chapter are intended to be read in conjunction with and comply with the policies in Chapter 8 of the Region’s Official Plan

### **7.16.3.3 Environmental Protection Designation**

#### ***Intent***

- a) This designation and associated policies are designed to identify, protect and enhance the natural heritage features and functions that will form a strong and permanent Natural Heritage Framework. The lands designated Environmental Protection are identified on Schedule ‘B’ – Settlement Plan – Breslau, and no development within the Breslau Settlement Area will have any negative impact on the identified natural heritage features or their associated ecological functions.
- b) The policies of this Chapter are to be read in conjunction with Chapter 13 of the Township of Woolwich Official Plan and Chapter 7 of the Regional Official Plan. Where there is a conflict between the policies of this Chapter and the policies elsewhere in this Official Plan or the Regional Official Plan, the more restrictive policies in favour of the Natural Heritage Framework shall apply.



- c) The Environmental Protection Designation includes the following natural heritage features and associated ecological functions:
  - i. Significant valleylands;
  - ii. Significant woodlands;
  - iii. Provincially significant wetlands;
  - iv. Environmentally Sensitive Policy Areas (ESPA);
  - v. Floodplains (no associated ecological buffer required, unless associated with another identified natural heritage feature);
  - vi. Slopes, watercourses and wetlands regulated by the GRCA;
  - vii. Potential Environmentally Significant Valley Features; and
  - viii. Potential Supporting Environmental Features.
- d) Notwithstanding any other policy of this Plan, infill development on existing lots of record within the Built Boundary may utilize a reduced ecological buffer, or may be exempt from the provision of any ecological buffer, subject to the satisfaction of the Township and the Region of Waterloo, in consultation with the Grand River Conservation Authority

***Permitted Uses***

- e) The permitted uses on lands within the Environmental Protection Designation shall be:
  - i. Forest, fish and wildlife management;
  - ii. Stewardship, conservation, restoration and remediation undertakings;
  - iii. Flood or erosion control projects;
  - iv. Public infrastructure and roads, but only if the need for the project has been demonstrated through an Environmental Assessment or other similar environmental or planning approval;



- v. Low intensity recreational uses that require very little terrain or vegetation modification and few, if any, buildings or structures, including but not limited to:
  - non-motorized trail use;
  - natural heritage education and appreciation; and
  - passive park use on public land.
- vi. Within the defined ecological buffer element of the Environmental Protection Designation, compatible land uses that may be permitted include stormwater management facilities, trails, passive/active parks, school grounds, common element open spaces related to a condominium development and landscaped boulevards associated with public roads; and
- vii. Existing legal non-conforming uses, buildings and structures in accordance with Chapter 7.16.9.4 of this Plan.

***Policies***

- f) Key natural heritage features and their associated ecological functions, including an ecological buffer of 30 metres, are designated as Environmental Protection on Schedule 'B' – Settlement Plan – Breslau.

The boundaries and extent of the Environmental Protection Designation identified on Schedule 'B' and the individual natural heritage features and associated ecological functions identified in Appendix II are approximate. Minor adjustments or refinements to these boundaries may occur through the review and approval of an Environmental Impact Statement.

- g) Where an approved Environmental Impact Statement identifies the opportunity to make minor adjustments or refinements to the Environmental Protection Designation of this Plan, such minor adjustments or refinements will not require an Amendment to this Plan.

The Township, in consultation with the Grand River Conservation Authority and the Region of Waterloo shall agree on the determination of what is considered a minor adjustment or refinement. Generally, the assessment of what constitutes a minor adjustment or refinement shall be based on an understanding of the scale and anticipated impact of the adjacent development, whether or not the proposal is for a temporary or permanent land use and the extent of the geographic area that is affected.



Where minor adjustments or refinements to the boundary to the Environmental Protection Designation is supported through an Environmental Impact Statement, the abutting land use designation or designations shall apply.

- h) Where an approved Environmental Impact Statement identifies a substantial change to the Environmental Protection Designation of this Plan, such changes shall be implemented through an Official Plan Amendment. A key element of the required Official Plan Amendment will be to determine what appropriate land use designation or designations shall apply, and to ensure that there will be no negative impacts on any significant natural heritage features or their associated ecological functions.
- i) Development or site alteration is not permitted within the Environmental Protection Designation, except in relation to the permitted uses specified in this Chapter.
- j) The removal or destruction of a key natural heritage feature or their ecological function or key hydrologic feature by unauthorized development or site alteration is prohibited. Such removal or destruction will not provide the subsequent rationale for the removal of these lands from the Environmental Protection Designation.
- k) Permitted infrastructure and roads shall be designed to be sensitive to any significant natural heritage features and their associated ecological functions, and include context sensitive design and innovative technologies to minimize impacts and that protect, enhance and/or restore the affected ecosystem.
- l) Where lands within the Environmental Protection Designation are held in private ownership, nothing in this Plan requires that these lands be free and available for public use. Similarly, the Township is not obligated to purchase lands designated Environmental Protection.

***Development Policies for Adjacent Lands***

- m) Adjacent Lands are land areas that are contiguous to, and within 90 metres of any lands identified within the Environmental Protection Designation of this Plan. Any application for development or site alteration on Adjacent Lands shall, at the discretion of the Township and the Region of Waterloo, in consultation with the Grand River Conservation Authority, be accompanied by an Environmental Impact Statement.
- n) While the Environmental Protection Designation and associated policies will protect, enhance and restore an extensive Natural Heritage Framework, it is recognized that Adjacent Lands to the Environmental Protection Designation may also contain environmental features worthy of protection. It is also recognized that certain lands adjacent to the Environmental Protection Designation are intended for



urban development, and policies are required to ensure that such development provides the necessary ecological buffers from key natural heritage features and their associated ecological functions to ensure that they are all appropriately protected.

- o) Development or site alteration on lands adjacent to the Environmental Protection Designation containing key natural heritage features and their associated ecological functions identified through an Environmental Impact Statement, will be subject to the Environmental Protection Designation policies, including the required ecological buffers.
- p) Where the required ecological buffer that has been established by this Plan or subsequently refined through the review of an Environmental Impact Statement, any proposal for new development or site alteration adjacent to the Environmental Protection Designation shall, where applicable:
  - i. Establish and maintain the required ecological buffer with natural and self-sustaining vegetation and other appropriate protection measures;
  - ii. Increase or improve fish habitat in the Grand River, and associated streams, wetlands, and any adjacent riparian areas;
  - iii. Include landscaping and habitat restoration that increases the ability of native plants and animals to use valleylands, riparian areas or natural corridors as wildlife habitat and movement corridors; and
  - iv. Seek to avoid, minimize and/or mitigate impacts associated with the quality and quantity of urban run-off into receiving streams, and wetlands.
- q) Where development and site alteration is proposed within an area regulated by the Grand River Conservation Authority, the owner or proponent is required to obtain all necessary approvals and/or permits from the Conservation Authority.
- r) Any development proposal on land which contains trees may be required to undertake a Tree Preservation Plan prepared by a qualified professional, and subject to approval by the Township, which shall inventory and assess the present conditions of the trees on the site and shall make recommendations on tree preservation with the objective of maximizing the number of trees that can be conserved on site. A permit under the Region of Waterloo Woodland Conservation By-law may also be required for development within a woodlot.
- s) In the case of development applications that result in a net loss of trees within areas that are not in an Environmental Protection Designation, the developer shall



compensate this loss by providing the replacement of trees on the development site or in another suitable location as determined by the Township.

***Environmental Impact Statements***

- t) A required Environmental Impact Statement shall be prepared by qualified professionals and shall be subject to the satisfaction of the Township in consultation with the Grand River Conservation Authority, the Region of Waterloo and any other relevant agency having jurisdiction. An Environmental Impact Statement shall be prepared in accordance with Chapters 13.16, 13.17 and 13.18 of the Township of Woolwich Official Plan as well as the Regional Official Plan and the Regional Greenlands Network Implementation Guideline.

**7.16.3.4 Cultural Heritage Conservation**

***Introduction***

- a) The conservation of cultural heritage resources contributes to a sense of community by providing continuity between the past and the present. Through an understanding of, and measures to conserve its cultural heritage, the Township can incorporate the past into planning for the future. In addition, cultural heritage resource conservation is required by various pieces of Provincial legislation. This section establishes a number of policies organized around its three components, archaeology, built heritage and cultural heritage landscapes.

***Policies***

- b) The policies of this Chapter are to be read in conjunction with Chapter 12 of the Township of Woolwich Official Plan. These policies are intended to conserve cultural heritage resources through their identification and conservation within the Breslau Settlement Area.
- c) Appendix III identifies a number of buildings and properties that should be conserved and which will be listed on the Township's Municipal Register under the Heritage Act. Property owners will be encouraged to co-operate in the designation of these buildings under the Heritage Act if it is determined that such designation is appropriate.
- d) All new development permitted by the land use policies and designations of this Plan shall have regard for cultural heritage resources and shall, wherever possible, conserve and incorporate these resources into any new development plans. In addition, all new development will be planned in a manner which conserves and enhances the context in which cultural heritage resources are situated.



- e) The Township shall work to mitigate the effects of municipal public works or similar municipal undertaking on cultural heritage resources.
- f) Applications for development that have the potential to affect cultural heritage resources on the property proposed for development will require a Heritage Impact Assessment to demonstrate how the heritage values, attributes and integrity of the cultural heritage resources will be conserved and how any impacts may be mitigated. This Heritage Impact Assessment shall be prepared to the satisfaction of the Township and other appropriate authorities having jurisdiction. All Heritage Impact Assessments will be prepared by a qualified professional with expertise in the conservation of cultural heritage resources. Achievement of conservation of cultural heritage resources may include measures identified in Chapter 7.16.3.4. g) of this Plan.
- g) Applications for development affecting lands/properties adjacent to properties having cultural heritage resources will require a Heritage Impact Assessment to demonstrate how the heritage values, attributes and integrity of the cultural heritage resources will be conserved and how any impacts may be mitigated. This Heritage Impact Assessment shall be prepared to the satisfaction of the Township and other appropriate authorities having jurisdiction. Conservation of cultural heritage resources may be achieved by:
  - i. Respecting the massing, cladding materials, profile and character of adjacent heritage buildings;
  - ii. Having regard and approximating the width of nearby heritage buildings when constructing new buildings facing the street;
  - iii. Approximating the established setback pattern on the street;
  - iv. Orienting the building to the street in a similar fashion to existing heritage buildings;
  - v. Ensuring that parking facilities are compatibly integrated into heritage areas by locating them to the rear of the property; and
  - vi. Encouraging local utility companies to place metering equipment, transformer boxes, power lines, conduit equipment boxes, and other utility equipment and devices in discrete locations that do not detract from the visual character or architectural integrity of the heritage resource.
- h) The heritage values, attributes and integrity of a designated heritage property shall be conserved through the careful consideration of plans for additions, alterations, renovation and restoration. It is the intent of the Township to conserve cultural



heritage resources in situ, wherever possible. The proposed relocation or demolition of designated built heritage resources, and the development of new structures on a designated property shall be subject to the provisions of the Ontario Heritage Act and a Heritage Permit review process.

- i) Where built heritage resources are approved for demolition or significant alteration, the property shall be documented for archival purposes at the expense of the applicant prior to demolition or alteration, in accordance with accepted heritage recording guidelines.
- j) Incentives may be provided to land developers in exchange for the conservation of significant cultural heritage resources. This can be accomplished by granting heritage easements, providing assistance through a trust fund, establishing incentive programs through a Community Improvement Plan, or other means considered appropriate, in exchange for heritage resource conservation.
- k) Owners of designated heritage properties are encouraged to seek any available government grants or loans for eligible heritage conservation works.
- l) The Township may seek the acquisition of easements on properties with cultural heritage resources in order to ensure the conservation of these properties.

***Additional Policies for Archaeological Resources***

- m) Archaeological resources are distributed in a variety of settings across the landscape, being locations or places that are associated with past human activities, or events that are of cultural heritage value or interest. These sites may occur on or below the modern land surface or below the surface of a water body.
- n) It is the policy of the Township to keep confidential the existence and location of archaeological sites to protect against vandalism, disturbance, and the inappropriate removal of resources.
- o) An artifact is any object, material or substance that is made, modified, used, deposited or affected by human action and is of cultural heritage value or interest. Archaeological fieldwork is any activity carried out on, above or under land or water for the purpose of obtaining and documenting data, recovering artifacts and remains or altering an archaeological site and includes monitoring, assessing, exploring, surveying, recovering and excavating.
- p) Cultural heritage conservation of archaeological resources will be integrated into the development approval process by requiring the preparation of an Archaeological Assessment when a development proposal affects known archaeological resources or areas of archaeological potential. Archaeological



Assessments shall be completed by qualified licensed archaeologists in areas considered to have archaeological potential prior to development approval in accordance with Ministry of Tourism, Culture and Sport guidelines and Ontario Heritage Act Regulations.

- q) A Stage 1 Archaeological Assessment shall be prepared prior to submission of an application for an Official Plan Amendment, a Zoning By-Law Amendment and/or a Draft Plan of Subdivision on lands with known archaeological resources or archaeological potential based upon Provincial criteria. Where the Stage 1 Assessment identifies areas of archaeological potential, a further Stage 2 Archaeological Assessment and fieldwork by a licensed archaeologist shall be provided at the time of submission of an application for plan of subdivision or site plan approval. If archaeological resources are identified in the assessment, the application shall include a conservation plan to conserve any archaeological resources identified for protection.
- r) Development and site alteration shall only be permitted on lands containing archaeological resources or areas of archaeological potential as determined through a Stage 1 or Stage 2 Archaeological Assessment, if the significant archaeological resources will be conserved by removal and documentation, or by conservation on site. Where significant archaeological resources must be conserved on site, only development and site alteration which maintains the heritage integrity of the site are permitted.
- s) All Archaeological Assessments must be reviewed and a compliance letter issued by the Ministry of Tourism, Culture and Sport. A copy of the Assessment and the compliance letter will be provided to the Township by the licensed archaeologist who completed the assessment. The Township will maintain copies of all Archaeological Assessments and compliance letters for information purposes.
- t) Upon receiving information that lands proposed for development may include archaeological resources or constitute an area of archaeological potential, the Township will not take any action to approve the development, and the owner of such land will be requested to have studies carried out by qualified persons to:
  - i. Assess the property;
  - ii. Assess the impact of the proposed development;
  - iii. Indicate methods to mitigate any negative impact of the proposed development on any archaeological resources, including methods of recovery and preservation;



- iv. Comply with current Ministry of Tourism, Culture and Sport standards and guidelines for consulting archaeologists; and
  - v. Provide a compliance letter issued by the Province for any completed archaeological study.
- u) The Township intends to cooperate with the Provincial government to designate archaeological sites in accordance with the Ontario Heritage Act. The Township's Municipal Register of cultural heritage resources may include available archaeological site data and locations, and relevant mapping from the Provincial archaeological database of the Ministry of Tourism, Culture and Sport under the provisions of a municipal-provincial data sharing agreement. These site data and locations will be maintained for the purpose of cultural heritage conservation planning and development review.
- v) Where burial sites are encountered during any excavation or other action, the provisions of the Cemeteries Act and its regulations will apply. Where First Nations burials are discovered, consultation will occur with the nearest First Nation and the Nation with the closest cultural affiliation, if that can be determined.
- w) A contingency plan will be prepared, with the advice of a licensed archaeologist and the Ministry of Tourism, Culture and Sport and adopted by by-law, for emergency situations to conserve archaeological resources that are accidentally discovered or are under imminent threat.



**7.16.4 AN ATTRACTIVE AND SUSTAINABLE COMMUNITY**

**7.16.4.1 Sustainable Design/Green Building**

***Intent***

- a) Built form and layout plays a major role in creating an attractive and sustainable community. This Chapter provides policies that promote green building technologies, renewable and alternative energy options and other sustainable design options for development. Unless specified otherwise, the following policies apply to all new development proposals within the Breslau Settlement Area, including all public sector projects.

***Policies***

- b) Development proposals that are consistent with the Sustainable Design/Green Building policies of this Plan, to the satisfaction of the Township, shall be encouraged and supported, and shall be given priority for approval, subject to the policies of Chapter 7.16.2.2 and 7.16.2.3 of this Plan.
- c) Greenfield development proposals are encouraged to be designed to be consistent with the principles of LEED-ND® (Leadership in Energy and Environmental Design - Canada), as they evolve. Further, to encourage that new buildings be designed and certified to LEED® Silver, Gold or Platinum standards, the Township may consider complementary incentive programs to achieve the successful implementation of LEED® buildings in Breslau.
- d) Green building practices in Breslau shall have regard for the following energy efficiency objectives:
  - i. Single-detached, semi-detached and townhouse dwellings shall strive to achieve a minimum performance level that is equal to an ENERGY STAR® standard AND achieve a performance level that is equal to a rating of 83 or more when evaluated in accordance with Natural Resources Canada's EnerGuide for New Houses: Administrative and Technical Procedures.
  - ii. Residential apartment buildings, live-work units and mixed use buildings shall be designed to achieve 25 percent greater energy efficiency than the Model National Energy Code for Buildings AND be designed to achieve 40 percent greater efficiency than the Model National Energy Code for Buildings.
  - iii. Stand-alone commercial office, retail and industrial buildings be designed to achieve 25 percent greater energy efficiency than the Model National Energy Code for Buildings.



- e) The Township shall encourage all new buildings to include on-site renewable or alternative energy systems which produce 25 percent of building energy use. Where on-site renewable or alternative energy systems are not feasible, consideration of purchasing grid-source renewable energy is encouraged.
- f) The Township shall encourage mitigation of the local heat island effect in all development through:
  - i. The incorporation of green and/or white roofs into building design;
  - ii. Locating trees or other plantings to provide shading for a least 50 percent of sidewalks, patios, and driveways within 15 metres of the home; and
  - iii. Installing light-coloured paving materials including white concrete, grey concrete, open pavers and any material with a solar reflectance index of at least 29.
- g) The Township shall encourage all new buildings to achieve 10 percent greater water efficiency than the Ontario Building Code.
- h) The Township shall encourage the installation of rainwater harvesting and re-circulation/reuse systems on all new residential buildings for outdoor irrigation and outdoor water use.
- i) The Township shall encourage the use of water efficient, drought resistant landscaping by:
  - i. Providing a minimum of 15 centimetres of topsoil;
  - ii. Installing drought resistant sod;
  - iii. Providing landscape features that minimize the demand for water and synthetic chemicals by utilizing native and drought resistant species; and
  - iv. Installing permeable driveway surfaces.
- j) The Township shall encourage that all new development reduces construction waste and diverts construction waste from landfills.



- k) All new residential, commercial, industrial and institutional development shall be designed to provide barrier-free access through accessible features that are well integrated with the function and design of the sites and consistent with the applicable standards and regulations of the Accessibility for Ontarians with Disabilities Act and the Ontario Building Code.

#### **7.16.4.2 Urban Design and Architectural Control**

##### ***Intent***

- a) Excellence in community design is essential in creating a vibrant and attractive community for its residents, businesses and visitors. The policies of this Chapter promote high-quality urban design and architecture throughout the community. Unless specified otherwise, the following policies shall apply to all lands within the Breslau Settlement Plan Area.

##### ***Policies***

- b) To achieve excellent community design, new development, where appropriate, shall incorporate landmarks and other distinctive elements or focal points for activities and events to help foster community identity and a sense of place. In addition, the Township shall support development that:
  - i. Offers pedestrians and other users a high level of personal comfort, enjoyment and personal protection;
  - ii. Provides an integrated mix of uses, activities and experiences, including the provision of social and health facilities, arts, culture, recreation facilities, parks and green spaces;
  - iii. Is designed to fit its context by considering the mix of uses, building massing, height, scale, architectural style and details of existing and/or historical, adjacent buildings and structures; and
  - iv. Establishes appropriate and compatible relationships between built and natural environments, which ensure that natural systems are protected and celebrate significant aspects of the natural and cultural landscape.
- c) Urban Design + Architectural Control Guidelines are attached to this Plan as Appendix I. These Guidelines provide design principles for both the public and private realms, and they indicate the Township's expectations with respect to the character, quality and form of development in the community. All development proposals shall be consistent with the Urban Design + Architectural Control Guidelines.



- d) All development within the Medium/Low Density Residential, Medium/High Density Residential, Commercial/Retail, Institutional and Employment Land I and Employment Land II Designations shall provide public sewer and water facilities and all public and private utilities underground. Development in all other designations shall provide underground services and utilities, wherever feasible.



**7.16.5 A FULL RANGE AND MIX OF HOUSING TYPES**

**7.16.5.1 General Policies**

- a) An appropriate and full range and mix of housing types and densities are required to meet the needs of current and future residents of the Breslau Settlement Area. In addition to the more conventional housing types such as single detached dwellings and townhouses, the provision of an appropriate range of housing includes higher density forms including those geared to seniors, as well as emergency shelters, affordable housing and special needs housing. In this way, the diverse range of housing needs can be met and it enables people to live in the community as they progress through the stages of life.
- b) The policies of this Chapter are intended to be read in conjunction with the policies of Chapter 9 of this Official Plan, and together, these policies are expected to facilitate the provision of a broad range and mix of housing opportunities in appropriate locations within the Breslau Settlement Area.
- c) The Township shall endeavour to ensure an adequate supply of housing in Breslau by:
  - i. Maintaining a minimum 10-year supply of land designated for residential development and a minimum 3-year supply of Draft Approved or Registered residential lots through modest intensification and in designated Greenfield Areas; and
  - ii. Maintaining a minimum 3-year supply of registered and draft approved plans of subdivision, condominium plans and/or site plans, subject to the availability of sewage and water capacity and other necessary services/infrastructure.

**7.16.5.2 Policies for Affordable Housing**

- a) In considering requirements for Affordable Housing, Policy 3.A.5 of the Regional Official Plan, the policies of Chapter 9.3.2 of this Official Plan and the policies of this Chapter shall be appropriately considered.
- b) All new residential development proposals shall give consideration to the provision of a minimum 30 percent affordable housing units and to provide, where feasible and appropriate:
  - i. A mix and range of housing types, lot sizes, unit sizes, functions and tenures within each level of affordability, to provide opportunity for all household types, including larger families, seniors and residents with special needs; and



- ii. Locations and sites for social housing developments.
- c) Working with the Region, the private sector and other stakeholders, the Township may consider innovative financial arrangements and/or other tools or mechanisms to encourage and support the development and maintenance of non-profit and affordable housing, such as:
  - i. Incentives provided through Community Improvement Plans;
  - ii. Permissions for second units;
  - iii. Grants in lieu of development charges; and
  - iv. Promoting higher density housing as well as housing units that are smaller and include more modest amenities, standards, materials, minimal details and flexibility within units.
- d) That changes to Schedule 'B' – Settlement Plan – Breslau, or the Zoning By-law that would have the effect of reducing the density of a site in areas that have been approved for medium or high density development, unless the need for the proposed change is determined through a Municipal Comprehensive Review, shall be prohibited.

#### **7.16.5.3 Policies for Assisted and Special Needs Housing**

- a) The policies of this Chapter are to be read in conjunction with Chapter 9.4 of this Official Plan.
- b) Assisted and Special Needs Housing includes Group Homes, Lodging Houses, Halfway Houses, Homes for Special Care, and all other types of residences licensed or funded under a Federal or Provincial statute for the accommodation of persons living under supervision in a single housekeeping unit and who, by reason of their emotional, mental, social or physical condition, require a group living arrangement for their well-being.
- c) Assisted and Special Needs Housing shall be permitted in all designations that permit residential uses, subject to the provisions of the Zoning By-law and the satisfaction of the following criteria:
  - i. The Ontario Building Code, as well as all applicable health and safety requirements, can be satisfied;



- ii. Any changes to a building resulting from the conversion to Assisted or Special Needs Housing shall be in keeping with the physical form and character of the surrounding neighbourhood;
- iii. Municipal property maintenance standards and all other relevant municipal regulations and standards shall apply to the Assisted or Special Needs Housing; and
- iv. Assisted or Special Needs Housing operators shall obtain a Certificate of Occupancy in accordance with the requirements of the applicable authority.

#### **7.16.5.4 Policies for Home Occupations**

- a) Home Occupations may be permitted in a single detached dwelling unit, in accordance with the Zoning By-law and the following provisions:
  - i. The use is carried out entirely within the dwelling unit, and can be appropriately accommodated within a residential structure or a detached accessory building;
  - ii. The use is clearly secondary to the primary use of the property as a residence, in terms of floor space utilization;
  - iii. The property is the principal residence of the person carrying on the Home Occupation use;
  - iv. No outside storage of goods, materials, equipment or service vehicles such as trailers and commercially licensed vehicles related to the Home Occupation use shall be permitted, except where permitted in accordance with the provisions of the Zoning By-law;
  - v. The activities associated with the Home Occupation use, including traffic generated and hours of operation, do not create any undue adverse impact on the surrounding community;
  - vi. The requirements of the Ontario Building Code are satisfied;
  - vii. Compliance with on-site parking requirements and other provisions regulating Home Occupations in the Zoning By-law; and
  - viii. A permit has been obtained from the Township to operate a Home Occupation.



**7.16.5.5 Policies for Bed and Breakfast Operations**

- a) Policies for Bed and Breakfast operations are found in Chapter 9.8 of this Official Plan.

**7.16.5.6 Policies for Types of Housing**

***Low Density Housing***

- a) Low density residential uses include single detached and semi-detached units that may be developed to a residential density ranging between 12 and 20 units per net residential hectare.
- b) The appropriate mix of units, house sizes, lot sizes and specific density within the range set out in a), above for a property or site, shall be determined at the time of the submission and consideration of development applications in order to ensure that the proposed development is compatible and can be sensitively integrated with surrounding land uses.
- c) All low density residential building types may include a second unit, subject to the ability to accommodate parking requirements on site, and to conforming with applicable requirements of the Ontario Building Code.
- d) New low density housing may be permitted subject to the following conditions:
  - i. The site is adequate in size and configuration to accommodate on-site facilities and amenities;
  - ii. The transportation, utilities and service infrastructure can adequately serve the proposed development;
  - iii. The community and neighbourhood amenities such as parks, open space, recreational facilities and institutional services, can adequately serve the proposed development; and
  - iv. The proposed garages for low density housing shall maintain an appropriate setback to the front property line to allow sufficient parking on-site and to ensure that parking is not displaced onto the public road.

***Medium Density Housing***

- e) Medium density residential uses include all forms of dwellings containing three or more dwelling units such as tri-plex and four-plex buildings, live/work buildings and street and block townhouses. Medium density housing shall generally be equal or



less than three storeys, or 12 metres in height, whichever is less, and having a density between 20 and 50 units per net residential hectare. Small lot singles and semi-detached dwellings that fall within the density range are included.

- f) New medium density housing may be permitted subject to the following conditions:
  - i. The proposed development is compatible, and can be sensitively integrated with the surrounding land uses. Special measures, such as increased building setbacks, or landscaped buffer strips may be required in order to ensure sensitive integration;
  - ii. The site is adequate in size and configuration to accommodate on-site facilities and amenities;
  - iii. The transportation, utilities and service infrastructure can adequately serve the proposed development;
  - iv. The community and neighbourhood amenities such as parks, open space, recreational facilities and institutional services, can adequately serve the proposed development; and
  - v. The proposed garages for medium density housing shall maintain an appropriate setback to the front property line to allow sufficient parking on-site and to ensure that parking is not displaced onto the public road.
- g) Townhouses shall not be adjoined into groupings of more than 8 units to a row.

***High Density Housing***

- h) High density housing includes all forms of multiple residential dwelling unit buildings, mixed use residential buildings and low-rise apartments having a density between 50 and 120 units per net residential hectare. High density housing shall generally not exceed 8 storeys or 30 metres in height, whichever is less, unless otherwise specified in this Plan.
- i) New high density residential development may be permitted subject to the following conditions:
  - i. The proposed development is compatible, and can be sensitively integrated with the surrounding land uses. Special measures, such as increased building setbacks, or landscaped buffer strips may be required in order to ensure sensitive integration;



- ii. The site is adequate in size and configuration to accommodate on-site facilities and amenities;
- iii. The transportation, utilities and service infrastructure can adequately serve the proposed development; and
- iv. The community and neighbourhood amenities such as parks, open space, recreational facilities and institutional services, can adequately serve the proposed development.

#### **7.16.5.7 Policies for Live-Work Units**

- a) Live-work units are typically townhouse form buildings where a component of the first floor is dedicated to a small business. The business component is wholly integrated with the residential unit.
- b) Live-work units are permitted in accordance with the following provisions:
  - i. The building is located on a lot with frontage on a Collector Road, unless otherwise permitted within the applicable land use designation of this Plan;
  - ii. The business use is carried out and integrated with the dwelling unit;
  - iii. The property is the principal residence of the person carrying on the integrated business use;
  - iv. No outside storage of goods, materials, equipment or service vehicles such as trailers and commercially licensed vehicles related to the business use shall be permitted, except where permitted in accordance with the provisions of the Zoning By-law;
  - v. The activities associated with the business use, including traffic generated and hours of operation, do not create any undue adverse impact on the surrounding community;
  - vi. The requirements of the Ontario Building Code are satisfied;
  - vii. Compliance with on-site parking requirements and other provisions regulating live-work units in the Zoning By-law; and
  - viii. A permit has been obtained from the Township to operate the business use.



**7.16.5.8 Policies for Mixed Use Buildings**

- a) Mixed Use buildings are typically townhouse or apartment form buildings where a component of the first floor is dedicated to a small business or businesses in conformity with the designation that permits such a building. The business component is specifically separated from the residential component.
- b) Mixed Use buildings may be permitted in accordance with the following provisions:
  - i. The building is located on a lot with frontage on a Collector Road, unless otherwise permitted within the applicable land use designation of this Plan;
  - ii. No outside storage of goods, materials, equipment or service vehicles such as trailers and commercially licensed vehicles related to the business use shall be permitted, except where permitted in accordance with the provisions of the Zoning By-law;
  - iii. The activities associated with the business use, including traffic generated and hours of operation, do not create any undue adverse impact on the surrounding community;
  - iv. The requirements of the Ontario Building Code are satisfied;
  - v. Compliance with on-site parking requirements and other provisions regulating Mixed Use buildings in the Zoning By-law; and
  - vi. A permit has been obtained from the Township to operate the business use.



**7.16.6 A COMPLETE COMMUNITY WITH HEALTHY AND DESIRABLE NEIGHBOURHOODS**

**7.16.6.1 General Policies**

- a) The Breslau Settlement Area contains an older, distinct residential neighbourhood that has been designated Village Residential on Schedule 'B' – Settlement Plan - Breslau. This Plan recognizes the importance of protecting and enhancing this stable residential neighbourhood. These lands are all within the defined Built Boundary.
- b) Lands designated for residential use outside of the defined Built Boundary include newly developed residential neighbourhoods, as well as substantial Designated Greenfield Areas that will accommodate new residential development within the Breslau Settlement Area. These areas provide opportunities for the creation of new neighbourhoods largely comprised of ground-related housing and other compatible uses that provide for the day-to-day needs of residents. Potential school blocks need to be identified within new Residential Neighbourhoods.
- c) Both Schedule 'A' and Schedule 'B' identify two new Residential Neighbourhoods. Development within these two neighbourhoods shall be planned comprehensively, with the intent that high quality community design and development be achieved. To promote comprehensive planning, all new development within these two neighbourhoods shall provide the following information/materials either in conjunction with the application, or as a condition of Draft Plan Approval:
  - i. A Land Use Plan that articulates the conceptual layout of existing and proposed development, including:
    - the size, shape, location and proposed uses for any non-residential blocks;
    - the location of proposed residential uses, by type;
    - all Collector and Local Roads, as well as internal circulation routes;
    - the size, shape and location of all park blocks;
    - the size, shape and location of all storm water management facilities; and
    - all natural features and linkages.
  - ii. A Land Use Summary Table indicating:



- the area and percentage of land dedicated to each land use type;
  - the number of dwelling units proposed by type;
  - the anticipated population and employment generation; and
  - the net density of residential development.
- iii. A Sustainable Design/Green Building Report that indicates how or to what degree the proposed development within these two new neighbourhoods contributes to the provision of Sustainable Design/Green Building objectives of the Township, in accordance with Chapter 7.16.4.1;
- iv. An Affordable Housing Report that indicates how or to what degree the proposed development within these two new neighbourhoods contributes to the provision of affordable housing in accordance with Chapter 7.16.5.2;
- v. If required by the Township, the preparation of Enhanced Urban Design + Architectural Control Guidelines that are consistent with or exceed the requirements of the Urban Design + Architectural Control Guidelines attached to this Plan as Appendix I. In addition, the Enhanced Urban Design + Architectural Control Guidelines will identify the location and design treatment of landmark architectural features, and architectural design requirements for all buildings, including landscape elements;
- vi. An Environmental Impact Statement, and if the lands to be developed contain a woodlot, hedgerow or trees, the Environmental Impact Statement shall be accompanied by a Tree Preservation Plan, if required by the Township;
- vii. A Traffic Impact Study giving consideration to transit including trip generation and site access and including the number and spacing of connections to the boundary road network, the number of trips generated by the proposed development, its impact on the road network and any road works necessary to accommodate the anticipated traffic, shall be completed by the proponent. The Study should also address the right-of-way and lane requirements needed to accommodate the generated traffic on the Regional and Collector Road system, and required geometric upgrades. In addition, the study will provide an on-street and on-site parking plan. The study must conform to Township Guidelines in addition to Regional Guidelines;
- viii. A Functional Servicing Plan identifying sanitary and storm sewer requirements, municipal water supply and distribution needs, storm water



management plans, road layout and sidewalk plan, general grading requirements and delineation of the boundaries of the Natural Heritage Framework. The Functional Servicing Plan, if required, shall include lands beyond the boundary of the proposed development and may need to be completed on a watershed or sub-watershed basis;

- ix. Land use compatibility studies to address potential impacts of development in terms of noise, dust, odour and vibration on existing or future development; and
  - x. Any other information/materials/studies as determined through the Township pre-consultation process pursuant to Chapter 7.16.9.3 of this Plan.
- d) All lands outside of the defined Built Boundary, including areas that have been more recently developed, but not including the lands designated Commercial/Retail and Employment Land I and II, shall achieve a gross density target of a minimum of 55 persons and jobs combined per gross hectare.

#### **7.16.6.2 Village Main Street Designation**

##### ***Intent***

- a) Schedule 'B' identifies the Village Main Street Designation. It is the intent of this Plan to support and strengthen the Main Street role of Woolwich Street as an area of historical significance and a focal point for the community, as well as a draw for tourists and visitors. It is proposed that the Village Main Street Designation provide local shopping opportunities, retail, cultural and entertainment opportunities, residential dwelling units, as well as protecting the existing look and feel of the street.

##### ***Permitted Uses***

- b) The following uses may be permitted within the Village Main Street Designation, subject to the application of the appropriate zoning:
- i. Low density residential uses in accordance with Chapter 7.16.5.6;
  - ii. Medium density residential uses in accordance with Chapter 7.16.5.6, up to a maximum of 20 percent of the total number of housing units;
  - iii. Existing converted dwellings to contain retail, service commercial or offices;
  - iv. Live-work uses in accordance with Chapter 7.16.5.7;
  - v. Mixed Use buildings in accordance with Chapter 7.16.5.8;



- vi. Home occupations in accordance with Chapter 7.16.5.4;
  - vii. Bed and breakfast establishments in accordance with Chapter 7.16.5.5;
  - viii. Institutional uses in accordance with Chapter 7.16.6.6;
  - ix. Public infrastructure and public and private utilities, except for electricity generating plants or facilities;
  - x. Parks, open space, pedestrian and bicycle routes;
  - xi. Buildings, structures and uses that are accessory to any permitted use; and
  - xii. Existing legal non-conforming uses, buildings and structures in accordance with Chapter 7.16.9.4.
- c) The Township will, through the implementing Zoning By-law and applications for Plans of Subdivision/Condominium, refine the list of permitted uses to ensure that new development is appropriate and compatible in the context of adjacent land uses and the surrounding community.

***Policies***

- d) Development within the Village Main Street Designation shall be sensitively integrated with respect to the existing historic built form in terms of building mass, height, setbacks, orientation, landscaping, and visual impact.
- e) The conversion and adaptive reuse of existing buildings may be permitted where such conversions are in keeping the streetscape, massing and material palette of the existing historic built form.
- f) Notwithstanding any other policy of this Plan, the maximum building height shall be 4 storeys or 16 metres, whichever is less, and development applications shall be subject to a Development Compatibility Assessment to ensure adjacent existing buildings and uses are protected from any undue, adverse impacts resulting from new, larger scale development proposals.
- g) The density of development shall be limited to a Floor Area Ratio of 2.0.
- h) The ground level floor of mixed-use buildings shall be restricted to non-residential uses.



- i) Buildings shall be located with front yard setbacks in keeping with the setbacks on adjacent properties, and shall facilitate pedestrian activity and access.
- j) Patios in conjunction with restaurants may be encouraged provided they are appropriately scaled, do not interfere with pedestrian activity and access and do not result in any undue, adverse impacts on surrounding land uses. Patios will be regulated through the implementing Zoning by-law.
- k) Front yard parking will not be permitted. Parking and servicing areas shall be located at the rear of the building.
- l) All development within the Village Main Street Designation shall be subject to the Township's The Township's Site Plan Control By-law. The Township may utilize the provisions of Site Plan Control to the maximum extent permitted by the Planning Act, including, without limitation, the control of building materials, colour and architectural detail.
- m) All development shall be consistent with the Urban Design and Architectural Control Guidelines attached to this Plan as Appendix I.
- n) All lands within the Village Main Street Designation are identified as within a Community Improvement Project Area. The Township shall consider the preparation of a Community Improvement Plan in order to establish a detailed vision for the area, identify public realm improvement priorities and establish incentive programs to assist the private sector in improving their properties.

### **7.16.6.3 Village Residential Designation**

#### ***Intent***

- a) The Village Residential Designation is identified on Schedule 'B' – Settlement Plan – Breslau. This designation serves to recognize, protect and enhance the existing stable residential neighbourhood. The policies are intended to prohibit incompatible land uses and built-forms, while supporting an appropriate mix of housing and local community uses and facilities.

#### ***Permitted Uses***

- b) The following uses may be permitted within the Village Residential Designation, subject to the application of the appropriate zoning:
  - i. Low density residential uses in accordance with Chapter 7.16.5.6;
  - ii. Home occupations in accordance with Chapter 7.16.5.4;



- iii. Bed and breakfast establishments in accordance with Chapter 7.16.5.5;
  - iv. Public and private utilities, except for electricity generating plants or facilities;
  - v. Parks, open space, pedestrian and bicycle routes;
  - vi. Places of Worship;
  - vii. Buildings, structures and uses that are accessory to any permitted use; and
  - viii. Existing legal non-conforming uses, buildings and structures in accordance with Chapter 7.16.9.4 of this Official Plan.
- c) The Township will, through the implementing Zoning By-law and applications for Plans of Subdivision/Condominium, refine the list of permitted uses to ensure that new development is appropriate and compatible in the context of adjacent land uses and the surrounding community.

***Policies***

- d) New development or site alteration abutting existing residential development shall be sympathetic to the form and character of the existing development. In order to ensure an appropriate and compatible relationship on a particular site or location, the height and density of permitted uses may be refined or restricted through the implementing Zoning By-law. Additional site specific measures, such as but not limited to, increased building setbacks, enhanced landscaping or additional fencing may be required through the implementing Zoning By-law or the Township's Site Plan Control By-law, to ensure appropriate development within the existing context.
- e) Given the keen sensitivity to change in this historic part of Breslau, all residential development creating 3 or more units within the Village Residential Designation shall be subject to the Township's Site Plan Control By-law. The Township may utilize all of the provisions of Site Plan Control permitted by the Planning Act, including, without limitation, the control of building materials, colour and architectural detail.
- f) All development shall be consistent with the Urban Design + Architectural Control Guidelines attached to this Plan as Appendix I.



#### **7.16.6.4 Low/Medium Density Residential Designation**

##### ***Intent***

- a) The Low/Medium Density Designations are identified on Schedule 'B' – Settlement Plan – Breslau. This designation identifies the majority of the Designated Greenfield Area residential development opportunities within the Breslau Settlement Area. This designation is intended to promote primarily low density residential development with some opportunities to incorporate compatible medium density house forms in appropriate locations, while supporting local community uses and facilities. The policies of this Chapter are intended to promote well designed and attractive new residential neighbourhoods.

##### ***Permitted Uses***

- b) The permitted uses within the Low/Medium Density Residential Designation may be permitted subject to the application of the appropriate zoning:
  - i. Low density residential uses in accordance with Chapter 7.16.5.6;
  - ii. Medium density residential uses in accordance with Chapter 7.16.5.6, up to a maximum of 20 percent of the total number of housing units within the contiguous area of the Designation;
  - iii. Assisted and Special Needs Housing in accordance with Chapter 7.16.5.3;
  - iv. Home occupations in accordance with Chapter 7.16.5.4;
  - v. Bed and breakfast establishments in accordance with Chapter 7.16.5.5;
  - vi. Public community uses (fire halls, community centres);
  - vii. Public and private utilities, except for electricity generating plants or facilities;
  - viii. Parks, open space, pedestrian and bicycle routes;
  - ix. Places of worship;
  - x. Small scale convenience commercial;
  - xi. Buildings, structures and uses that are accessory to any permitted use; and



- xii. Existing legal non-conforming uses, buildings and structures in accordance with Chapter 7.16.9.4.
- c) The Township will, through the implementing Zoning By-law and applications for Plans of Subdivision/Condominium, refine the list of permitted uses to ensure that new development is appropriate and compatible in the context of adjacent land uses and the surrounding community.

***Policies***

- d) New development or site alteration abutting existing residential development shall be sympathetic to the form and character of the existing development. In order to ensure an appropriate and compatible relationship on a particular site or location, the height and density of permitted uses may be refined or restricted through the implementing Zoning By-law. Additional site specific measures, such as but not limited to, increased building setbacks, enhanced landscaping or additional fencing may be required through the implementing Zoning By-law or the Township's Site Plan Control By-law, to ensure appropriate development within the existing context.
- e) Except in situations where environmental features or existing uses or development patterns prevent through streets, the use of cul-de-sacs and crescents should be minimized when designing the internal local road network.
- f) Rear or back lotting of dwelling units onto Regional or Collector Roads shall not be permitted, and lots having direct frontage onto Regional Roads shall be discouraged and minimized. Open space buffers, window streets and other innovative design techniques shall be considered, subject to the approval of the Township.
- g) Development on a lot involving in excess of 3 units in the Low/Medium Residential Designation may be subject to Site Plan Control By-law as per the Township's Site Plan Control By-law. The Township may utilize all of the provisions for Plan Control permitted by the Planning Act, including, without limitation, the control of building materials, colour and architectural detail.
- h) All development shall be consistent with the Urban Design + Architectural Control Guidelines attached to this Plan as Appendix I.



**7.16.6.5 Medium/High Density Residential Designation**

***Intent***

- a) The Medium/High Density Residential Designations are identified on Schedule 'B' – Settlement Plan – Breslau. This designation identifies key Designated Greenfield Area locations within Breslau where higher density residential development is appropriate. This designation is intended to promote primarily medium density residential development with some opportunities to incorporate compatible high density house forms in appropriate locations, while supporting GO Transit, local community uses and facilities. The policies of this Chapter are intended to promote well designed and attractive new residential neighbourhoods.

***Permitted Uses***

- b) The permitted uses within the Medium/High Density Residential Designation may be permitted subject to the application of the appropriate zoning:
  - i. Medium density residential house forms in accordance with Chapter 7.16.5.6;
  - ii. High density residential house forms in accordance with Chapter 7.16.5.6, up to a maximum of 40 percent of the total number of housing units within the contiguous Medium/High Density Residential Designation;
  - iii. Live-Work Units in accordance with Chapter 7.16.5.7;
  - iv. Mixed Use Buildings in accordance with Chapter 7.16.5.8;
  - v. Assisted and Special Needs Housing in accordance with Chapter 7.16.5.3;
  - vi. Public community uses and small scale convenience retail;
  - vii. Public and private utilities, except for electricity generating plants or facilities;
  - viii. Parks, open space, pedestrian and bicycle routes;
  - ix. Buildings, structures and uses that are accessory to any permitted use; and
  - x. Existing legal non-conforming uses, buildings and structures in accordance with Chapter 7.16.9.4 of this Official Plan.
- c) The Township will, through the implementing Zoning By-law and applications for Plans of Subdivision/Condominium, refine the list of permitted uses to ensure that



new development is appropriate and compatible in the context of adjacent land uses and the surrounding community.

***Policies***

- d) New development or site alteration abutting existing residential development shall be sympathetic to the form and character of the existing development. In order to ensure an appropriate and compatible relationship on a particular site or location, the height and density of permitted uses may be refined or restricted through the implementing Zoning By-law. Additional site specific measures, such as but not limited to, increased building setbacks, enhanced landscaping or additional fencing may be required through the implementing Zoning By-law or the Township's Site Plan Control By-law, to ensure appropriate development within the existing context.
- e) Except in situations where environmental features or existing uses or development patterns prevent through streets, the use of cul-de-sacs and crescents should be minimized when designing the internal local road network.
- f) Rear or back lotting of dwelling units onto Regional or Collector Roads shall not be permitted, and lots having direct frontage onto Regional Roads shall be discouraged and minimized. Open space buffers, window streets and other innovative design techniques shall be considered, subject to the approval of the Township.
- g) All development within the Medium/High Density Residential Designation shall be subject to The Township's Site Plan Control By-law. The Township may utilize all of the provisions for Site Plan Control permitted by the Planning Act, including, without limitation, the control of building materials, colour and architectural detail.
- h) All development shall be consistent with the Urban Design + Architectural Control Guidelines attached to this Plan as Appendix I.

**7.16.6.6 Institutional Designation**

***Intent***

- a) Existing institutional uses are identified by the Institutional Designation on Schedule 'B' – Settlement Plan – Breslau. It is the intent of this Plan that the Breslau Settlement Area be well served by a full array of institutional and community uses.

***Permitted Uses***

- b) The permitted uses on lands designated Institutional may be permitted subject to the application of the appropriate zoning:



- i. Community, recreational and cultural facilities;
  - ii. Assisted and Special Needs Housing, including housing for seniors;
  - iii. Elementary schools;
  - iv. Secondary schools;
  - v. Government offices;
  - vi. Places of worship;
  - vii. Cemeteries;
  - viii. Hospitals;
  - ix. Fire stations and ambulance bases;
  - x. Parks, open space, pedestrian and bicycle routes;
  - xi. Retail and commercial uses that are ancillary to any permitted uses;
  - xii. Public and private utilities, except for electricity generating plants or facilities;
  - xiii. Buildings, structures and uses that are accessory to any permitted uses; and
  - xiv. Existing legal non-conforming uses, buildings and structures in accordance with Chapter 7.16.9.4 of this Plan.
- c) The Township will, through the implementing Zoning By-law and applications for Plans of Subdivision/Condominium, refine the list of permitted uses to ensure that new development is appropriate and compatible in the context of adjacent land uses and the surrounding community.

***Policies***

- d) Development within the Institutional Designation shall be compatible and sensitively integrated with the surrounding land uses in terms of building mass, height, setbacks, orientation, privacy, landscaping, shadow casting and visual impact.
- e) The maximum building height shall be four storeys, or 12 metres, whichever is less.



- f) The density of development shall be limited to a Floor Area Ratio of 2.0.
- g) Ancillary retail and commercial uses, where permitted, shall be located on the ground floor in mixed use buildings.
- h) All development within the Institutional Designation shall be subject to the Township's Site Plan Control By-law. The Township may utilize the provisions for Site Plan Control to the maximum extent permitted by the Planning Act, including, without limitation, the control of building materials, colour and architectural detail.
- i) All development shall be consistent with the Urban Design + Architectural Control Guidelines attached to this Plan as Appendix I.

***Additional Policies for New Elementary Schools***

- j) In addition to all of the policies for the Institutional Designation, the following policies shall apply to planned elementary school sites:
  - i. Planned elementary school site locations are identified symbolically on Schedule 'B' – Settlement Plan – Breslau to provide for general locations for schools;
  - ii. Notwithstanding i. the proposed site locations and configurations identified on Schedule 'B' may be modified or relocated within the Low/Medium Density, Medium/High Density, or Open Space Designations identified on Schedule 'B' – Settlement Plan – Breslau, by the respective School Boards in cooperation with the Township without Amendment to this Plan;
  - iii. The planned school site locations shall be finalized by the purchasing School Board in consultation with the Township, subject to the following:
    - where appropriate, schools shall be located on sites adjacent to, or in proximity to existing and/or proposed municipal parks;
    - safe and convenient access routes shall be planned between the school and surrounding residential areas through the provision of school drop zones on school property; and
    - shared use facilities for joint schools and for joint school and recreation facilities shall be permitted. Shared facilities with other compatible uses may also be considered.



- iv. Where an identified school site is not required by a School Board, the land which has been identified for school purposes may be used for other uses permitted within the Institutional Designation or within the underlying land use designation, without the need for an Amendment to this Plan.

#### **7.16.6.7 Commercial/Mixed Use Designation**

##### ***Intent***

- a) The Commercial/Mixed Use Designations are identified on Schedule 'B' Settlement Plan – Breslau. It is the intent of the Commercial/Mixed Use Designation to provide neighbourhood scale retail opportunities in a pedestrian friendly, mixed use format in proximity to the primarily residential neighbourhoods within Breslau. This designation will incorporate a variety of institutional, retail and service commercial, cultural and residential uses within a mixed use context.

##### ***Permitted Uses***

- b) Within the Commercial/Mixed Use Designation the following uses are permitted subject to the Application of the appropriate zoning:
  - i. All forms of commercial/retail stores, limited in size to a maximum of 600 square metres per store;
  - ii. Restaurants and other service commercial uses, limited in size to a maximum of 300 square metres per restaurant;
  - iii. Business and professional offices;
  - iii. Live-work units in accordance with Chapter 7.16.5.7;
  - iv. Mixed Use buildings in accordance with Chapter 7.16.5.8;
  - v. Assisted and Special Needs Housing in accordance with Chapter 7.16.5.3;
  - vi. Institutional uses in accordance with Chapter 7.16.6.6;
  - v. Public and private utilities, except for electricity generating plants or facilities;
  - vi. Parks, open space, pedestrian and bicycle routes;
  - vii. Buildings, structures and uses that are accessory to any permitted use; and



- viii. Existing legal non-conforming uses, buildings and structures in accordance with Chapter 7.16.9.4 of this Official Plan.
- c) The Township will, through the implementing Zoning By-law and applications for Plans of Subdivision/Condominium, refine the list of permitted uses to ensure that new development is appropriate and compatible in the context of adjacent land uses and the surrounding community.
- d) Notwithstanding the limitation of a maximum of 600 square metres per store for commercial/retail stores, special exemptions to this policy are provided on two properties identified with the Site Specific Exemption 1 Symbols on Schedule 'B'. On those properties, the Township may consider permission in the implementing Zoning By-law for one individual commercial/retail store of up to 6,000 square metres per property for the purposes of establishing stores that are primarily for the sale of food store type merchandise. The Township, through the implementing Zoning By-law, will ensure that any such commercial/retail store is appropriate and compatible in the context of adjacent land uses and the surrounding community.

***Policies***

- e) Notwithstanding any other policy in this Plan, the maximum height of any building within the Commercial/Mixed Use Designation shall be 4 storeys or 16 metres, whichever is less.
- f) Residential uses are not permitted at-grade, except where the building is a live-work unit, where the at-grade use that fronts the public road shall be non-residential.
- g) Buildings shall be located close to the streetline to facilitate pedestrian activity and access. In addition, front yard parking will be discouraged and limited. Parking and servicing areas shall, where possible, be located at the rear of the building.
- h) Where any permitted use abuts or is in proximity to an existing residential or open space use, fencing, landscaping, berming, distance and grade separation or a combination of these features shall be utilized to ensure that there is adequate screening and buffering between the uses.
- i) Parking areas will be landscaped and where appropriate screened from view.
- j) Vehicular access to abutting public roads shall be minimized. Where possible, shared access driveways are encouraged.
- k) Loading and outdoor storage areas will be screened from view and/or located along a building elevation that is not visible from any public road.



- l) All development shall be subject to The Township's Site Plan Control By-law, and shall have enhanced site plan standards to address siting along abutting public roads as well as enhanced landscape standards to provide appropriate buffer planting along the boulevards and within the site.

The Township may utilize the provisions for Site Plan Control to the maximum extent permitted by the Planning Act, including, without limitation, the control of building materials, colour and architectural detail.

- m) All development within the Commercial/Mixed Use Designation shall be consistent with the Urban Design + Architectural Control Guidelines attached to this Plan as Appendix I.

#### **7.16.6.8 Open Space Designation**

##### ***Intent***

- a) The Open Space Designation is identified on Schedule 'B' – Settlement Plan – Breslau. An important aspect of building a healthy and vibrant community is the provision of a range of passive and active public parks and open space areas for existing and future residents and visitors.

##### ***Permitted Uses***

- b) Parks within Breslau will accommodate a full range of passive and active recreational facilities that are appropriate for the scale and context of each individual park location. In addition, the following uses shall also be permitted:
  - i. Community, recreational and cultural facilities;
  - ii. Pedestrian and bicycle routes;
  - iii. Retail and commercial uses that are ancillary to any permitted uses;
  - iv. Public and private utilities, except for electricity generating plants or facilities;
  - v. Buildings, structures and uses that are accessory to any permitted use; and
  - vi. Existing legal non-conforming uses, buildings and structures in accordance with Chapter 7.16.9.4 of this Official Plan.
- c) The Township will, through the implementing Zoning By-law and applications for Plans of Subdivision/Condominium, refine the list of permitted uses to ensure that



new development is appropriate and compatible in the context of adjacent land uses and the surrounding community.

***Policies***

- d) The policies applicable to the parkland system within Breslau in this Plan are to be read in conjunction with the policies of Chapter 10 of this Official Plan.
- e) The largest municipal parks within the Breslau Settlement Area, both existing and proposed, are identified as within the Open Space Designation on Schedule 'B' – Settlement Plan. The precise distribution and location of such parks will be determined in the consideration of development applications in accordance with the policies of this Plan.
- f) The parkland components identified on Schedule 'B' are intended to serve local neighbourhoods within Breslau. They should:
  - i. Generally be centrally located and within a 5 minute (400 metres) walking distance of the majority of residents within the neighbourhood it is serving;
  - ii. Not be less than 1.5 hectares, and preferably 2.0 hectares, in size, except where smaller parkettes, or village greens are approved by the Township;
  - iii. Be designed for passive and active recreational facilities such as playground equipment and sports fields that meet the recreational needs of the neighbourhoods, as determined through more detailed planning and design;
  - iv. Be designed to minimize any undue, adverse impacts on abutting residential uses;
  - v. Where appropriate, be integrated with other institutional and community facilities such as schools;
  - vi. Have frontage on at least one, and preferably two or more Local and/or Collector Roads, with a minimum 60 metres of continuous street frontage; and
  - vii. Where appropriate and feasible, be connected and/or integrated with the broader Natural Heritage Framework and the Conceptual Trails and Pathways System shown on Schedule 'C' – Transportation Network – Breslau.
- g) Throughout Breslau, there may be opportunities for other smaller scaled Township owned park and open space areas that provide recreational activities and opportunities. These areas have not specifically been designated by this Plan.



- h) Public parks and open space along with associated active and passive recreational facilities including, but not limited to, community centres, pools, splash pads, arenas, baseball diamonds, soccer, football and other sports fields, picnic areas, pedestrian and cycling trails, other compatible special purpose uses or events and accessory uses, buildings and structures, are permitted in all land use designations, with the exception of the Environmental Protection Designation, where the permitted recreational uses are set out more specifically.
- i) Wherever feasible, lands within the Environmental Protection Designation shall be incorporated into the parks and open space system for compatible, passive recreational functions. Such environmentally protected lands shall not be included as part of the parkland dedication requirements of the Planning Act.
- j) New public parks shall be provided to the Township through parkland dedication as part of the development approvals process, in accordance with the provisions of the Planning Act and Chapter 10.2 of this Official Plan, and/or through other means, such as:
  - i. Encouraging other levels of government and agencies to provide lands to the Township, at minimal cost;
  - ii. Negotiation through the servicing allocation assignment process and/or development approvals process; and/or,
  - iii. Donations, gifts and bequests.
- k) When cash-in-lieu of parkland is accepted from any development within the Breslau Settlement Area boundary, the cash generated shall be used by the Township to augment and enhance the public parkland system within the Township.
- l) In considering proposed subdivisions, severances, minor variance or Site Plans for residential purposes, the Township may require that land be conveyed to the municipality for park or other public recreational purposes not exceeding 5 percent of the lands proposed for development, or one hectare per 300 dwelling units proposed. Alternatively, the Township may accept cash-in-lieu of parkland as provided for in the Planning Act.
- m) In considering proposed subdivisions, severances, minor variances or site plans for commercial or industrial purposes, the Township may require that land be conveyed to the municipality for park or other public recreational purposes not exceeding 2 percent of the lands proposed for development. Alternatively the Township may accept cash-in-lieu of parkland as provided for in the Planning Act.



- n) The Township shall not accept any lands that are designated Environmental Protection, are part of a stormwater retention facility, are contaminated or are otherwise not appropriate for public park space use as part of the required parkland dedication. The Township may accept tableland wooded areas as part of a parkland dedication.
- o) The location and size of required parks will be established through submission and review of Draft Plan of Subdivision or other development applications. In addition, Draft Plans of Subdivision or other development applications will provide for pedestrian linkages and/or bicycle paths connecting open space areas where appropriate.
- p) Passive use open spaces, in the form of lands designated Environmental Protection, are located throughout the Breslau Settlement Plan Area and may be utilized for pedestrian and bicycle paths where appropriate.

#### **7.16.6.9 Proposed GO Station Designation**

##### ***Intent***

- a) This Plan anticipates the establishment of a GO Rail Station in the location identified on Schedules 'B' – Settlement Plan – Breslau and 'C' – Transportation Network – Breslau. The GO Station will function as primarily a commuter focused station and will include substantial parking and other supporting land uses.

##### ***Permitted Uses***

- b) The uses permitted within the GO Station Designation include:
  - i. A commuter rail passenger station;
  - ii. Large scale surface parking lots, or parking lots in structure;
  - iii. Retail and commercial uses that are ancillary to the commuter rail station function;
  - iv. Pedestrian and bicycle routes;
  - v. Public and private utilities, except for electricity generating plants or facilities; and
  - vi. Buildings, structures and uses that are accessory to any permitted use.



- c) The Township will, through the implementing Zoning By-law and applications for Plans of Subdivision/Condominium, refine the list of permitted uses to ensure that new development is appropriate and compatible in the context of adjacent land uses and the surrounding community.

**Policies**

- d) Development within the GO Station Designation shall be planned comprehensively, with the intent that high quality community design and development be achieved. To promote comprehensive planning, all applications for development within the GO Station Designation shall provide the following information/materials:
  - i. A Land Use Plan that articulates the conceptual layout of existing and proposed development, including:
    - the size, shape, location and proposed commercial/retail uses;
    - all Collector and Local Roads, as well as internal circulation routes;
    - the size, shape and location of all park blocks;
    - the size, shape and location of all storm water management facilities; and
    - all natural features and linkages.
  - ii. A Land Use Summary Table indicating:
    - the area and percentage of land dedicated to each land use type; and
    - the anticipated employment generation.
  - iii. A Sustainable Design/Green Building Report that indicates how or to what degree the proposed development contributes to the provision of sustainable design/green building, in accordance with Chapter 7.16.4.1;
  - iv. If required by the Township, the preparation of Enhanced Urban Design + Architectural Control Guidelines that are consistent with or exceed the requirements of the Urban Design + Architectural Control Guidelines attached to this Plan as Appendix I. In addition, the Enhanced Urban Design + Architectural Control Guidelines will identify the location and design treatment of landmark architectural features, and architectural design requirements for all buildings, including landscape elements;



- v. An Environmental Impact Statement, and if the lands to be developed contain a woodlot, hedgerow or trees, the Environmental Impact Statement shall be accompanied by a Tree Preservation Plan, if required by the Township;
  - vi. A Traffic Impact Study including trip generation and site access and including the number and spacing of connections to the boundary road network, the number of trips generated by the proposed development, its impact on the road network and any road works necessary to accommodate the anticipated traffic, shall be completed by the proponent. The Study should also address the right-of-way and lane requirements required to accommodate the generated traffic on the Regional and Collector Road system, and required geometric upgrades. The study shall also provide an on-street and on-site parking plan;
  - vii. A Functional Servicing Plan identifying sanitary and storm sewer requirements, municipal water supply and distribution needs, storm water management plans, road layout and sidewalk plan, general grading requirements and delineation of the boundaries of the Natural Heritage Framework. The Functional Servicing Plan, if required, shall include lands beyond the boundary of the proposed development and may need to be completed on a watershed or sub-watershed basis; and
  - viii. Any other information/materials/studies as determined through the Township pre-consultation process pursuant to Chapter 7.16.9.3 of this Plan.
- e) Loading and outdoor storage areas will be screened from view and/or located along a building elevation that is not visible from any public road.
  - f) Pedestrian walkways shall be included within individual sites and between sites so pedestrians may comfortably access the parking facilities and the Station.
  - g) All development shall be subject to the Township's Site Plan Control By-law, and shall have enhanced site plan standards to address their siting along abutting public roads as well as enhanced landscape standards to provide appropriate buffer planting along the boulevards and within the site. The Township may utilize the provisions for Site Plan Control to the maximum extent permitted by the Planning Act, including, without limitation, the control of building materials, colour and architectural detail.
  - h) All development within the GO Station Designation shall be consistent with the Urban Design + Architectural Control Guidelines attached to this Plan as Appendix I.



**7.16.7 ECONOMIC DEVELOPMENT OPPORTUNITIES**

**7.16.7.1 Objectives**

- a) Economic development is an important objective of the Township, and Breslau offers a variety of key opportunities to consider, including accessibility through the adjacent Highway 7, the international airport, and GO Rail facilities, as well as proximity to larger regional markets in Kitchener, Waterloo and Cambridge, and to a lesser extent, Guelph.

**7.16.7.2 General Policies**

- a) To respond to the accessibility and proximity attributes of the Breslau Settlement Area, a Commercial/Retail Designation and two employment land use designations, Employment Land I and Employment Land II, are provided to accommodate a broad range of new employment opportunities within Breslau.
- b) Employment land use designations, Employment Land I and Employment Land II, are provided to distinguish those employment uses and building types adjacent to Highway 7 and other, less visible sites within Breslau. The third employment land use designation, South Breslau Industrial Area contributes to Breslau's robust economic development opportunities. This area provides a range of employment opportunities and can accommodate heavier industrial-type operations and operations that are complementary to the airport.
- c) All lands outside of the defined Built Boundary that are designated Commercial/Retail or Employment Lands I or II on Schedule 'B' – Settlement Plan – Breslau, shall achieve a gross density target of a minimum of 40 jobs per hectare as per the Regional Official Plan.

**7.16.7.3 Commercial/Retail Designation**

***Intent***

- a) The Commercial/Retail Designation is identified on Schedule 'B' – Settlement Plan – Breslau. It is intended that lands within the Commercial/Retail Designation will include a variety of retail and service commercial uses which will serve the needs of the community and may include uses catering to the traveling or drive-by consumer, as well as larger retail stores that are more land extensive.

***Permitted Uses***

- b) Within the Commercial/Retail Designation the following uses are permitted:



- i. Commercial/retail stores;
  - ii. Restaurants and other service commercial uses;
  - iii. Automotive related uses including gas bars, car washes and service stations;
  - iv. Fire stations, police stations and ambulance bases;
  - v. Public and private utilities, except for electricity generating plants or facilities;
  - vi. Parks, open space, pedestrian and bicycle routes;
  - vii. Buildings, structures and uses that are accessory to any permitted use; and
  - viii. Existing legal non-conforming uses, buildings and structures in accordance with Chapter 7.16.9.4.
- c) The Township will, through the implementing Zoning By-law and applications for Plans of Subdivision/Condominium, refine the list of permitted uses to ensure that new development is appropriate and compatible in the context of adjacent land uses and the surrounding community.

***Policies***

- d) New commercial development located on Victoria Street North established in the form of highway commercial strips or campus style formats set well back from the street edge shall be discouraged. The Township shall support plans for development that are coordinated among landowners and that minimize the proportion of the street frontage dominated by parking lots and automobiles. Buildings that are located close to, and define the street edge are encouraged, as well as opportunities through urban design to enhance the public realm, invite pedestrian activity and promote active transportation.
- e) Development within the Commercial/Retail Designation shall be planned comprehensively, with the intent to achieve high quality community design. Development shall comply with policies of Chapter 7.16.2.3 h) to k) including conditions which require an Official Plan Amendment that is appropriately supported by a detailed Commercial Impact Study prepared to the satisfaction of the Township and/or the Region of Waterloo.

To promote comprehensive planning, all applications for development within the Commercial/Retail Designation shall provide the following information/materials:



- i. A Land Use Plan that articulates the conceptual layout of existing and proposed development, including:
  - the size, shape, location and proposed commercial/retail uses;
  - all Collector and Local Roads, as well as internal circulation routes;
  - the size, shape and location of all park blocks;
  - the size, shape and location of all storm water management facilities;  
and
  - all natural features and linkages.
- ii. A Land Use Summary Table indicating:
  - the area and percentage of land dedicated to each land use type; and
  - the anticipated employment generation.
- iii. A Sustainable Design/Green Building Report that indicates how or to what degree the proposed development contributes to the provision of sustainable design/green building, in accordance with Chapter 7.16.4.1;
- iv. The preparation of Enhanced Urban Design + Architectural Control Guidelines that are consistent with or exceed the requirements of the Urban Design + Architectural Control Guidelines attached to this Plan as Appendix I. In addition, the Enhanced Urban Design + Architectural Control Guidelines will identify the location and design treatment of landmark architectural features, and architectural design requirements for all buildings, including landscape elements and will also include pedestrian and transit oriented linkages;
- v. An Environmental Impact Statement, and if the lands to be developed contain a woodlot, hedgerow or trees, the Environmental Impact Statement shall be accompanied by a Tree Preservation Plan, if required by the Township;
- vi. A Traffic Impact Study including trip generation and site access and including the number and spacing of connections to the boundary road network, the number of trips generated by the proposed development, its impact on the road network and any road works necessary to accommodate the anticipated traffic, shall be completed by the proponent;



The Study should also address the right-of-way and lane requirements required to accommodate the generated traffic on the Regional and Collector Road system, and required geometric upgrades. The study will also provide an on-street and on-site parking plan;

- vii. A Functional Servicing Plan identifying sanitary and storm sewer requirements, municipal water supply and distribution needs, storm water management plans, road layout and sidewalk plan, general grading requirements and delineation of the boundaries of the Natural Heritage Framework. The Functional Servicing Plan, if required, shall include lands beyond the boundary of the proposed development and may need to be completed on a watershed or sub-watershed basis;
  - viii. A Hydrological/Hydrogeological Study to confirm the flows of water both at grade and below grade, and to ensure that new development does not adversely impact significant natural heritage features and their associated ecological functions; and
  - ix. Any other information/materials/studies as determined through the Township pre-consultation process pursuant to Chapter 7.16.9.3 of this Plan.
- 
- f) Where any permitted use abuts or is in proximity to an existing residential or open space use, fencing, landscaping, berming, distance and grade separation or a combination of these features shall be utilized to ensure that there is adequate screening and buffering between the uses.
  - g) Liner buildings shall be provided and shall be located on the site to front, face and feature abutting public roads, with minimal front-yard setbacks. Parking areas will be landscaped and where appropriate screened from view.
  - h) Vehicular access to abutting public roads shall be minimized. Where possible, commercial activities should have shared access driveways.
  - i) Loading and outdoor storage areas will be screened from view and/or located along a building elevation that is not visible from any public road.
  - j) Pedestrian walkways shall be included within individual sites and between sites so pedestrians may safely and comfortably access these commercial properties.
  - k) All development shall be subject to the Township's Site Plan Control By-law, and shall have enhanced site plan standards to address their siting along abutting public roads as well as enhanced landscape standards to provide appropriate buffer planting along the boulevards and within the site. The Township may utilize the provisions for Site Plan Control to the maximum extent permitted by the Planning



Act, including, without limitation, the control of building materials, colour and architectural detail.

- I) All development within the Commercial/Retail Designation shall be consistent with the Urban Design + Architectural Control Guidelines attached to this Plan as Appendix I.

#### **7.16.7.4 Employment Land I Designation**

##### ***Intent***

- a) The employment land uses immediately adjacent to Highway 7 and Greenhouse Road are highly visible and will require high quality built form and prestige employment uses. These employment lands are indicated on Schedule 'B' – Settlement Plan – Breslau, as Employment Land I.

##### ***Permitted Uses***

- b) The uses permitted within the Employment Land I designation may include:
  - i. All types of business and professional offices, including ancillary retail and service uses and restaurants only where internally integrated as a component of an office building;
  - ii. Hotels and hotel/convention centres, including ancillary retail and service uses only where internally integrated as a component of a hotel or hotel/convention centre;
  - iii. Institutional uses, including government services, research and training facilities and ancillary retail and service uses and restaurants only where internally integrated as a component of an institutional or office building;
  - iv. Research and development facilities, data services, health care and communications facilities;
  - v. Enclosed warehousing and limited product distribution services;
  - vi. Private sector commercial or trade schools;
  - vii. Fire stations, police stations and ambulance bases;
  - viii. Public and private utilities, except for electricity generating plants or facilities;



- ix. Parks, open space, pedestrian and bicycle routes;
  - x. Buildings, structures and uses that are accessory to any permitted use;
  - xi. Existing legal non-conforming uses, buildings and structures in accordance with Chapter 7.16.9.4 of this Official Plan; and
  - xii. Fully enclosed light manufacturing and no outdoor storage on manufacturing activities.
- c) The Township will, through the implementing Zoning By-law and applications for Plans of Subdivision/Condominium, refine the list of permitted uses to ensure that new development is appropriate and compatible in the context of adjacent land uses and the surrounding community.
- d) Notwithstanding the 'Employment Land I' Designation, ancillary commercial uses on lands adjacent to the GO Station may be free-standing, provided that the use is limited to no more than 15 percent of the total land area within the designation.

***Policies***

- e) The site identified as a Gateway on Schedule 'A' – Urban Structure Plan - Breslau is intended to become an identifiable entrance to the Employment Lands I Designation from Highway 7. The Gateway site shall:
- i. Include landmark buildings that reinforce the importance of the gateway location. This includes the use of high quality building materials, windows and entrances facing the streets and unified and consistent architectural detailing. Landmark buildings located within the Gateway site shall be a minimum of 2 storeys, or 8 metres in height, whichever is greater; and
  - ii. Where possible, be designed with minimal building setbacks from adjacent streets, and include special landscape treatments, appropriate signage, and high quality streetscaping.

To facilitate the construction of the identified Gateway, partnerships among the Township, developers and/or service clubs shall be encouraged.

- f) No individual access for any building shall be permitted from Highway 7. Further, the number of access points from individual lots to Regional roads shall be minimized. Shared access and internal connections between multiple lots is encouraged.



- g) Where a rear or exterior lot line abuts a public road or Provincial Highway, public open space, special landscaping/building treatments shall be required to ensure that the rear and/or side building facades are attractive and/or appropriately screened from view. The Township shall ensure conformity with this policy through the provisions of Site Plan Approval.
- h) All permitted uses shall be carried out entirely within wholly enclosed buildings.
- i) All development shall be subject to the Township's Site Plan Control By-law, and shall have enhanced site plan standards to address their siting along abutting public roads as well as enhanced landscape standards to provide appropriate buffer planting along the boulevards and within the site. The Township may utilize the provisions for Site Plan Control to the maximum extent permitted by the Planning Act, including, without limitation, the control of building materials, colour and architectural detail.
- j) All new public and private sector development shall conform to the Urban Design + Architectural Control Guidelines, included as Appendix I to this Plan.

#### **7.16.7.5 Employment Land II Designation**

##### ***Intent***

- a) The Breslau Settlement Area has a substantial new employment land area that will accommodate a wide range of employment uses that recognize the current development context. These employment lands are indicated on Schedule 'B' – Settlement Plan – Breslau as Employment Land II.

##### ***Permitted Uses***

- b) The uses permitted within the 'Employment Land II' Designation may include:
  - i. All types of business and professional offices;
  - ii. Research and development facilities, data services, health care and communications facilities;
  - iii. Prestige industrial uses, including enclosed warehousing/storage facilities, product distribution services, and manufacturing and processing operations deemed not to be obnoxious by reason of dust, odour, fumes, particulate matter, noise and/or vibrations;
  - iv. Service and repair facilities;



- v. Fire stations, police stations and ambulance bases;
  - vi. Public and private utilities, except for electricity generating plants or facilities;
  - vii. Parks, open space, pedestrian and bicycle routes;
  - viii. Buildings, structures and uses that are accessory to any permitted use; and
  - ix. Existing legal non-conforming uses, buildings and structures in accordance with Chapter 7.16.9.4 of this Official Plan.
- c) The Township will, through the implementing Zoning By-law and applications for Plans of Subdivision/Condominium, refine the list of permitted uses to ensure that new development is appropriate and compatible in the context of adjacent land uses and the surrounding community.

***Policies***

- d) The number of access points from individual lots to Regional roads shall be minimized. Shared access and internal connections between multiple lots is encouraged.
- e) Where a rear or exterior lot line abuts a public road or Provincial Highway, public open space, special landscaping/building treatments shall be required to ensure that the rear and/or side building facades are attractive and/or appropriately screened from view. The Township shall ensure conformity with this policy through the provisions of Site Plan Approval.
- f) All permitted uses shall be carried out entirely within wholly enclosed buildings, unless outside storage is permitted and regulated through the implementing Zoning By-Law. Any permitted outside storage shall be screened from view from adjacent streets to the satisfaction of the Township.
- g) All development shall be subject to the Township's Site Plan Control By-law, and shall have enhanced site plan standards to address their siting along abutting public roads as well as enhanced landscape standards to provide appropriate buffer planting along the boulevards and within the site. The Township may utilize the provisions for Site Plan Control to the maximum extent permitted by the Planning Act, including, without limitation, the control of building materials, colour and architectural detail.
- h) All new public and private sector development shall conform to the Urban Design + Architectural Control Guidelines, included as Appendix I to this Plan.



**7.16.7.6 South Breslau Industrial Area Designation**

***Intent***

- a) The South Breslau Industrial Area is identified on Schedule 'B' – Settlement Plan – Breslau. It is a stable and valued employment area that contains many of the industrial uses within the Township. This area is currently in transition to being fully connected to municipal services. In the interim, development may connect to private water/septic subject to Township and Regional approval.

***Permitted Uses***

- b) This area shall be developed in accordance with the following definition:

The Industrial classification of land shall mean that the predominant use of the land in the area so designated shall be for industry which is defined as manufacturing, extracting and processing of materials, service, assembly and fabricating, repair workshops and storage.

This definition need not prevent the use of some of the lands within this designation for other purposes provided that the location of these uses in an industrial area will in no way detract from the area for sound industrial use as may be permitted by the Zoning By-law as accessory uses in industrial areas. In addition, uses permitted under Chapter 7.22.2 of this Official Plan may be considered.

- c) The Township will, through the implementing Zoning By-law refine the list of permitted uses and establish appropriate regulations to ensure that new development is appropriate and compatible in the context of adjacent land uses and the surrounding community.

***Policies***

- d) The site identified as a Gateway on Schedule 'A' – Urban Structure Plan - Breslau is intended to become an identifiable entrance to the South Breslau Industrial Area. The Gateway site shall:
  - i. Include landmark buildings that reinforce the importance of the Gateway location. This includes the use of high quality building materials, windows and entrances facing the streets and unified and consistent architectural detailing. Landmark buildings located within the gateway site shall be a minimum of 2 storeys, or 8 metres in height, whichever is greater; and



- ii. Where possible, be designed with minimal building setbacks from adjacent streets, and include special landscape treatments, appropriate signage, and high quality streetscaping.

To facilitate the construction of the identified Gateways, partnerships among the Township, developers and/or service clubs shall be encouraged.

- e) The number of access points from individual lots to Regional roads shall be minimized. Shared access and internal connections between multiple lots is encouraged.
- f) Where a rear or exterior lot line abuts a Regional Road or a Collector Road, public open space, special landscaping/building treatments shall be required to ensure that the rear and/or side building facades are attractive and/or appropriately screened from view.
- g) All permitted uses shall be carried out entirely within wholly enclosed buildings, unless outside storage is permitted and regulated through the implementing Zoning By-Law. Any permitted outside storage shall be screened from view from adjacent streets to the satisfaction of the Township.
- h) All development shall be subject to the Township's Site Plan Control By-law, and shall have enhanced site plan standards to address their siting along abutting public roads as well as enhanced landscape standards to provide appropriate buffer planting along the boulevards and within the site. The Township may utilize the provisions for Site Plan Control to the maximum extent permitted by the Planning Act, including, without limitation, the control of building materials, colour and architectural detail.
- i) All new public and private sector development shall conform to the Urban Design + Architectural Control Guidelines, included as Appendix I to this Plan.

#### **7.16.7.7 Safety Kleen Industrial Designation**

##### ***Intent***

- a) The following policies apply to the Safety Kleen Industrial Designation as designated on Schedule 'B'. It is the intent of the Plan that this area, comprising approximately 6 hectares of land immediately adjacent to Safety Kleen's existing industrial operation at 300 Woolwich Street South (hereinafter referred to as the Subject Lands), shall be used for a limited range and scale of dry-industrial uses and for the purpose of implementing a Remedial Action Plan approved by the Ministry of the Environment to address an existing plume of soil and groundwater contamination for the portion of the Subject Lands designated Safety Kleen Industrial Designation.



***Permitted Land Uses***

- b) The dry-industrial uses referenced in a) above shall be limited to the following:
  - i. Warehousing and packaging of the finished product, which may include the blending of additives as part of packaging the finished product within an enclosed building;
  - ii. Accessory office and garage within the warehouse and packaging building;
  - iii. Outdoor truck and trailer parking;
  - iv. Safety/emergency flare building/structure; and
  - v. Uses accessory to the forgoing.
- c) There shall be no storage, blending, refining, re-refining or primary production of used oil or petroleum products within the Safety Kleen Industrial Designation and any use of the Safety Kleen Industrial Designation beyond what is listed above shall require an Amendment to this Official Plan.
- d) The Township will, through the implementing Zoning By-law refine the list of permitted uses and establish appropriate regulations to ensure that new development is appropriate and compatible in the context of adjacent land uses and the surrounding community.

***Policies***

- e) The Safety Kleen Restricted Area shown in Schedule 'B' recognizes the municipal drain and associated floodplain, wetland features, required buffer area and stormwater management pond. The portion of the Subject Lands designated Safety Kleen Restricted Area shall only be used for passive open space, stormwater management and the protection and enhancement of the existing natural heritage features. No development or encroachment shall be permitted within the Safety Kleen Restricted Area, except for those approved works required to construct the stormwater management pond and to plant native vegetation to naturalize the buffer area.
- f) The Subject Lands shall merge with, and develop in conjunction with the property at 300 Woolwich Street South prior to any permitted development or encroachment occurring on the Subject Lands.



- g) Sewage Disposal for the Subject Lands shall be by means of connecting to the existing private sanitary sewer located on the property at 300 Woolwich Street South, which extends to the Kitchener Sanitary Sewage Treatment Plant. There shall be no private septic system on the Subject Lands.
- h) Water Supply for the Subject Lands shall be by means of connecting to the existing Municipal Water Supply on Woolwich Street South, via the existing water services on the property at 300 Woolwich Street South. There shall be no private water well(s) on the Subject Lands, except for wells used in conjunction with implementing the approved Remedial Action Plan.
- i) Any permitted development of Subject Lands is subject to the Township's Site Plan Control By-law, and shall be done in consultation with the applicable concerned agencies, including, but not limited to the Regional Municipality of Waterloo and the Grand River Conservation Authority. The Township may utilize the provisions for Site Plan Control to the maximum extent permitted by the Planning Act, including, without limitation, the control of building materials, colour and architectural detail.

In addition, the Site Plan Control shall include measures to implement and maintain both the structural and operational Best Management Practices (BMP) for the development of the permitted dry-industrial uses in proximity to the Well Head Protection Areas (WHPA), including, but not limited to spill prevention, monitoring/alarm system, containment areas, servicing standards, etc., as deemed appropriate by the Township, the Region, the applicable Provincial agency and the Conservation Authority.

- j) All new public and private sector development shall conform to the Urban Design + Architectural Control Guidelines, included as Appendix I to this Plan.

#### **7.16.7.8 Commercial/Business Park Designation**

***Intent***

- a) Schedule 'B' - Settlement Plan – Breslau identifies a number of areas as within the Commercial/Business Park Designation. It is the intent of this Plan that the commercial uses permitted in the Commercial/Business Park Designation shall generate low traffic volumes, not rely on attracting the travelling public, are destination oriented and offer a personal service to the public or a small-scale operation providing a service/product to a business.



***Permitted Uses***

- b) The commercial uses permitted in the Commercial/Business Park Designation include:
  - i. Personal service uses;
  - ii. Financial institutions;
  - iii. Catering services;
  - iv. Sales and service of business machines and specialized office and industrial equipment;
  - v. Veterinary clinics;
  - vi. Facilities for research and development;
  - vii. Professional offices;
  - viii. Executive and/or administrative or business offices of an industrial enterprise whose industrial activities are conducted off-site;
  - ix. Data service operations;
  - x. Private clubs (but not including a rental banquet hall);
  - xi. Commercial schools;
  - xii. Fire stations, police stations and ambulance bases;
  - xiii. Public and private utilities, except for electricity generating plants or facilities;
  - xiv. Parks, open space, pedestrian and bicycle routes;
  - xv. Buildings, structures and uses that are accessory to any permitted use; and
  - xvi. Existing legal non-conforming uses, buildings and structures in accordance with Chapter 7.16.9.4 of this Official Plan.
- c) Non-accessory offices shall be permitted. Retail outlets as a primary use are not permitted, however limited accessory retailing and business machines, specialized office and industrial equipment sales and service shall be permitted. Repair,



processing or manufacturing are only permitted as accessory to a main permitted use and shall not include obnoxious or incompatible operations.

- d) The Township will, through the implementing Zoning By-law refine the list of permitted uses and establish appropriate regulations to ensure that new development is appropriate and compatible in the context of adjacent land uses and the surrounding community.

***Policies***

- e) The maximum building height shall be 2 storeys or 8 metres, whichever is less.
- f) Adequate buffering in the form of setbacks, building design, site layout and landscaping shall be provided in the area adjacent to any residential development.
- g) All development shall be subject to The Township's Site Plan Control By-law, and shall have enhanced site plan standards to address their siting along abutting public roads as well as enhanced landscape standards to provide appropriate buffer planting along the boulevards and within the site. The Township may utilize the provisions of The Township's Site Plan Control By-law to the maximum extent permitted by the Planning Act, including, without limitation, the control of building materials, colour and architectural detail.
- h) All new public and private sector development shall conform to the Urban Design + Architectural Control Guidelines, included as Appendix I to this Plan.



**7.16.8 SUPPORTIVE SERVICE INFRASTRUCTURE**

**7.16.8.1 Transportation Network Policies**

- a) The Transportation Network identified on Schedule 'C' – Transportation Network – Breslau, includes:
  - i. The Proposed GO Rail Station;
  - ii. Existing and proposed Provincial Highway 7;
  - iii. Proposed Provincial Highway Interchange;
  - iv. Existing and proposed Regional Roads;
  - v. Existing and proposed Township Collector and Local Roads/Corridors;
  - vi. Main Street;
  - vii. Potential Connecting Corridor;
  - viii. Existing Railway;
  - ix. Proposed Regional Corridor; and
  - x. Gateways
- b) The road system shall generally be designed to reflect a modified grid pattern consistent with the residential form contemplated by Schedule 'B' - Settlement Plan - Breslau.
- c) Direct property access to the existing Provincial Highway 7 will be generally prohibited in order to protect its traffic carrying capacity, and may only be permitted in limited circumstances where the Ministry of Transportation has determined that such access is appropriate. If the existing Provincial Highway 7 or portion thereof is assumed by the Regional Municipality of Waterloo, then direct access to the road will be discouraged and may only be permitted in limited circumstances where the Regional Municipality of Waterloo has determined that such access is appropriate.
- d) The development of any Proposed Regional Road shall be in accordance with the requirements of the Regional Municipality of Waterloo.
- e) Schedule 'C' identifies the Main Street of Breslau which is the historic spine of the community. The Main Street will serve retail commercial, mixed use and residential



development, and will reflect its role as a character giving streetscape within the Breslau Settlement Area. The design of the Main Street shall be consistent with the Urban Design + Architectural Control Guidelines attached to this Plan as Appendix I.

- f) The development of new Local and Collector Roads shall align, where possible, with existing and proposed roads on adjacent lands. Direct access to Regional Roads from Local Roads will be discouraged. The design of Local and Collector Roads shall be consistent with the Urban Design + Architectural Control Guidelines attached to this Plan as Appendix I.
- g) New development must accommodate and provide for the Fountain Street Extension northeast of existing Provincial Highway 7. Direct property access to the Fountain Street Extension will be discouraged, in order to protect its traffic carrying capacity, and will only be permitted in limited circumstances where the Regional Municipality of Waterloo has determined that such access is appropriate.
- h) Schedule 'C' – Transportation Network – Breslau identifies conceptually a Potential Connecting Corridor between Fountain Street North and Neighbourhood 2. This road connection is considered an important community connectivity corridor that will serve to integrate the north-east neighbourhoods with the south-west neighbourhoods of the Breslau Settlement Area and will serve and support the Proposed GO Station.

The development of the Potential Connecting Corridor will require an Environmental Assessment to determine the need and justification for the facility, and its preferred route, including its potential crossing of the existing railway track. Development at either end of this identified corridor shall be designed to accommodate this future Collector Road.

The Township commits to the completion of the Environmental Assessment process within 5 years from the approval of this Plan. Until the Environmental Assessment process has been completed, the Township may consider a proposed development application to be premature or impose conditions on Draft Plan Approval and/or place Holding Zones on certain identified lands to preclude development until the Environmental Assessment process has been completed. The Township will articulate the certain identified lands on an application by application basis.

- i) Schedule 'C' – Transportation Network – Breslau identifies a Proposed Regional Corridor to the south of Neighbourhood 1, between Woolwich Street South and the Grand River, in accordance with the Region Plan, if and when a proposed Ottawa Street Crossing is constructed over the River.

A maximum of two additional road connections with a minimum separation distance of 250 metres between any existing and/or proposed road connection will be



permitted along this section of the Proposed Regional Corridor, via the Andover Drive (extension) and the Shallow Creek Road (extension).

In the interim, a Proposed Township Collector Road is planned between the Andover Drive (extension) and Woolwich Street South to provide greater connectivity of the Breslau Transportation Network for transit, cycling, pedestrian and vehicular traffic, and to divert a portion of the traffic in Neighbourhood 1 from using the local and collector roads within the existing residential neighbourhood. A portion of Proposed Collector Road, between the Shallow Creek Drive (extension) and Woolwich Street South, shall be constructed to Township standards in conjunction with the development of Neighbourhood 1 and shall be funded as part of the local services of a Plan of Subdivision in Neighbourhood 1.

The remaining portion of the Proposed Collector Road, between Andover Drive (extension) and Shallow Creek Road (extension) shall be constructed to Township standards in conjunction with the development of lands between Neighbourhood 1 and this Proposed Collector Road, if and when such lands are included in the Breslau Settlement Area through future Regional and Township Official Plan Amendments as outlined in Section 2.B.3 in the Region Official Plan. The funding source for the construction of the final section of this Proposed Collector Road may be part of the local services associated with the a future adjacent Plan of Subdivision, the Township's Development Charge Reserve, other Township revenue sources or combinations thereof.

- j) Schedule 'C' – Transportation Network – Breslau identifies a Proposed Regional Corridor between Woolwich Street South and Fountain Street in accordance with the Region Official Plan, if and when a proposed Ottawa Street Crossing is constructed over the Grand River. Final alignment of the Proposed Regional Corridor will be determined through the applicable Environmental Assessment process and will form the southern edge of the Breslau Settlement Area east of Woolwich Street South through to Fountain Street, if and when the Urban Area is expanded as outlined in Section 2.B.3 of the Region Official Plan.

If the Urban Area is expanded in the Breslau Settlement Area as outlined in Section 2.B.3 in the Regional Official Plan, the Township will determine at that time through the review of the associated planning applications as to whether:

- i. A Proposed Township Collector Road is required to be constructed within this Proposed Regional Corridor to Township standards in the interim to provide greater connectivity of the Breslau Transportation Network for transit, cycling, pedestrian and vehicular traffic, and to divert a portion of the traffic from using local roads within the existing residential neighbourhood; and



- ii. No Proposed Township Collector Road is required in the interim within this Proposed Regional Corridor because the traffic from a future adjacent plan of subdivision can adequately be serviced from the existing road network via Menno Street and Fountain Street; and
- iii. A Proposed Regional Road is required within the Proposed Regional Road Network because a Proposed Ottawa Street Crossing is being planned within the Region's capital forecast or has been constructed.

If a Proposed Collector Road is required in the interim as per sub-section i. above, then the Township will determine, at the time of considering an Urban Area expansion for the Breslau Settlement Area as outlined Section 2.B.3 of the Region Official Plan, the funding source for the construction of the Proposed Collector Road, which may be part of the local services of a future adjacent plan of subdivision, the Township's Development Charge reserve, other Township revenue sources or combinations thereof.

- k) Schedule 'C' – Transportation Network – Breslau identifies a Proposed Collector Road extension of Dolman Street to the east of Woolwich Street South through to Fountain Street. This Proposed Collector Road will provide greater connectivity of the Breslau Transportation Network for transit, cycling, pedestrian and vehicular traffic, and will divert a portion of the traffic from existing and future development in using the local roads within the existing residential neighbourhood.

The timing of this Proposed Collector Road is required in the latter stages of development of lands being considered for Urban Area expansion to the Breslau Settlement Area as outlined in Section 2.B.3 of the Region Official Plan. The funding of the Proposed Collector Road shall be cost shared by the Township, through the Development Charge reserve, and part of the local services of a future adjacent plan of subdivision to develop the lands between Woolwich Street South and Fountain Street, if and when the Urban Area in the Breslau Settlement Area expands as outlined in Section 2.B.3 of the Region Official Plan.

- l) Development adjacent to a railway shall comply with the policies in Chapter 15.2 of this Official Plan.
- m) Development in proximity to the Region of Waterloo International Airport shall comply with the policies in Chapter 15.3 of this Official Plan.



**7.16.8.2 Servicing and Utility Policies**

- a) All new development, except that development identified in b) below, shall only develop based on full urban municipal water and sanitary services and stormwater management facilities.
- b) Notwithstanding a) above, the majority of existing development within the Village Main Street, Village Residential, Employment Land I, Employment Land II and the South Breslau Industrial Area Designations are on partial private, and/or fully private service infrastructure systems. It is anticipated by this Official Plan that all of these uses will eventually be provided with full urban service infrastructure. In the interim, limited new infill development may be permitted on individual septic systems and/or private wells only where other forms of servicing are not feasible in accordance with Chapter 7.3 of the Township Official Plan.
- c) Sanitary sewer services are to be provided through wastewater capacity from the City of Kitchener's sewage treatment and collection system via the Victoria Street North Pumping Station and the Township's collection system, which includes the Breslau Pumping Station. Ultimately the sanitary collection system for certain areas in Breslau will be directed or re-routed to the south, via the sanitary collection system in the City of Cambridge, to Kitchener's sewage treatment and collection system as per the Region's Wastewater Master Plan.
- d) Township Council, by resolution, has the responsibility to allocate wastewater capacity for new sanitary service connections to existing or new development in the Breslau Settlement Area. Prior to allocating the wastewater capacity, Council shall consider a series of guidelines to establish the recommended allocation. The guidelines are to focus on managing growth, roads and infrastructure, human resources, and the interests of community health and safety, which are in keeping with the policies of this Plan and the Township's Strategic Plan. The guidelines that are to be considered include:
  - i. Reserving sufficient wastewater capacity for existing developed properties and residences in the community that are not on municipal sanitary services and may require connections due to failing private systems, which is in the interest of public health and safety;
  - ii. Reserving sufficient wastewater capacity in order to provide opportunity for existing properties/buildings to have a change of use;
  - iii. Considering the goal of contributing towards a diverse and complete community with opportunities for residential, industrial, commercial, recreational and institutional developments;



- iv. Allocate wastewater capacity in conformity with the Growth Parameters, General Staging Objectives and Land Use Specific Staging Policies for Breslau in Sections 7.16.2.1, 7.16.2.2 and 7.16.2.3, respectively, in this Plan;
  - v. Reserving sufficient wastewater capacity to promote intensification within the existing Built Boundary in Breslau as identified in Schedule 'A'- Urban Structure Plan – Breslau;
  - vi. Reserving and allocating sufficient wastewater capacity to multiple developments within different Designated Greenfield Areas in Breslau to provide choice to the customer on where they wish to live in the community and the type, quality and style of homes they intend purchase;
  - vii. Allocating wastewater capacity only in conjunction with the necessary planning approvals being granted; and
  - viii. To otherwise allocate on a first come, first serve basis.
- e) Sanitary sewer services are to be provided through an additional wastewater capacity from the City of Kitchener's sewage treatment system, by the Cross Border Servicing Agreement with the City of Kitchener.
  - f) The design of the sanitary sewer, water and stormwater management systems in the Breslau Settlement Area shall generally be based on maximizing efficiency and cost effectiveness, and to minimize the need for pumping stations. All service infrastructure shall be designed to Township standards.
  - g) The location of Stormwater Management Facilities are identified symbolically on Schedule 'B' – Settlement Plan – Breslau. These locations are conceptual and are subject to relocation through the Draft Plan of Subdivision process. The design of all new Stormwater Management Facilities shall be consistent with the Urban Design + Architectural Control Guidelines attached to this Plan as Appendix I.
  - h) The provision of utilities, which include, but are not limited to phone, gas, hydro and cable shall be located to the satisfaction of the Township and the utility provider.
  - i) Where Sensitive Groundwater Recharge Areas, Discharge Areas or Headwaters are identified through the completion of a Watershed Study, and/or Natural Habitat Network Inventory, all lands shall be subject to the policies from Chapter 13.8 of this Official Plan.
  - j) Where development is proposed on or adjacent to a property known to be, suspected to be, or potentially a contaminated site, all lands shall be subject to the policies from Chapter 13.19 of this Official Plan.



**7.16.9 COORDINATED AND COMPREHENSIVE IMPLEMENTATION**

**7.16.9.1 Interpretation**

- a) The boundaries identified on the Schedules to this Plan are approximate except where they meet with roads, railway lines, pipeline routes, transmission lines, the Grand River or other clearly defined physical features, and in these cases, boundaries are not open to flexible interpretation.

Where a Highway or a Regional Road or Collector Road separates land use designations the Plan shall be interpreted such that the centre line of the Highway or Road represents the boundary between designations.

- b) Where the general intent of this Plan is maintained, minor adjustments to boundaries will not require Amendment to this Plan.
- c) This Plan includes references to numerical requirements or restrictions. With the exception of the minimum gross density requirements for development within the identified Greenfield areas, the numbers included in this Plan are considered to be flexible and any development detail that is within 10 percent of any identified numerical requirement or restriction shall be considered to conform to this Plan.

**7.16.9.2 Implementation**

- a) This Chapter shall be implemented in accordance with the policies of Chapter 19 of this Official Plan, in addition to the following additional policies of this Chapter.

**7.16.9.3 Pre-Consultation and Complete Application Requirements**

- a) Prior to the submission of a complete application for an Official Plan Amendment, Zoning By-law Amendment, Draft Plan of Subdivision, Draft Plan of Condominium, Site Plan or Site Plan Amendment, the applicant shall pre-consult with the Township, in accordance with this Plan and the Township's Pre-Consultation By-law.
- b) Pre-consultation meetings shall be held with the Township, the applicant and any other government body, public authority and/or external agency as deemed appropriate by the Township. The Township may also require proponents to pre-consult with Provincial Ministries to address the impacts of Provincial legislation, such as the Endangered Species Act, and regulations on the proposed development.
- c) Any application for an Official Plan Amendment, Zoning By-law Amendment, Draft Plan of Subdivision, Draft Plan of Condominium, Site Plan or Site Plan Amendment shall:



- i. Comply with the statutory complete application submission requirements of the Planning Act and this Plan;
  - ii. Include a fully completed application form with all submission requirements and supporting documentation; and
  - iii. Include the prescribed application fee.
- d) Any application for an Official Plan Amendment, Zoning By-law Amendment, Draft Plan of Subdivision or Draft Plan of Condominium shall be deemed to be a complete application once all required studies, reports and information are prepared and provided by the applicant, to the satisfaction of the Township.
- e) In addition to the studies, reports and information identified during the pre-consultation process, the applicant shall be required to submit any other studies and reports relevant and necessary to the evaluation of the particular application as deemed appropriate by the Township in consultation with the applicant and any other government body, public authority and/or external agency, as deemed necessary by the Township during the application review process or peer review process.
- f) The scope, details and timing of required studies, reports and information is dependent on the nature of the proposal, its relationship to adjacent land uses and the type of planning approval. The scope and timing of required studies, reports and information shall be identified by the Township, in consultation with the applicant and any other government body, public authority and/or external agency, as deemed necessary by the Township.
- g) Any required studies or reports and any additional studies shall be prepared in accordance with any standards or specifications applicable with the Township and the Region of Waterloo, and may, at the Township's discretion, require a peer review by a qualified consultant retained by the Township at the applicant's expense.
- h) The Township may refuse to accept or further consider an application until a complete application has been prepared.
- i) The following studies, reports and information may be required to support a development application:
  - Planning Rationale/Justification Report;
  - Development Compatibility Assessment;



- Land Use Plan or Site Plan with a Land Use Summary Table;
- Sustainable Design/Green Building Report;
- Affordable Housing Report;
- Urban Design + Architectural Control Guidelines;
- Retail Impact Study;
- Market Impact Study;
- Financial Impact Study;
- Heritage Impact Statement;
- Archaeological Assessment;
- Environmental Impact Study;
- Environmental Management Plan;
- Tree Inventory and Preservation Plan;
- Landscape Plan;
- Hydrological/Hydrogeological Report;
- Geotechnical Report;
- Slope Stability Report;
- Functional Servicing Plan;
- Traffic Impact Study;
- Parking Utilization Study;
- Traffic Management Plan;
- Grading, Drainage and Stormwater Management Plan;
- Phase 1 and 2 Environmental Site Assessment or Site Screening Questionnaire;



- Contamination Management Plan;
- Air Quality Study;
- Statement of Conformity with Minimum Distance Separation Formulae and/or Agricultural Assessment;
- Noise and Vibration Study;
- Lighting/Photometric Plan;
- Sun/Shadow Study;
- Cross-Section Drawings/Profiles;
- View and Vista Renderings; and
- Park Facility Fit Plan;

#### **7.16.9.4 Policies for Legal Non-Conforming Uses**

- a) As a general rule, existing uses that do not conform with the policies of this Plan should gradually be phased out so that the affected land use may change to a use which is in conformity with the intent of this Plan.
- b) In some instances, it may be necessary and practical to allow the replacement, extension or enlargement of non-conforming uses. In doing so, regard shall be had to the following options:
  - i. The feasibility of acquiring the property for holding, sale, lease or development by the Township for a more appropriate permitted use; or,
  - ii. The possibility of relocating the non-conforming use to another site.
- c) If the property is not to be acquired or the use cannot be re-located, the Committee of Adjustment may, without an Amendment to this Plan, allow extensions to a building associated with a non-conforming use. Prior to such approval, the Township shall consider the policies for an Existing Use in Section 6.1.4 of the Official Plan.



**7.16.9.5 Public Sector Agreement to Comply**

- a) It is the intent of this Plan to achieve the agreement of all public agencies involved in any aspect of development in the Breslau Settlement Area, to comply with the policies of this Plan, and be consistent with the Urban Design + Architectural Control Guidelines (Appendix I) in order to achieve the vision, principles and policies of this Plan.

**7.16.9.6 Amendments to this Plan**

- a) It is the intent of this Plan to serve as the basis for all land use decisions within the Breslau Settlement Area to the year 2031. It is not the intent of this Plan to be utilized as the only development control document. Development controls will also be implemented through the Zoning By-law, other by-laws authorized by Provincial legislation, The Township's Site Plan Control By-law and Draft Plans of Subdivision/Condominium.
- b) This Plan should only be amended when the policies within it have been found not to address issues or alternatively, issues have been raised with respect to site specific proposals that must be addressed.
- c) There shall be no Settlement Area Boundary expansion unless it is determined necessary through a Municipal Comprehensive Review or else otherwise by the special policy for Settlement Area boundary rationalization in Chapter 2.B.4 or by special policy in Chapter 2.B.3 within the Regional Official Plan, prepared to the satisfaction of the Township, and approved by the Region of Waterloo.



**Township of Woolwich**

# **THE BRESLAU SETTLEMENT PLAN — *SCHEDULES***

**Draft  
November 24, 2015**



**Legend**

- Settlement Area Boundary
- Built Boundary
- Natural Heritage Framework
- Employment Areas
- Retail/Commercial Areas
- Village Main Street
- Residential Neighbourhoods
- Neighbourhoods 1 + 2
- ES Elementary School
- 5 Minute Walking Radius
- Gateway
- Proposed Provincial Hwy & Interchange (conceptual)

The Planning Partnership ~ Poulos & Chung ~ Plan B Natural Heritage ~ SCS Consulting Group

scale 1:5,000



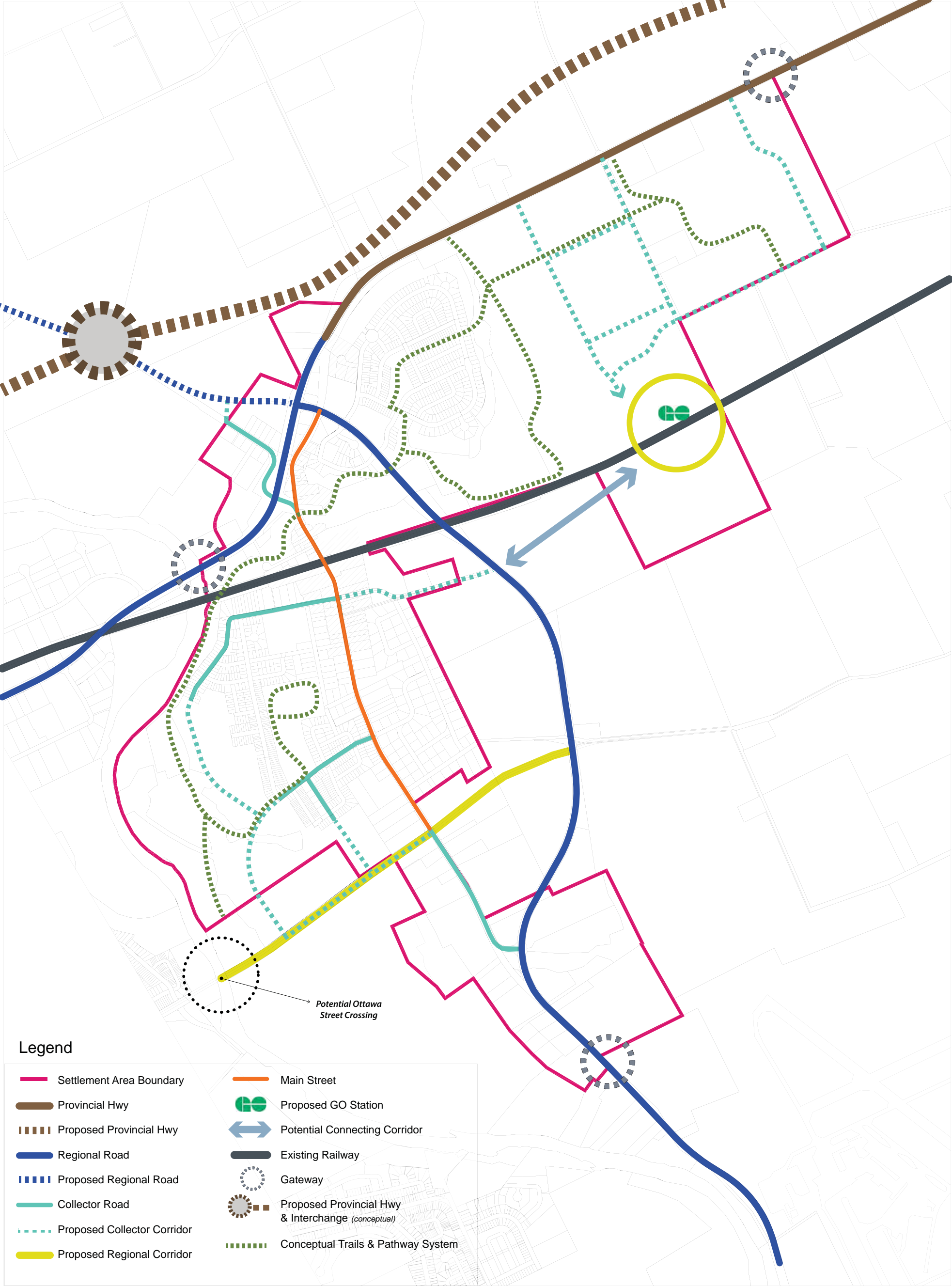


# Township of Woolwich | Schedule B- Settlement Plan - Breslau





# Township of Woolwich | Schedule C- Transportation Network - Breslau





**Township of Woolwich**

# **THE BRESLAU SETTLEMENT PLAN — *APPENDICES***

**Draft  
November 24, 2015**



# **Appendix I**

## **BRESLAU SETTLEMENT PLAN**

# **URBAN DESIGN + ARCHITECTURAL CONTROL GUIDELINES**

**Draft  
November 24, 2015**



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### 1.0 INTRODUCTION

The Breslau Settlement Plan Area seeks to achieve a community with well designed and high quality public and private realms. The Plan is premised on achieving a more compact and connected community, and includes measures to ensure:

- a standardized and highly interconnected pattern of lotting for development blocks;
- consistent built form and pleasing streetscapes;
- safety, accessibility and comfort in the pedestrian environment;
- promotion of development that is compatible with the existing community and respectful of its heritage context;
- achievement of an overall density that is appropriate for the surrounding context, considerate of Provincial and Regional requirements, and consistent with the overall growth management strategy of the Township of Woolwich; and,
- support for a variety of transportation modes including transit services, walking, and cycling in the Breslau community.

These Urban Design + Architectural Control Guidelines have been prepared in conjunction with the Breslau Settlement Plan. The purpose of these Design Guidelines is to provide design principles and specific guidelines for both the public and private sectors. While they are intended as a reference, they indicate the Township of Woolwich's expectations with respect to the character, quality and form of development in the Breslau Community. These guidelines also provide the Township staff with an objective, consistent evaluation framework to assess development applications.



## **2.0 DESIGN GUIDELINES FOR THE PUBLIC REALM**

The public realm within the Breslau Settlement Plan Area comprises public roads, municipal open spaces/parks/other green spaces, storm water management facilities and other public use activity areas. Further, it is the intent of the Secondary Plan and these Guidelines to link the major components of the public realm with a connected system of sidewalks, pedestrian, other trails and bicycle paths.

This section of the document provides general guidance for the design of the major components of the public realm. These Guidelines are to be read in conjunction with the policies of the Breslau Settlement Plan.

### **2.1 General Design Principles**

1. To promote safety and security in public places, including roads, parks and open spaces, schools, public transit routes and the public use activity areas of buildings, the following measures are necessary:
  - the design and siting of new buildings shall provide opportunities for visual overlook, and ease of physical access, to adjacent roads, parks and open spaces;
  - clear, unobstructed views to parks and open spaces shall be provided from the adjoining roads;
  - appropriate signage and lighting, visibility and opportunities for informal surveillance shall be provided for primary walkways, parking lots, garages and outdoor amenity areas; and,
  - public use activity areas located within buildings shall be located at-grade and oriented to the public road.
2. To ensure ease of access for the pedestrian and the enjoyment of public roads and other outdoor spaces, the following measures are necessary:
  - public spaces and activity areas, including building entrances, terraces and porches, should be oriented toward public roads;
  - encourage the provision of public art in public spaces and activity areas;
  - provision of a consistent and/or complementary level of streetscape design, incorporating such elements as appropriate paving, planting, fencing, lighting and signage; and,
  - avoiding the location of building service areas, mechanical equipment and/or ventilation systems in pedestrian areas.



## BRESLAU SETTLEMENT PLAN - *Urban Design + Architectural Control Guidelines*

3. To ensure the road network, and the road right-of-ways, facilitate all modes of transportation in a highly interconnected and logical manner, the following measures are required:
- provide an interconnected grid of arterial, collector and local roads and associated public open spaces that organize development, that is pedestrian friendly, is highly connected and supports transit;
  - ensure that the road pattern establishes development blocks of appropriate size and geometry that achieve an orderly pattern of development and visual diversity;
  - provide adequate access for vehicles, pedestrians and bicycles, opportunities for vistas, view corridors and pedestrian amenity areas, and space for utilities and services;
  - design all streetscape elements such as paving patterns, seating, and signage, to be consistent and complementary to the character of the surrounding neighbourhood community at large;
  - design street lighting with regard for vehicular and pedestrian requirements so that the size, height, and style of lighting reflect the hierarchy of the road; and,
  - locate all utilities underground. Where components of utilities must be located above ground, they should be located either in a rear lane or along the street tree planting line to minimize clutter and disruption of the road's character.



*Residential units define the street edge.*



*A residential road with street trees and planted median.*



*Utilizing lanes for more than garage access.*



*Greening laneways*



## 2.2 Design Guidelines for Roads

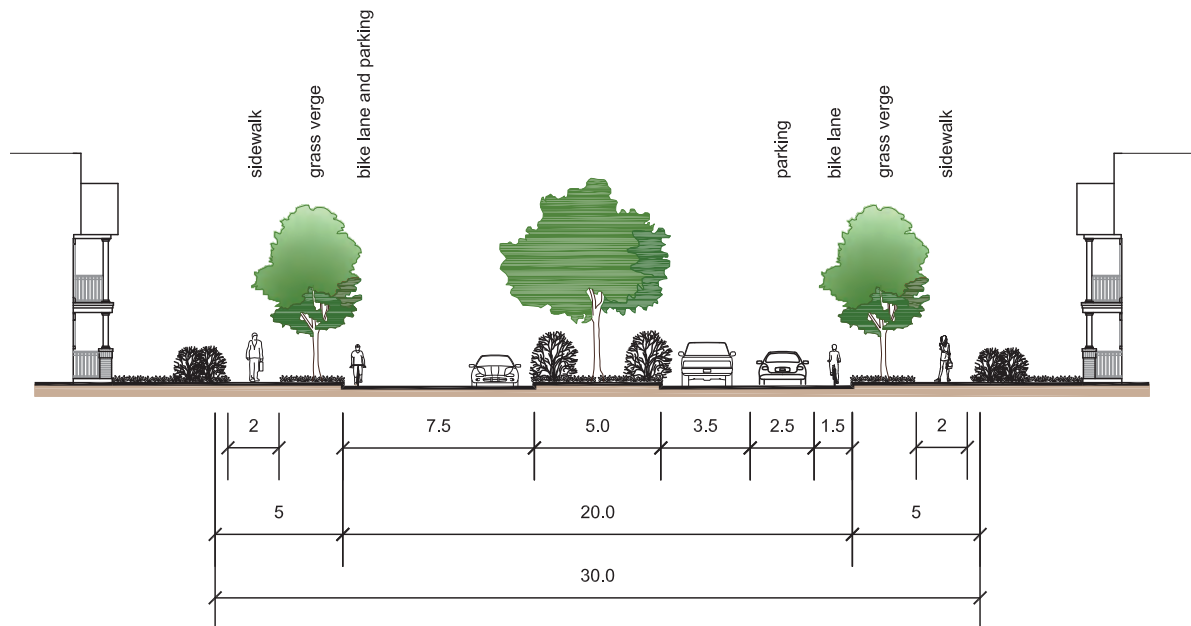
Regional Roads are primarily transportation facilities, providing through routes for vehicles, pedestrians and cyclists through Breslau and across the Township of Woolwich. Access to property can be permitted although the number, design and location of access points will be controlled so that the service to adjacent land does not detract from the primary function of moving the various modes of transportation.

### Collector Roads

Collector Roads are intended to carry traffic between Highway 7 and other Collector Roads within the network. Through traffic will be discouraged from using these roadways. Limited access to properties abutting these roadways will be permitted. Collector Roads will generally have a minimum right-of-way width of between 30.0 metres and where these roads are single loaded, abutting the Natural Heritage Framework, a right-of-way width of approximately 23.0 metres.

#### Collector Road I (with Median)

1. Collector Road I with a median shall have a right-of-way width of 30.0 metres.
2. The road surface, including a median, a shared parking/cycling lane in each direction shall be 20.0 metres.
3. Boulevards on both sides of the pavement area shall be 5.0 metres and will include a grass verge, street trees and 2.0 metre sidewalks on both sides.



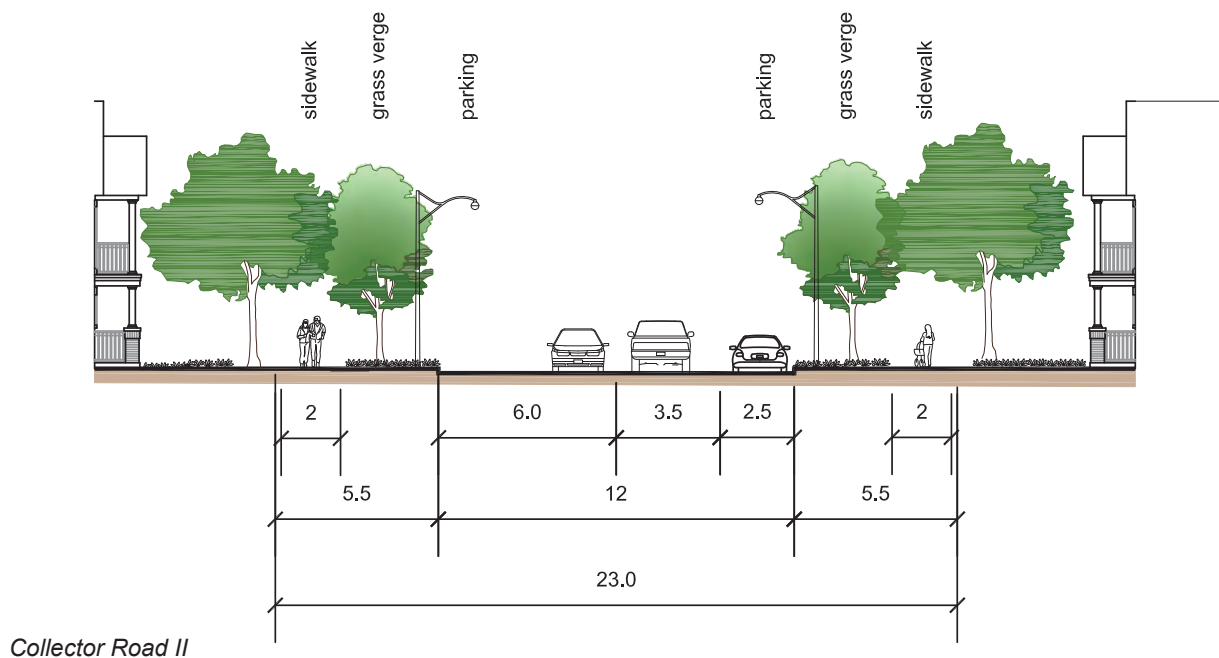
Collector Road I



4. A centre median shall be 5.0 metres. It will include street trees, shrubs and ground covers.
5. Transit facilities may be accommodated on any Collector Road I.
6. Individual direct access to any development site abutting a Collector Road I shall be limited to minimize disruptions to traffic flow and to maximize safety and the attractiveness of the road.
7. Buildings that abut a Collector Road I with medians shall present a façade with architectural detailing and landscape feature that address the road frontage. Reverse frontage development shall not be permitted adjacent to any Collector Road I.

### Collector Road II

1. Collector Road II shall have a right-of-way of 23.0 metres.
2. The road surface, including parking lanes on both sides of the road shall be 12.0 metres.
3. Boulevards on both sides of the pavement area shall be 5.5 metres, and will include a grass verge with street trees and 2.0 metre sidewalks on both sides.



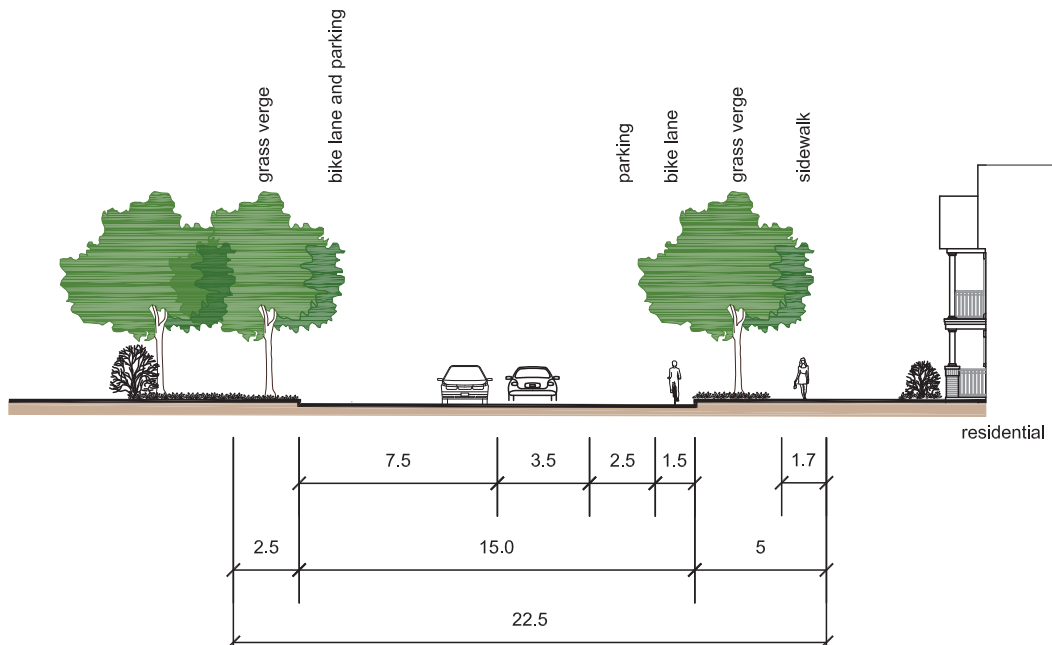


4. Individual, direct access from a Collector Road II is permitted subject to municipal requirements.
5. Transit facilities may be located on any Collector Road II.
6. Buildings that abut Collector Road II shall present a façade with architectural detailing and landscape features that address the road frontage. Reverse frontage development shall not be permitted adjacent to any Collector Road II.

### Single Loaded Collector Roads

Single Loaded Collector Roads are an attractive component of any community, providing visual and physical access to the Natural Heritage Framework. In order to promote the inclusion of single-loaded roads a reduced boulevard may be appropriate.

1. Where a Single Loaded Collector Road abuts a publicly owned storm water management feature, open space, parkland or an environmental feature, the boulevard that abuts the publicly owned lands may be reduced.
2. For any Single Loaded Collector Road, the boulevard width on the side of the greenlands feature may be reduced from 5.0 metres to 2.5 metres, reducing the overall right-of-way required by 2.5 metres.
3. Transit facilities may be located on any Single Loaded Collector Road.
4. Individual direct access to any development site shall be limited to minimize disruptions to traffic flow and to maximize safety and the attractiveness of the road.



*Single Loaded Collector Road*

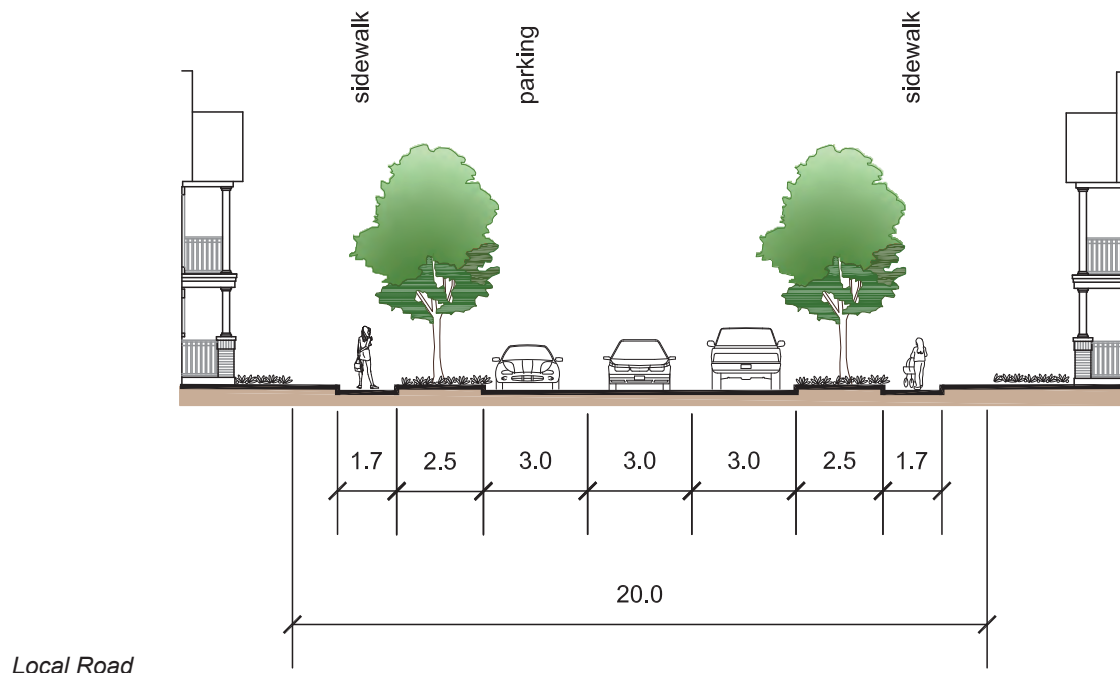


5. Buildings and lots that abut a Single Loaded Collector Road, shall present a façade with architectural detailing and landscape features that address the road frontage. Reverse frontage development shall not be permitted adjacent to any Single Loaded Collector Road.

### Local Roads

Local Roads serve predominantly residential neighbourhoods and provide connections to the Collector Roads System, and often provide links to and between neighbourhood public spaces.

1. Local Roads should be designed with a right-of-way width of 20.0 metres.
2. The road surface, including a parking lane on one side of the road (that could alternate to both sides of the road) shall be a maximum of 9.0 metres.
3. Boulevards on both sides of the pavement will accommodate a grass verge with street trees and 1.7 metre sidewalks on both sides.
4. Individual direct access onto Local Roads is permitted subject to municipal requirements.
5. Buildings that abut Local Roads shall present a façade with architectural detailing and landscape features that address the road frontage.
6. Local Roads that are single loaded may include a 17.5 metre right-of-way, and a reduced boulevard abutting the publicly owned storm water management feature, open space, parkland or an environmental feature.



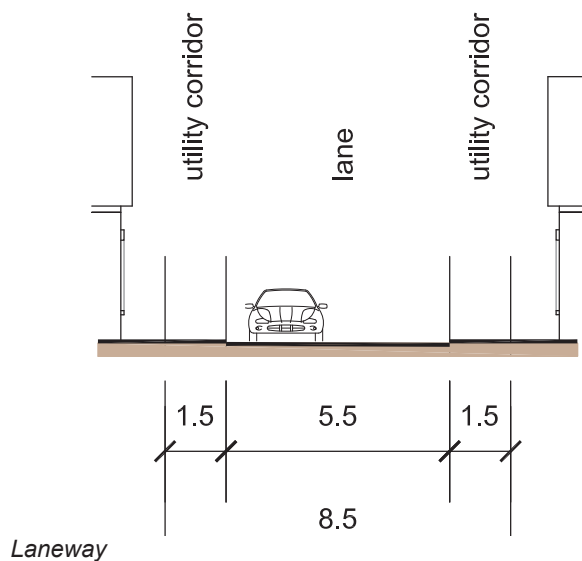


7. The Township may consider narrower Local Road rights-of-way, subject to a review of their sustainability by the Engineering Department.

### Lanes

Lanes provide access to private garage facilities. Where the use and location of lanes is acceptable to the Township, the following general design requirements should be considered:

1. Lanes may be considered for use in situations where garages and driveways fronting directly on a road will detract from the character of a special location, such as along Arterial Roads and/or a Collector Road.
2. Lanes shall have a right-of-way of 8.5 metres.
3. The road surface shall be 5.5 metres and shall include a 1.5 metre utility corridor on either side of the lane.
4. The use of permeable materials shall be encouraged in lane construction in areas where sufficient drainage exists.





## Green Streets

Green Streets serve a special function in the community in that they provide for increased permeability and pedestrian connections within the community. They are meant to encourage pedestrian travel through neighbourhoods and/or open space features and are desirable features in themselves. They are unpaved right-of-ways, that have buildings facing onto them.

1. Green Streets can only be implemented in combination with a rear Lane.
2. Green Streets should have a maximum right-of-way width of 18.5 metres.
3. Green Streets should have two 1.5 metres sidewalks with space on both sides to accommodate a double row of trees.
4. Green Streets will be mainly sodded with enhanced landscaping adjacent to residences to reinforce the special character of these roads and encourage pedestrian activity.
5. Green Streets can accommodate underground utilities as well as emergency access.



*Example of a green street.*



*Traffic circle with mountable apron and planting*

## Traffic Circles/Roundabouts

Traffic Circles are intended to calm traffic and direct traffic flows without necessarily requiring stop signs at intersections. The open spaces created in the traffic circles add to the character of neighbourhoods.

1. Whenever Traffic Circles/Roundabouts are used they should be treated as significant landscape features in the public realm, as well as serve traffic calming devices.
2. The design of a Traffic Circle/Roundabouts shall ensure ease of snow removal and maintenance.
3. The minimum radius for a Traffic Circle/Roundabouts should be in accordance with Table 1 below:

**Table 1: Standards for Traffic Circles/Roundabouts**

Intersection	Inscribed Circle Radius (i.e. outside circle dimension)	Radius of Inside Circle (at Mountable Apron)	Turning Road Width
Local-Local	12	6	6
Collector-Local or Collector-Collector	15	8	7
Collector-Single Lane	20	12	8
Arterial	27.5	18.4	9.1



### 2.3 Guidelines for Parks and Open Spaces

The Parks and Open Spaces System is a major functional and aesthetic component of a community and should be designed to provide for a distribution of amenity spaces for a range of users, in a linked network.

#### Natural Heritage Features

1. The Natural Heritage Framework within the Secondary Plan Area shall be protected and integrated into the community parks and open space system.
2. The Natural Heritage Framework should, where appropriate and possible, be physically and visually accessible from the abutting roads.
3. Where appropriate the Natural Heritage Framework should be expanded to link to parks and other open spaces. Where necessary, indigenous and ecologically complementary planting guidelines should be developed and implemented by the Township.

#### Neighbourhood Parks

1. Neighbourhood Parks within the Secondary Plan Area are expected to be diverse in scale, function and character.
2. Each Neighbourhood Park is located to perform a particular function within its context. Generally, they are located to be a terminus for street/neighbourhood events, are adjacent to a school and/or are integrated, where possible, with an adjacent natural heritage feature.
3. Neighbourhood Parks will provide opportunities for active and passive recreation for residents within a 800-metre radius (a 10 minute walk). Generally, they may include elements such as play structures, informal playgrounds, seating, hard surface areas, shaded areas under tree canopies or open air structures, group mailboxes, lighting, distinctive tree, shrub and ground cover planting.
4. Neighbourhood Parks should have significant road frontage on all four sides. At a minimum, parks shall front on at least two public roads, with continuous frontage of at least 60 metres.
5. A Neighbourhood Park will generally be no less than 1.5ha of level land and can be as large as 2.0ha where they are designed predominantly for active recreation.
6. Pedestrian access to parks should be clearly defined using landscaping or architectural elements to ensure an appealing park presence.
7. Park design should ensure visual privacy for adjoining residents.



*Retaining natural heritage features contributes to sense of place*



*Residential units front directly onto a park*



*Community mailbox adjacent to a park*



*Housing and pathway adjacent to park.*



8. Where fencing is required, the design should be consistent around the perimeter of the park.
9. Street trees should be planted along the edge of parks, while not screening the view into parks.
10. Landscape design should enhance microclimate opportunities (wind, sun, shade etc.) Seating and shade areas should be designed in concert with pathways and play areas.
11. All residential units across from parks or adjacent to a park should front onto, not flank onto the park. Rear lotting adjacent to a Neighbourhood Park shall be discouraged.

### Parkettes

1. A Parkette is a small component of the public open space system, that can be soft surfaced and green or hard surfaced. A Parkette is most likely a park that connects larger pieces of the greenlands system.
2. Parkettes provide an opportunity to close gaps within the natural heritage system shall be dispersed throughout the community. They are expected to provide key connecting links, and enhance the overall greenlands system. Parkettes can also be associated with areas of high pedestrian activity, such as within Mixed-Use and/or retail areas.
3. Parkettes should be located on visible road frontages and their entries should be clearly defined through landscape treatment and built form elements.
4. Design should provide a focal area or feature that gives character and provides for a range of passive and informal uses.
5. Pathways within Parkettes should connect to pedestrian sidewalks and trails within broader community system.
6. View corridors terminating at a Parkette should be highlighted through landscape treatment and/or built form elements.
7. Plant material and construction materials for Parkettes should contribute to the distinctive character of the local communities.
8. Community mailboxes and information boards should be considered in Parkettes.
9. All residential units across from Parkettes or adjacent to Parkettes should front, not flank the park. Rear lotting adjacent to a Parkette shall be prohibited.



*Street trees enhance the visual appearance of the park*



*Neighbourhood parkette*



*Parkettes create spaces for people to gather in*



### 2.4 Guidelines for Pedestrian & Cycling Trails Network

1. The trails network includes trails within natural features, storm water management facilities, open spaces and parks and the road system - sidewalks and bicycle paths.
2. Trail design and type will be based on each site's sensitivity in order to minimize environmental impacts.
3. Where site conditions allow, trails for pedestrians and cyclists combined shall be 2.4 metres wide. Pedestrian-only-trails shall be a maximum of 2.0 metres wide. Sidewalks shall be a minimum of 1.7 metres wide, or as identified in the road cross-sections.
4. Where appropriate, trails will be designed to accommodate a range of users and abilities. Slopes, where possible, should be under 5 percent. Curb-cuts will be provided to improve access at road crossings. The use of permeable materials shall be encouraged in trail construction in areas where sufficient drainage exists. Where slopes are greater than 5 percent, hard top surfaces may be used.
5. Where possible and appropriate, trails should be clearly signed regarding permitted use. Wayfinding signage shall be provided throughout the trail network and must follow Ont. Reg. 413/12 Accessibility Standards.
6. Trails should be designed to reflect safe passage and restrict access to private neighbourhood properties.
7. Benches, waste and recycling receptacles, lighting, bicycle racks and natural or built shade structures should be provided at trail heads and at regular intervals along the route. Where possible and appropriate, in some more remote areas, night time usage of trails should be discouraged.
8. Where appropriate, trails located in proximity to sensitive natural features, or adjacent to storm water management facilities should incorporate interpretive signage at various locations to promote stewardship initiatives that will protect and enhance the features and functions of the natural environment.
9. Cycling facilities may be located within the road right-of-way where possible, but shall be appropriately demarcated and/or separated from the asphalt by a landscaped buffer.
10. Where trails intersect with motorized vehicle infrastructure or roads, clear signage and safety features will be provided for the safety of both the trail user and motorized vehicle user.



*Trails provide opportunities for recreation*



*Cycling Trail.*



*Trail system*



### 2.5 Guidelines for Storm Water Management Facilities

1. Storm water management facilities will be key features within the community contributing to the appearance and ambience, while achieving functional objectives related to stormwater flow moderation and water quality.
2. Native species and flood tolerant water's edge plants, including a mixture of herbaceous and woody vegetation, shall be planted to stabilize banks of ponds. The perimeter of the permanent pool shall be planted with emergent, strand and submergent species to improve the aesthetics and enhance the performance of the facility.
3. Ponds are envisioned to blend with the natural landscape, therefore, geometric forms and standard slope gradients will be avoided in favour of organic shapes and landform grading designed to replicate natural landforms in the area. Inlet and outlet structures will be concealed using a combination of planting, grading and natural stone.
4. Where there is a need to discourage public access to areas around the perimeter of the ponds, living fences and barrier planting will be utilized in place of fencing. Barrier planting will be comprised of multiple rows of predominantly thorn bearing shrub species planted at a spacing of 0.6 to 0.9 metres contingent on species. Barrier planting will be installed along the crest of steep slopes, adjacent deep-water areas and around inlet and outlet structures.
5. Ponds will not be fenced, but rather will be designed with trails, overlooks and interpretive signage so that they are an integral part of the greenlands system and trails network.
6. Public walking/cycling trails should encircle ponds and extend along stormwater channels, where possible.



*Pond enhancing natural landscape*



*Ponds provide opportunities to create unique neighbourhood features*



*A pedestrian/cycling trail adjacent to a pond*



*Houses backing onto a Storm Water Pond*



### **3.0 DESIGN GUIDELINES FOR THE PRIVATE REALM**

The private realm within the Breslau Settlement Plan Area is comprised of the built form development blocks and lots and their relationship to open spaces and roads with respect to their location. The residential, institutional and commercial/mixed use buildings within a community contribute to its character and can assist in further defining and complementing the public realm.

This section of the document provides general guidance for the design of built form and how it should address the streetscapes and open spaces. These Guidelines are to be read in conjunction with the policies of the Breslau Settlement Plan.

#### **3.1 All Development**

##### **Development Blocks and Lots**

1. Developable lands should be subdivided into a series of development blocks, defined by a highly interconnected grid, or modified, system of public roads and lanes.
2. The size and configuration of each development block will:
  - be appropriate to its intended use;
  - facilitate and promote pedestrian movement; and,
  - provide a sufficient number and, where appropriate range of building lots to achieve cost effective and efficient development.
3. Each development lot in a block will:
  - have frontage on a public road or private road within an approved plan of condominium; and,
  - be of sufficient size and appropriate configuration to accommodate development that reflects the planning and urban design policies set out in the Secondary Plan and these Design Guidelines.
4. A lot that does not have frontage on a public road may be permitted, provided the front lot line adjoins public open space (i.e. a "Green Street") fronting a public road, and the rear lot line adjoins, and has access from a rear lane.
5. Mixed-use development blocks having substantial frontage on an Arterial Road and/or a Collector Road, may be permitted to have a second access to parking from either an Arterial Road and/or a Collector Road provided:
  - the block contains a comprehensively designed development;



*The use of light and dark colours produces visual interest*



*Building projections, such as porches, provide transitional building elements*



*Buildings fronting onto a park have direct walkway connections from main entrances.*



*Enhanced features promote pedestrian movement*



- the principle access to the required service areas on the block is from the exterior side yard,
- the need for a second access to parking can be demonstrated to be necessary to facilitate the development pattern, but will not interfere with, or promote unsafe traffic and pedestrian movement; and,
- the development pattern is otherwise consistent with the provisions of the Secondary Plan and these Design Guidelines.

### Built Form

1. A full range of housing types and tenures should be provided to make a variety of housing options available to the community.
2. The design of built form shall incorporate principles of sustainable development, energy and resource efficiency.
3. Architectural styles of individual units and blocks should be sensitive to, and complement each other.
4. A variety of architectural elements such as entry porches, dormers, material detailing will be employed to create a distinctive character for each block.
5. New development will be compatible with adjacent and neighbouring development by ensuring that the siting and massing of new buildings does not result in undue adverse impacts on adjacent properties particularly in regard to adequate privacy conditions for residential buildings and their outdoor amenity areas.

To ensure that building compatibility is achieved, the implementing zoning by-laws will establish consistent relationships between buildings and their associated property limits.

6. For reasons of public safety and convenience, primary building entrances to principle buildings shall be clearly visible and located on a public road or onto public open spaces.
7. Access from sidewalks and public open space areas to primary building entrances shall be convenient and direct, with minimum changes in grade, and shall, for required spaces, conform with Provincial and municipal policies.
8. To minimize disruptions to traffic flow and to maximize safety and the attractiveness of Arterial Roads and the Collector Roads, individual direct vehicular access shall be minimized, and, in some cases prohibited.
9. To enhance the quality and safety of the public streetscapes the construction of parking lots/structures which occupy significant proportions of the at-grade frontage of public roads shall not be permitted.



*Porches provide for “eyes on the park”*



*Residential built form frames the park*



*Landscaped median features provide visual interest in the streetscape*



*Consistent building setback reinforces the street edge*



10. To reduce the impact of surface parking and to provide at grade amenity areas, the provision of structured parking shall be encouraged for higher density forms of development. Where it is not feasible to locate parking in structures either below or above grade, parking should be located to the rear of principle buildings and/or within the side yard.

### Location of Buildings with Respect to Roads and Open Space

1. To reinforce the road, lane and block pattern, the following measures will be employed:
  - all buildings will be aligned parallel to a public road;
  - buildings will be located in proximity to the property line adjoining the public road;
  - siting and massing of buildings will provide a consistent relationship, continuity and enclosure to the public roads;
  - buildings located adjacent to, or at the edge of parks and open spaces will provide opportunities for overlook into the open space;
  - the massing, siting and scale of buildings located adjacent to, or along the edge of a park or open space will create a degree of enclosure or definition appropriate to the type of open space they enclose; and,
  - buildings of significant public use or architectural merit may be sited to specifically differ from the surrounding urban fabric in order to emphasize their importance as landmarks.



*Buildings adjacent to naturalized areas should relate to the open space*



*Pairing of driveways minimizes their impact on the street.*



*Houses overlooking a park.*



### 3.2 Guidelines for Residential Buildings

#### Single Detached & Semi-Detached Houses

1. Buildings must have front and exterior side façades parallel to the road with front doors, windows and entry features facing the road to create a consistent street wall.
2. The setback to the main building face should be from 4.5 to 7.5 metres from the edge of the right-of-way. The setback to a main building face, which could be the main front wall, second floor room over or beside the garage, or significant element such as a roofed porch or verandah.
3. Garages shall be set behind or flush with the main building face or accessed from a rear lane. In the case of houses with a double car garage and double-wide driveway, the garage doors facing a public road, shall be set back a minimum of 6 metres from the road right-of-way. This guideline does not apply to Public Lanes.
4. Houses with a one-car garage and single width driveway, should provide a driveway length that could accommodate two mid-size cars between the garage and public road curb.
5. Corner lots and homes facing or abutting parks are priority lots within the neighbourhood. The design of these homes shall include the following considerations:
  - where sides or flankage of buildings are visible, they should have windows, materials, and other architectural treatments equal to the front elevation of the house;
  - the main front entrance should be located on the exterior side elevation, corner windows and wrap-around porches should be included to emphasize a corner location; and
6. Porches, stairs, canopies and other entrance features can encroach into the required setbacks.
7. Entry features and other architectural elements shall be incorporated into the front elevation of the house to reduce the visual dominance of the garage and the front drive.
8. Shared or grouped driveways will be encouraged to reduce the amount of asphalt on front yards.
9. Windows should vary in design to distinguish individual units within a block while creating a uniform image.



*Semi-Detached unit with recessed and covered garage*



*Single detached house with integrated garage*



*Variation in roof configuration creates diversity on streetscape*



*The wrap around porch addresses both streets as frontage.*



### Townhouses/Live Work Units

1. The siting, massing, and façade design of Townhouse units shall be coordinated on a block-by-block basis.
2. The elevation of the Townhouse block shall be articulated in a manner that provides variation between units, and reinforces common characteristics that visually unites the block.
3. Variety in the design of roofs is required to break up the massing of Townhouse blocks.
4. The massing and built form of Townhouse units adjacent to single/semi-detached dwellings shall be broken down with architectural elements to promote visual integration.
5. Where appropriate, garages may be accessed from a rear public Lane. Where they are not, garages should be paired to allow for more substantial front yard green space. Garages shall not protrude beyond the main front wall of the dwelling unit.
6. Townhouse built form will be limited to a maximum of 8 units, with 6 units preferred. Where 8 units are proposed, individual unit widths should not exceed 6.5m.
7. Townhouses should be dispersed and integrated throughout new developments rather than being concentrated in one location within a subdivision.
8. Where the Townhouse is designed as a Live Work unit, the unit shall have frontage on a Collector Road, with the work space component comprising the front of the at-grade floor.

### Apartment Buildings

1. Apartment buildings should be oriented to front, face and feature the public road. A substantial portion of the building should front the public road at a minimum setback.
2. Entrances should be located and oriented to public roads.
3. Permanent parking, loading and service areas should be located in side or rear yards and set back from the front façade of the building.
4. A visitor drop off area should be located at the front of the building.
5. Rooftop mechanical equipment should be screened with materials that are complementary to the building.



*Townhouses with garages on rear lane*



*Apartment building oriented to public road*



*Low rise apartment complex with interior courtyard*





### Residential Buildings - Architectural Features and Details

#### Porches and Entry Features

1. Porches on detached units shall be deep enough to allow a seating area (a minimum of 1.5m, although a 1.8m depth is encouraged).
2. Where railings are used, they should be consistent with the character of the house. Maintenance-free, pre-finished railings with a range of colours preferably in a natural colour palette, with at least two colours considered.
3. The porch width is encouraged to encompass the entry door and windows on the front façade of the unit.
4. Porch steps shall be detailed in the same material as the porch itself. Wood steps are not permitted.
5. Entry features shall be articulated through detailing and/or a variation of materials.
6. An exposed frieze detail is required at the top of the support columns on the underside of the porch roof soffit.

#### Utilities and Mechanical Equipment

1. On interior lots utility meters are encouraged to be limited to the side elevation of dwellings and coordinated between units to generate consistency. Landscaping as a means of screening meters is encouraged.
2. Where meters are located on side elevations of lots flanking streets, parks, or other highly visible locations the meters should be placed at an inconspicuous location, recessed and treated with an architectural surround or screened by landscaping, where permitted by utility company standards.
3. Air conditioning units, vents for dryers, exhaust fans, etc., shall not be located on any elevation facing the street.

#### Garages

The design of garages can have a major impact on the visual character of the individual dwelling and the collective streetscape. Therefore, the design and material of attached garages should complement, not dominate, the main dwelling to create a cohesive streetscape.

Builders are responsible for ensuring that all relevant provisions of the Township of Woolwich's Zoning By-law are met, including minimum setbacks and permitted driveways widths. The requirements noted below are in addition to these provisions.



*Entries create "Eyes on the street"*



*Porches should be incorporated into the design of a house wherever possible.*



*Utility meters should be recessed and hidden from view.*



Builders are encouraged to provide a variety of garage types including attached front garages, detached garages and lane based garages. In addition, plans for both single and double car garages should be prepared to provide for a varied streetscape.

### Front Garages

1. Attached garages must be a natural extension of the design, massing, and materials of the main dwelling.
2. Where the building face, including the porch/veranda, make up less than 4.5m of width, the dwelling face or porch/veranda is encouraged to extend a minimum of 1.5m closer to the street line than the garage portion.
3. A second storey, built over the garage, should be setback a maximum 2.5m from the front face of the garage. In addition, the area built over the garage should cover approximately of 75% of the garage width. Exceptions will be made on a limited basis subject to review by the Township or the Township approved Control Architect.

### Rear Yard Garages

Garages can be located in rear yards by means of a driveway running the depth of the lot to the rear yard or by means of a driveway from a flanking street on corner lots. Garages can be detached or attached to the dwelling.

1. A rear yard garage is possible on lots with a minimum depth of 30m, with the following lot width:
  - A single-car garage is possible on lots with a minimum lot width of 11.0m;
  - A detached double-car garage is possible on lots with a minimum lot width of 12.2m; and,
  - An attached double garage is possible on lots with a minimum lot width of 15.2m.

### Driveway Treatments

1. For individual driveway access, on units with double car garages, the maximum width of a driveway shall be as per Township standards.
2. Driveways should be located as far as possible from parks, open space features, public walkways, schools and intersections.
3. Where three car garages are present, the driveway will be tapered to a width of 6.5m at the curb.



*Above: Attached front garages.*



*Attached rear yard garage accessed by a laneway*



*Example of a detached laneway garage.*



*Front driveway treatment with car port*



### 3.3 Guidelines for Public/Institutional Buildings

Public/Institutional uses form an important aspect of community identity. Buildings serving these uses act as important built landmarks. Careful attention must be paid to the design of these structures to ensure that they reflect the built quality and integrate with the scale of the surrounding neighbourhood.

1. Public/Institutional buildings shall be sited prominently and where possible, should terminate views.
2. Public/Institutional buildings shall front on Collector Roads, or in some cases on Arterial Roads, and be located close to the road to reinforce the street wall and define intersections.
3. Public/Institutional buildings shall exhibit a high standard of architectural design and reflect the scale and character of surrounding neighbourhoods.
4. Special landscape features are encouraged to distinguish important landmark buildings at the pedestrian level.
5. Public/Institutional buildings shall be designed as special landmark buildings with high quality design, materials and finishes. The site should be well landscaped in recognition of their prominent locations and status as landmark buildings.
6. The front door of all Public/Institutional buildings shall be easily accessed and connected with a walkway to the sidewalk on the road.
7. Vehicular parking shall be located at the side or rear of the building. Parking for cyclists should be located near building entrances and where visual surveillance can be maximized.
8. Drop-off areas should be provided for buses and cars at the side of the building, but may be located in the front of the building subject to building design and site plan considerations.
9. Consideration for a road lay-by should be given for buses and cars.
10. Rooftop mechanical equipment shall be screened with materials that are complementary to the building or through parapet height where applicable.



*Projecting entry and tower element emphasize the main entrance*



*School reinforcing the road edge*



*School located adjacent to natural Features*



### 3.4 Guidelines for Commercial/ Mixed Use Buildings

1. Retail/commercial uses will be encouraged at the ground level and office commercial and residential uses are encouraged on the upper levels of buildings.
2. Both the residential and commercial components of buildings should be of quality construction and architectural details and should respond to neighbouring structures in massing, height and materials.
3. The side and rear of buildings abutting low to medium density residential properties should be of similar height as the residential dwellings or should be stepped to maintain an appropriate scale in relation to adjacent residential uses.
4. Buildings should be oriented to front, face and address public roads, especially with buildings located at corners.
5. Building façades along the public roads should be articulated with colour, material variations, windows and other treatments of the wall plane to provide a high quality of design, detail, and variety. The design treatment of flanking façades visible from the road should be similar to that of the front façade.
6. All façades that overlook roads and open spaces should have windows. Reflective mirror glass should not be used for windows at grade.
7. Building façades should be treated as pedestrian areas and public spaces:
  - pedestrian areas in front of the buildings should be wide and well-landscaped with furniture, lighting and planting;
  - tree planting should be carefully planned with signage to avoid conflicts;
  - canopies should be considered to provide weather protection to pedestrians; and,
  - planting should be in large continuous planting beds.
8. Building entrances should be prominent and linked to sidewalk through walkways, covered porches or hard-surfaced patios/ parkettes.
9. Ground level floor-to-floor height should allow for conversion from residential to commercial uses.
10. The front yard could be either hard or soft surface, depending on use and should include a low, visually permeable fence at the edge of the sidewalk to define the semi-private areas and to add continuity to the streetscape.



*Example of mixed use building with retail/commercial uses on ground floor*



*Mixed use building overlooking onto public road*



*Variations in colours and materials create a visually appealing facade*



*Similar materials and colours encourage integration between different uses*



## BRESLAU SETTLEMENT PLAN - *Urban Design + Architectural Control Guidelines*

11. A variety of roof shapes should be considered to avoid the monotony of flat roofs.
12. All utility equipment, rooftop mechanical equipment, hydro transformers and garbage storage facilities shall be incorporated into the design of a building. If this is not possible, equipment should be positioned so as not to be visible from the public road and screened with materials that are complementary to the building design.
13. Parking areas should be designed in small sections and include lighting, substantial landscaping, and special paving to break up expanses of parking and to provide places for pedestrian connections.
14. Trees, shrubs and ground covers should be planted at grade in wide, continuous planting beds that serve to define pods of parking and provide the preliminary pedestrian circulation.
15. Parking areas should be screened from view from roads, open spaces and adjacent residential areas with low fencing and planting.
16. Parking areas should be located at the side or rear of the development and set back from the road right-of-way.
17. Servicing and loading areas should be located behind buildings and be screened from view. Conflicts between shipping vehicles and pedestrians must be minimized through signage and delineation of the pedestrian right-of-way.
18. Signage should provide a high level of clarity, visibility, and visual interest and shall complement the architecture of the building(s) in its scale, materials, consistency, and design.



*A clear pedestrian route, enhanced by tree planting in retail plaza parking lot*



*Landscape treatment screens surface parking areas*



*A variety of complementing signage add interest to the facade*



### **3.5 Design Guidelines for Employment Land I and Commercial/Business Park Designations**

#### **Buildings**

1. Building façades along the public streets shall be articulated with colour, material variations, windows and other treatments of the wall plane to provide a high quality of design, detail and variety.
2. The design treatment of flanking façades visible from the road shall be equal to the that of the front façade.
3. Windows shall be encouraged on all façades that overlook streets and open spaces; reflective mirror glass shall not be used for windows at grade.
4. Entrances to buildings shall be prominent and visible with entrance canopies, awnings and other architectural elements.
5. Rooftop mechanical equipment shall be screened with materials that are complementary to the building.

#### **Gateways**

1. Buildings located at the entry road from Highway 7 is identified as a Gateway and should be designed to include landmark buildings with consideration to minimizing setbacks, special landscape treatment, streetscaping, and unique building treatment.
2. The massing and design of buildings at the identified Gateways should indicate the importance of the location. This includes higher buildings, higher roofs and unified architectural detailing. In addition, no parking shall be permitted between the building and the public street right-of-way.
3. To facilitate the construction of the identified Gateways, partnerships among the Town, developers and/or service clubs shall be encouraged.

#### **Loading and Parking**

1. Loading and service areas should not be located at the front or exterior side of the buildings.
2. Loading and service areas should be screened from view from the street, public open spaces and adjacent residential areas.
3. Parking areas should be located at the side or rear of the building and set back from the street right-of-way.



4. Parking areas should be designed in small sections and include lighting, substantial landscaping, and special paving to break up expanses of parking and to provide places for pedestrian connections.
5. Parking areas should be screened from view from streets, open spaces, and adjacent residential areas with low fencing and planting.
6. Runoff from parking lot areas that are prone to higher levels of contamination should be conveyed over land, where possible, to biofilters or swales and, where required, to storm sewers and storm water management ponds.

### Landscaping

1. The front yard setback should be landscaped to define pedestrian walks, outdoor employee lounge areas, the main building entrance and to screen parking areas.
2. Planting should visually enhance individual sites, screen parking and loading areas while enabling views of buildings and create a consistent landscape treatment along streets.
3. Landscape design shall relate to the architecture of the building with particular attention to entrances and windows, architectural massing, rhythm, detailing and sightlines.
4. Buffer planting should consist of a mix of indigenous evergreen and deciduous plant species of a suitable height and configuration to provide a visual screen between adjacent properties during all seasons.
5. Trees, shrubs and groundcovers should be planted at grade in wide, continuous planting beds that serve to define pods of parking and provide the preliminary pedestrian circulation.

### Private Realm Landscape Guidelines

1. Provide a variety of plant material including perennials, shrubs, coniferous and deciduous trees, and groundcovers with a hardiness zone rating of at least 5b.
2. Provide a diversity of plant species that are chosen for their ecological compatibility.
3. Choose plant material that is appropriate for the site conditions (soil, micro climate etc.).
4. Choose plant material for seasonal variety, drought tolerance and salt tolerance.



5. Locate plant material to conserve energy and modify temperature and wind extremes.
6. Plant material shall be regionally grown and conform to the Canadian Standards for Nursery Stock.
7. Trees must have a minimum caliper of 50 measured at 150 mm above the stem flare.
8. Trees must be balled and burlapped.
9. Shrubs must be container grown.
10. Exotic or non-native species, which are considered evasive, shall not be used.



### **3.6 Design Guidelines for Employment Land II, South Breslau Industrial Area and Safety Kleen Industrial Designations**

#### **Buildings**

1. Building façades along the public streets should be articulated with colour, material variations, windows and other treatments of the wall plane to provide a high quality of design, detail and variety.
2. Entrances to buildings should be prominent and visible with entrance canopies, awnings and other architectural elements.
3. Rooftop mechanical equipment shall be screened with materials that are complementary to the building.

#### **Loading and Parking**

1. Loading and service areas should not be located at the front of the buildings.
2. Parking areas should be screened from view from any adjacent residential areas with fencing and planting.
3. Runoff from parking lot areas that are prone to higher levels of contamination should be conveyed over land, where possible, to biofilters or swales and, where required, to storm sewers and storm water management ponds.

#### **Outdoor Storage**

1. Outdoor storage areas that face public streets should be avoided. Where site planning constraints necessitate outside storage in visually prominent locations, they should be screened with architectural elements and/or berms and/or landscaping.

#### **Landscaping**

1. Planting should visually enhance individual sites, screen parking and loading areas – while enabling views of buildings – and create a consistent landscape treatment along streets.
2. The front yard setback should be landscaped to define pedestrian walks, outdoor employee lounge areas, the main building entrance and to screen parking areas.
3. Landscape design shall relate to the architecture of the building with particular attention to entrances and windows, architectural massing, rhythm, detailing and sightlines.



4. Buffer planting should consist of a mix of indigenous evergreen and deciduous plant species of a suitable height and configuration to provide a visual screen between adjacent properties during all seasons.
5. Trees, shrubs and groundcovers should be planted at grade in wide, continuous planting beds that serve to define pods of parking and provide the preliminary pedestrian circulation.



# **Appendix II**

## **BRESLAU SETTLEMENT PLAN**


# **ENVIRONMENTAL FEATURES MAPPING**

**Draft**  
**November 24, 2015**





**Legend**

 Secondary Plan Area

**PLAN B Natural Heritage**  
Landscape Ecology & Natural Heritage Planning

176 Fellowes Crescent  
Waterdown, ON  
L0R 2H3

**Breslau Secondary Plan**  
*Study Area*

Project #	2011-41
Date	November 2014
Scale	1:25,000

Figure #

1



0 125 250 500 750 1,000 Meters





**Legend**

- Secondary Plan Area
- Watercourse GRCA
- Wetland (MNR)
- Woodlands (MNR)

**PLAN B Natural Heritage**  
Landscape Ecology & Natural Heritage Planning

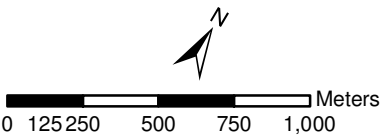
176 Fellows Crescent  
Waterdown, ON  
L0R 2H3

**Breslau Secondary Plan**  
*Existing Conditions*

Project #	2011-41
Date	November 2014
Scale	1:25,000
Prepared By: JJJ	Reviewed By: BDB

Figure #

**2**







**Legend**

- Secondary Plan Area
- Watercourse GRCA
- Wildlife Monitoring (birds, amphibians, mamals & corridor function)

**PLAN B Natural Heritage**  
Landscape Ecology & Natural Heritage Planning

176 Fellows Crescent  
Waterdown, ON  
L0R 2H3

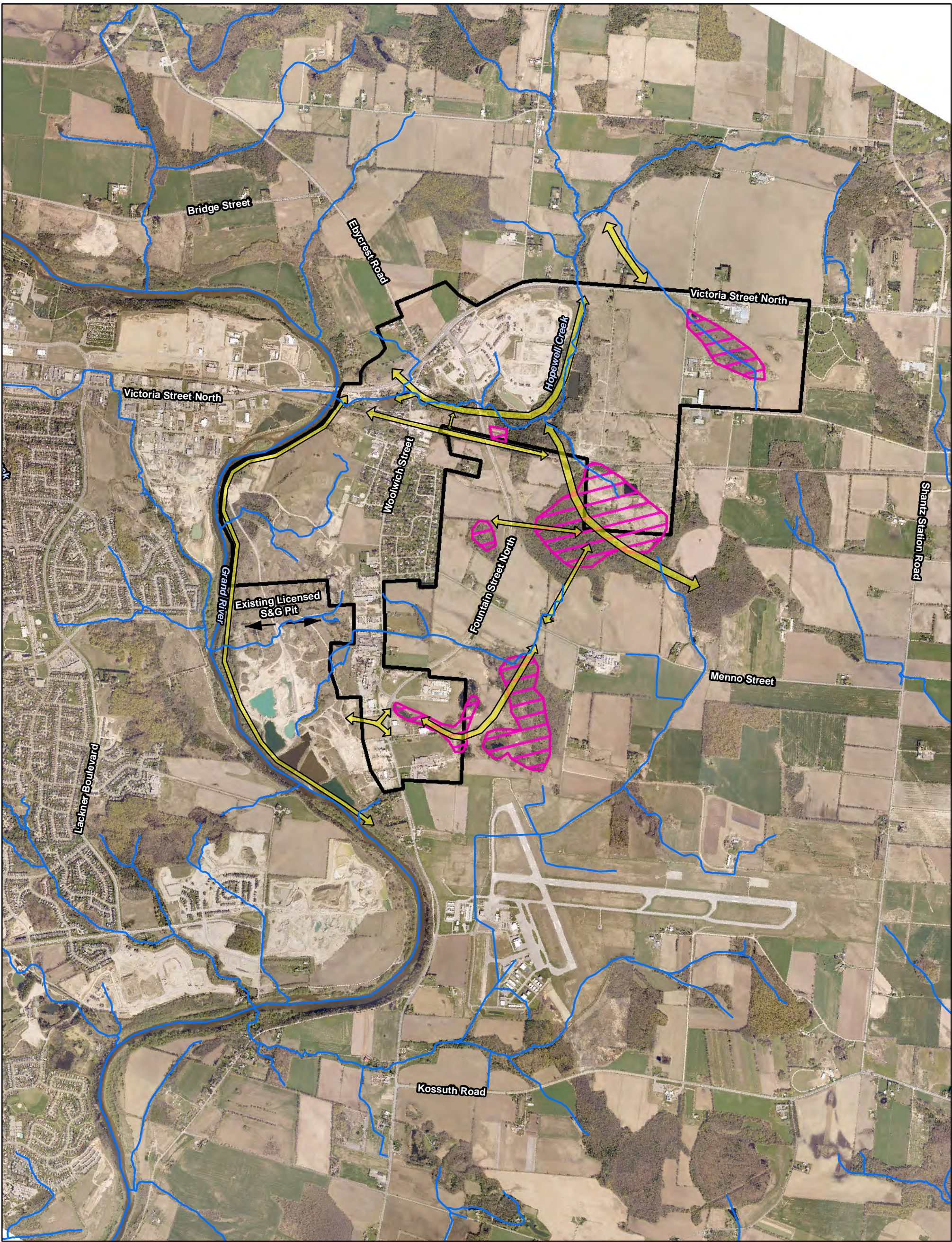
**Breslau Secondary Plan**  
*Wildlife Monitoring*

Project #	2011-41
Date	November 2014
Scale	1:25,000
Prepared By: JJJ	Reviewed By: BDB

Figure #

3





Legend

- Secondary Plan Area
- Watercourse GRCA
- Wildlife Corridors
- High Concentration of Frog Calls

PLAN B Natural Heritage  
Landscape Ecology & Natural Heritage Planning

176 Fellows Crescent  
Waterdown, ON  
L0R 2H3

Breslau Secondary Plan  
Corridors and Frog Concentration

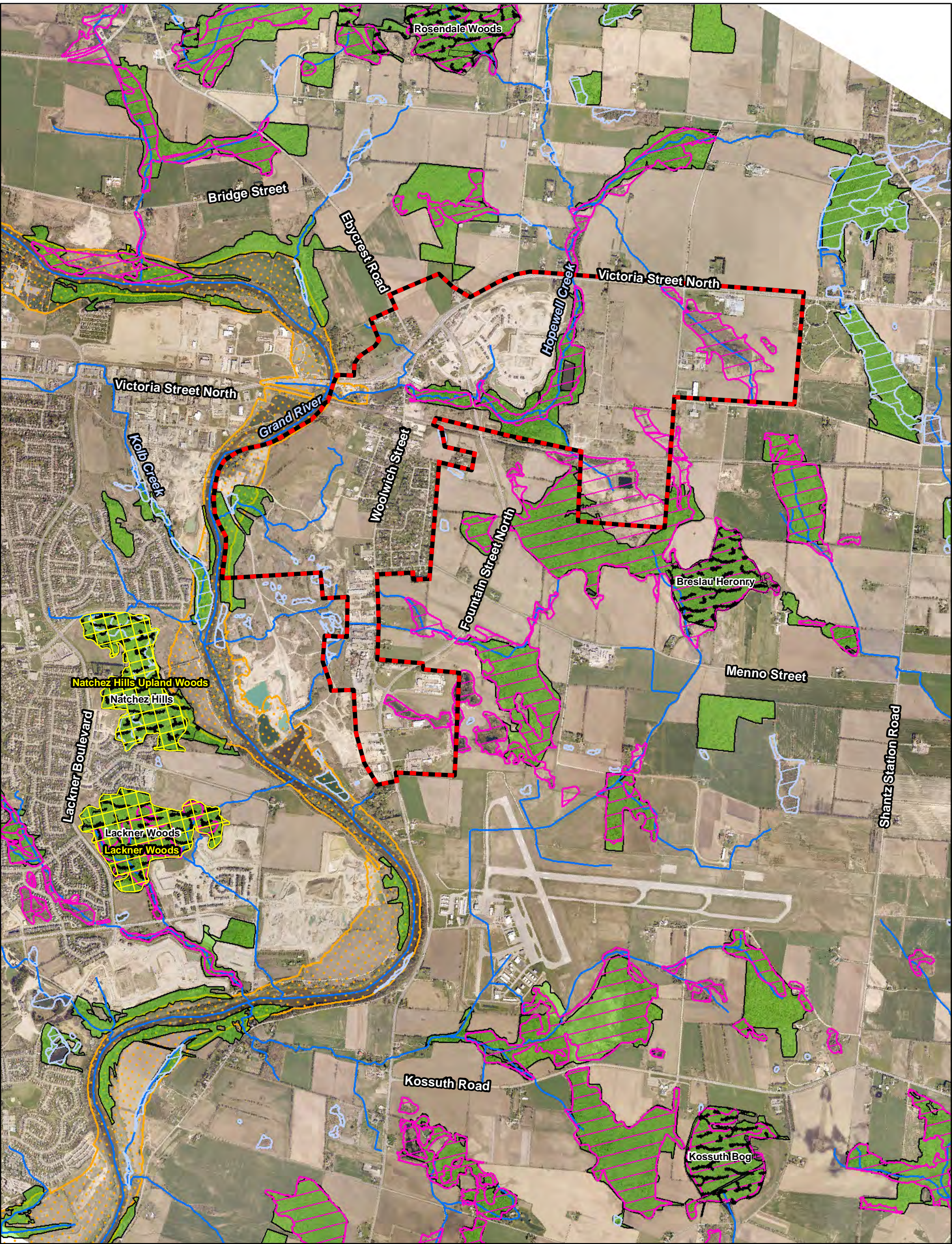
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Date	November 2014
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Prepared By: JJJ	Reviewed By: BDB

Figure #
4



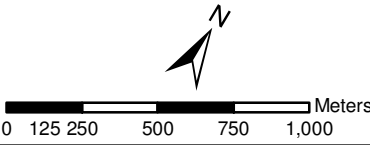
0 125 250 500 750 1,000 Meters





**Legend**

- Secondary Plan Area
- Watercourse (GRCA)
- Area of Natural and Scientific Interest (MNR)
- Provincially Significant Wetland (MNR)
- Regulated Wetland (MNR)
- Provincially Significant Wetland and Significant Woodland (ESPA)
- Significant Woodlands > 4 ha (Region)
- Significant Valleys (Region)



**PLAN B Natural Heritage**  
Landscape Ecology & Natural Heritage Planning

176 Fellows Crescent  
Waterdown, ON  
L0R 2H3

**Breslau Secondary Plan**  
*Natural Heritage Features*

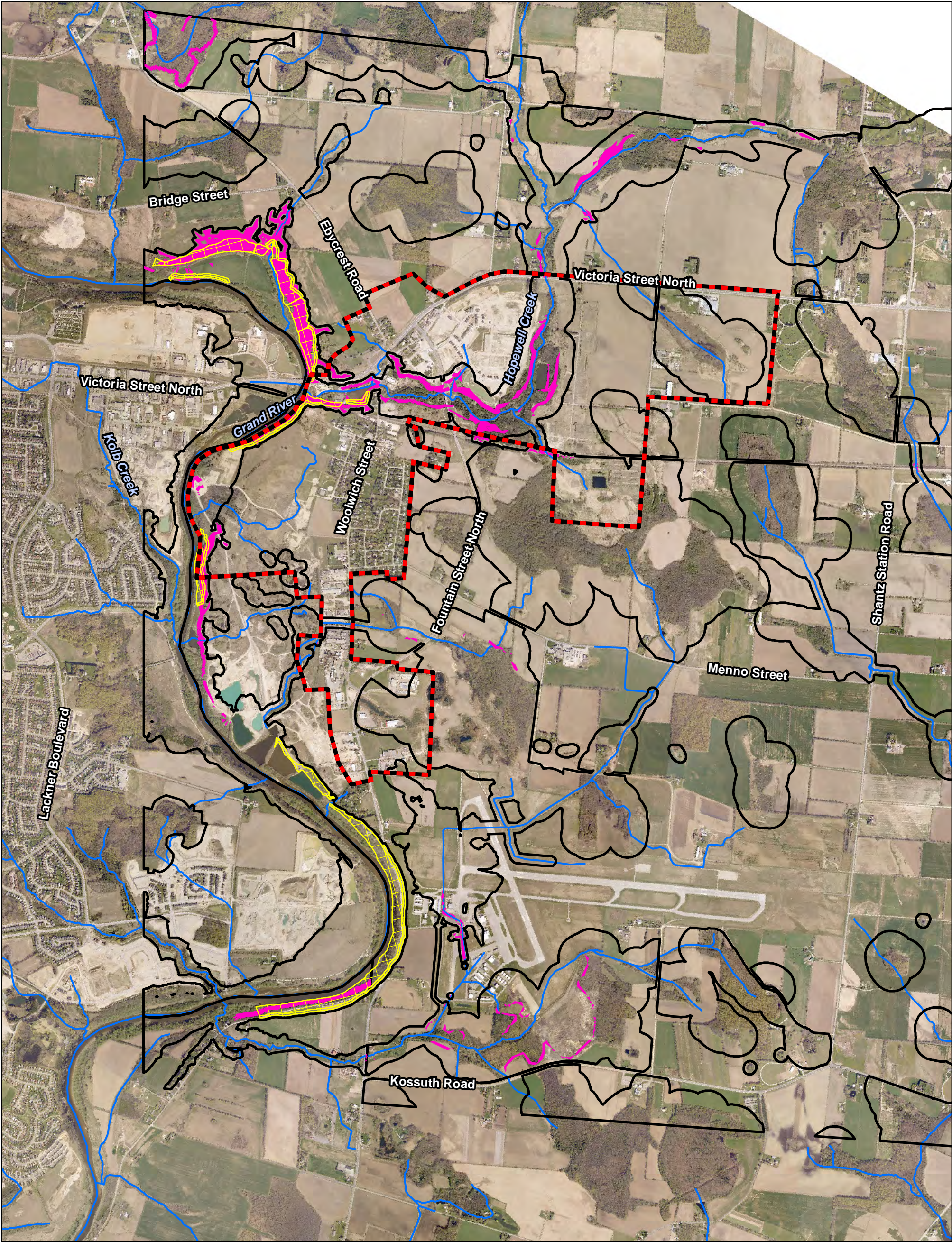
Project #	2011-41
Date	November 2014
Scale	1:25,000

Prepared By: JJJ | Reviewed By: BDB

Figure #

5





**Legend**

- Secondary Plan Area
- Watercourse
- Regulation Limit (GRCA)
- Valley Slope (GRCA)
- Erosion Slope (GRCA)

**PLAN B Natural Heritage**  
Landscape Ecology & Natural Heritage Planning

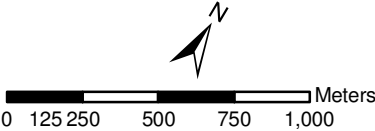
176 Fellowes Crescent  
Waterdown, ON  
L0R 2H3

**Breslau Secondary Plan**  
*Physical Features*

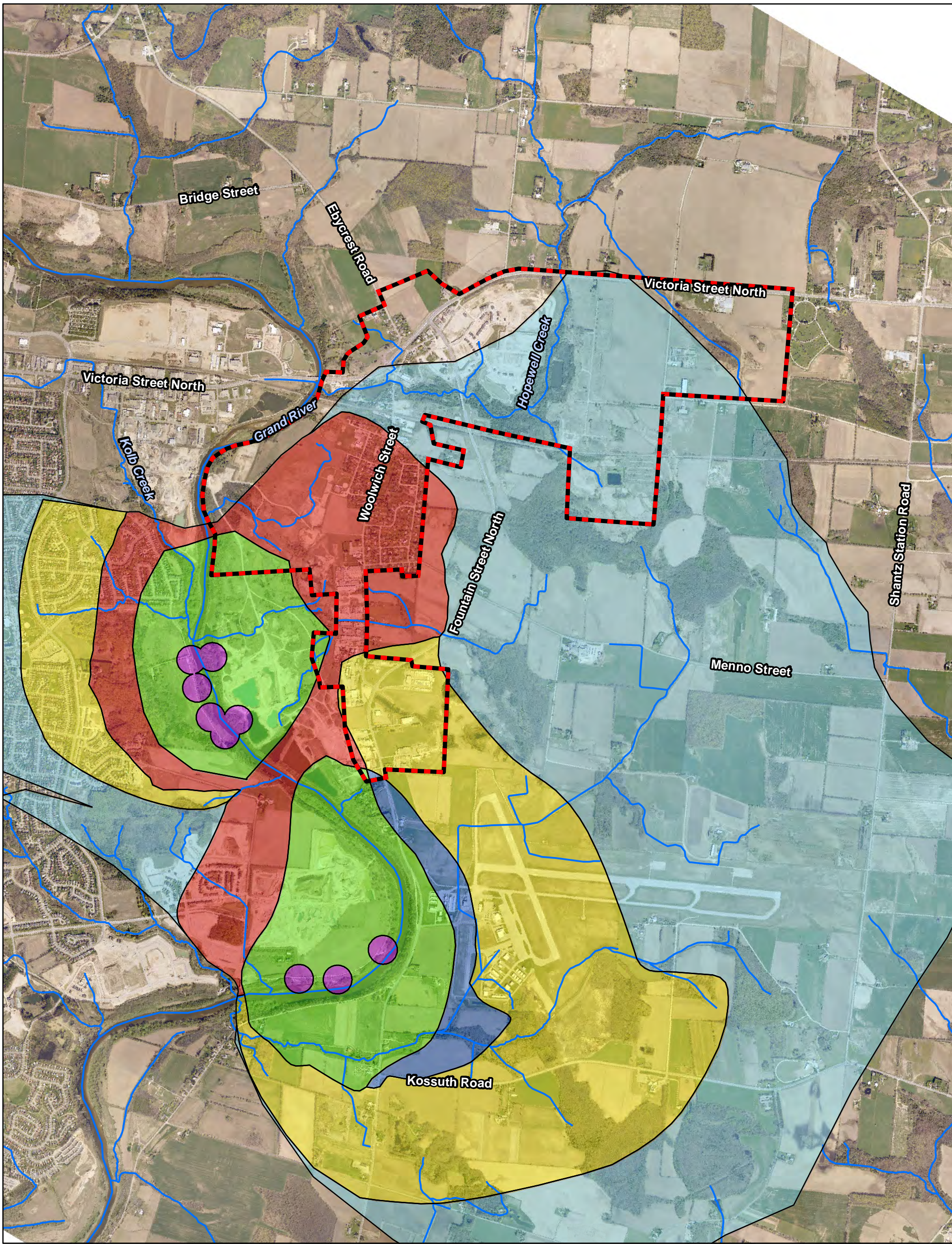
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Date	November 2014
Scale	1:25,000

Figure #

6a

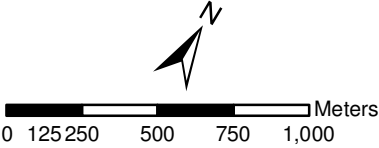






**Legend**

- Secondary Plan Area
- Watercourse (GRCA)
- Well Head Protection Sensitivity Area 1
- Well Head Protection Sensitivity Area 2
- Well Head Protection Sensitivity Area 4
- Well Head Protection Sensitivity Area 5
- Well Head Protection Sensitivity Area 7
- Well Head Protection Sensitivity Area 8



**PLAN B Natural Heritage**  
Landscape Ecology & Natural Heritage Planning

176 Fellows Crescent  
Waterdown, ON  
L0R 2H3

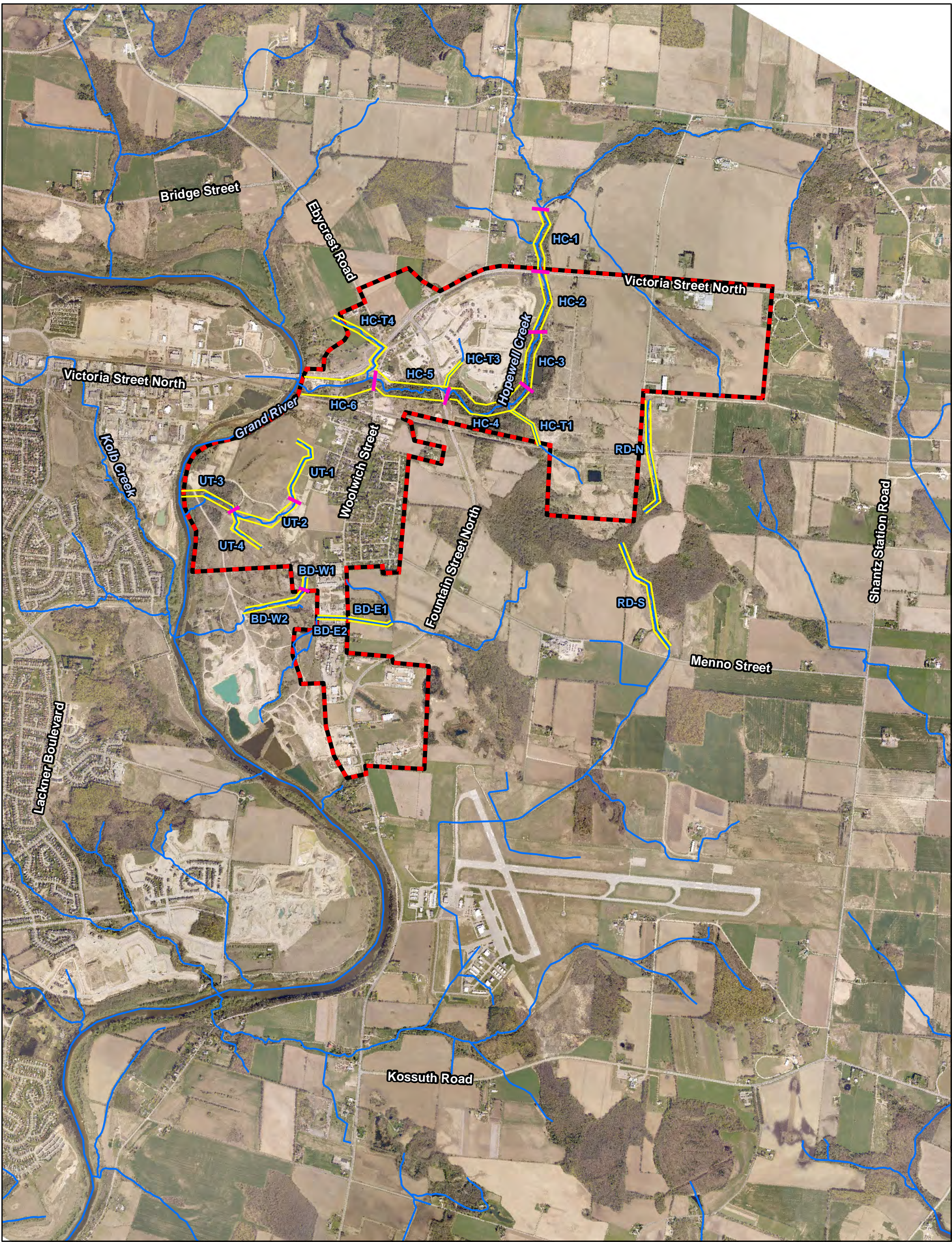
**Breslau Secondary Plan**  
*Well Head Sensitivity Areas*

Project #	2011-41
Date	November 2014
Scale	1:25,000
Prepared By: JJJ	Reviewed By: BDB

Figure #

**6b**





**Legend**

- Secondary Plan Area
- Watercourse (GRCA)
- Preliminary Meander Belt Width
- Reach Break

**PLAN B Natural Heritage**  
Landscape Ecology & Natural Heritage Planning

176 Fellows Crescent  
Waterdown, ON  
L0R 2H3

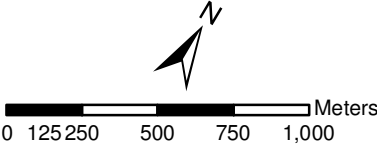
**Breslau Secondary Plan**  
*Meander Belt*

Project #	2011-41
Date	November 2014
Scale	1:25,000

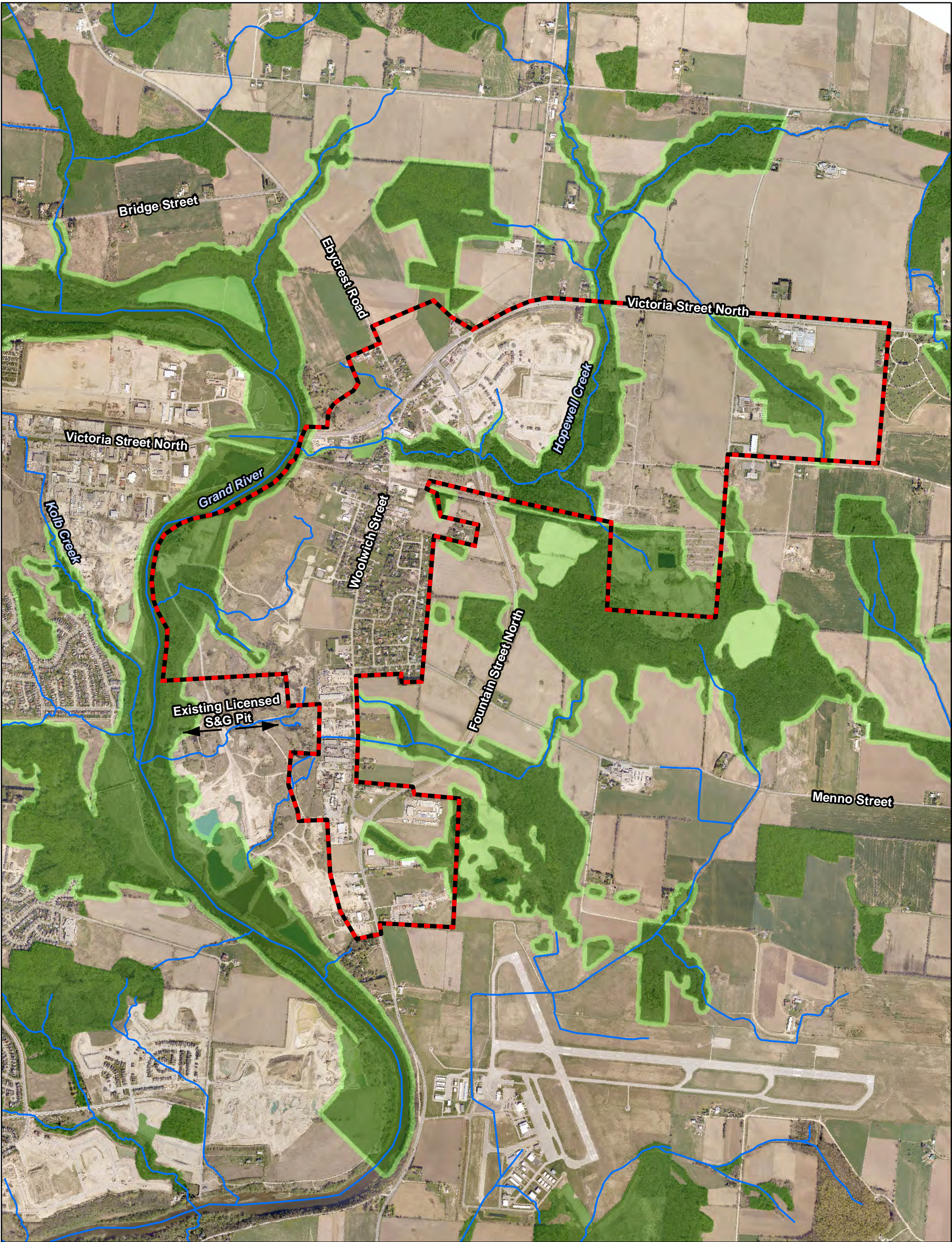
Figure #

7

Prepared By: JJJ | Reviewed By: BDB







**Legend**

- Secondary Plan Area
- Watercourse
- Natural Heritage Features
- 30 m Buffer/Natural Heritage Feature Enhancement

**PLAN B Natural Heritage**  
Landscape Ecology & Natural Heritage Planning

176 Fellows Crescent  
Waterdown, ON  
L0R 2H3

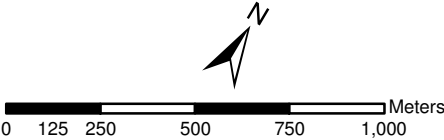
**Breslau Secondary Plan**  
*Natural Heritage Framework*

Project #	2011-41
Date	November 2014
Scale	1:20,000

Figure #

8

Prepared By: JJJ      Reviewed By: BDB





# **Appendix III**

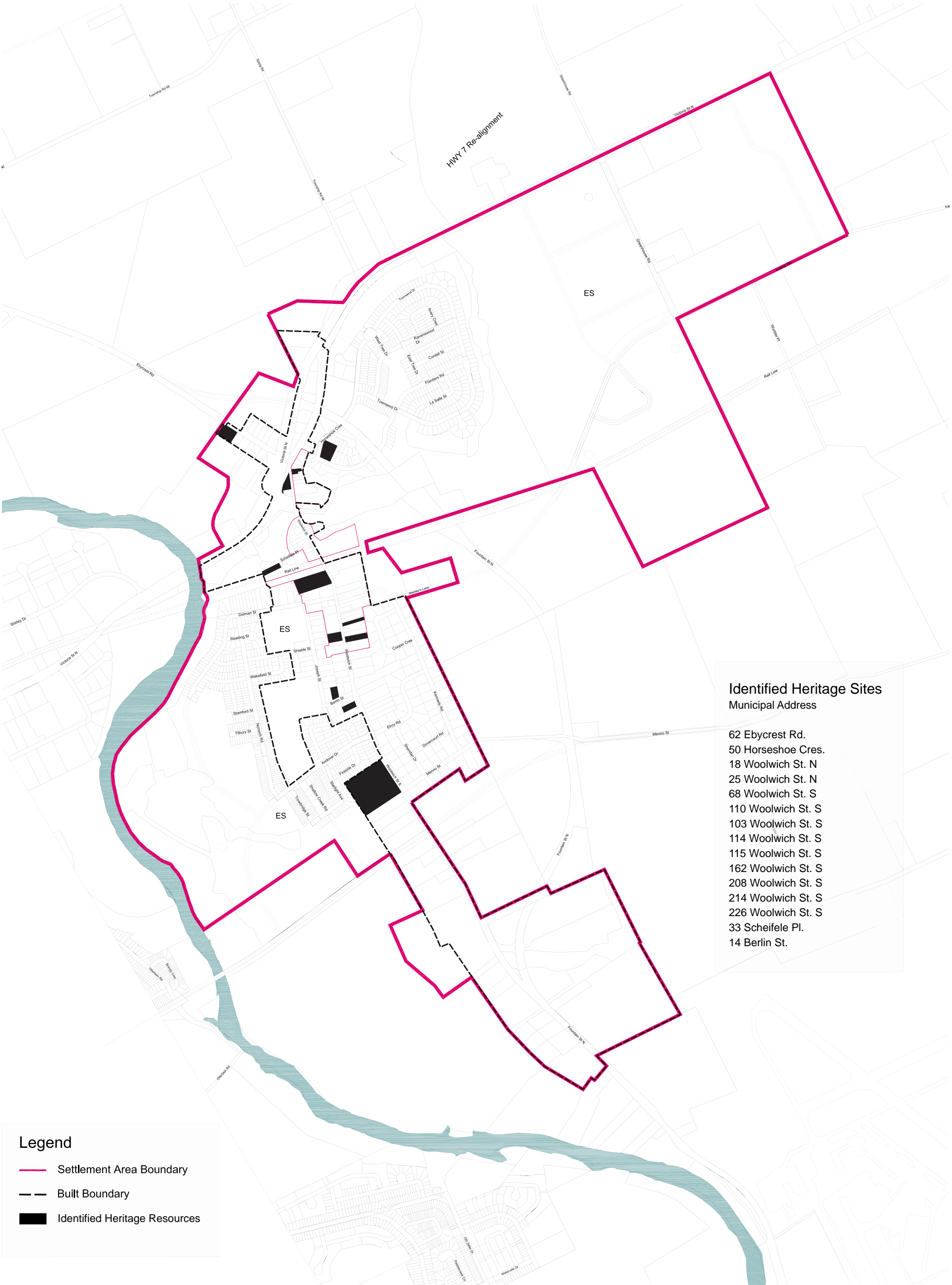
## **BRESLAU SETTLEMENT PLAN**

# **CULTURAL HERITAGE FEATURES MAPPING**

**Draft**  
**November 24, 2015**



# Township of Woolwich | Appendix III- Cultural Heritage Resources Mapping





# **Appendix IV**

## **BRESLAU SETTLEMENT PLAN**

# **GROWTH MANAGEMENT/ DEVELOPMENT YIELDS**

**Draft**  
**November 24, 2015**



## Breslau Settlement Plan\_Appendix IV- Growth Management /Development Yields

**Settlement Boundary** (Including Built Boundary) = 567.397 hectares

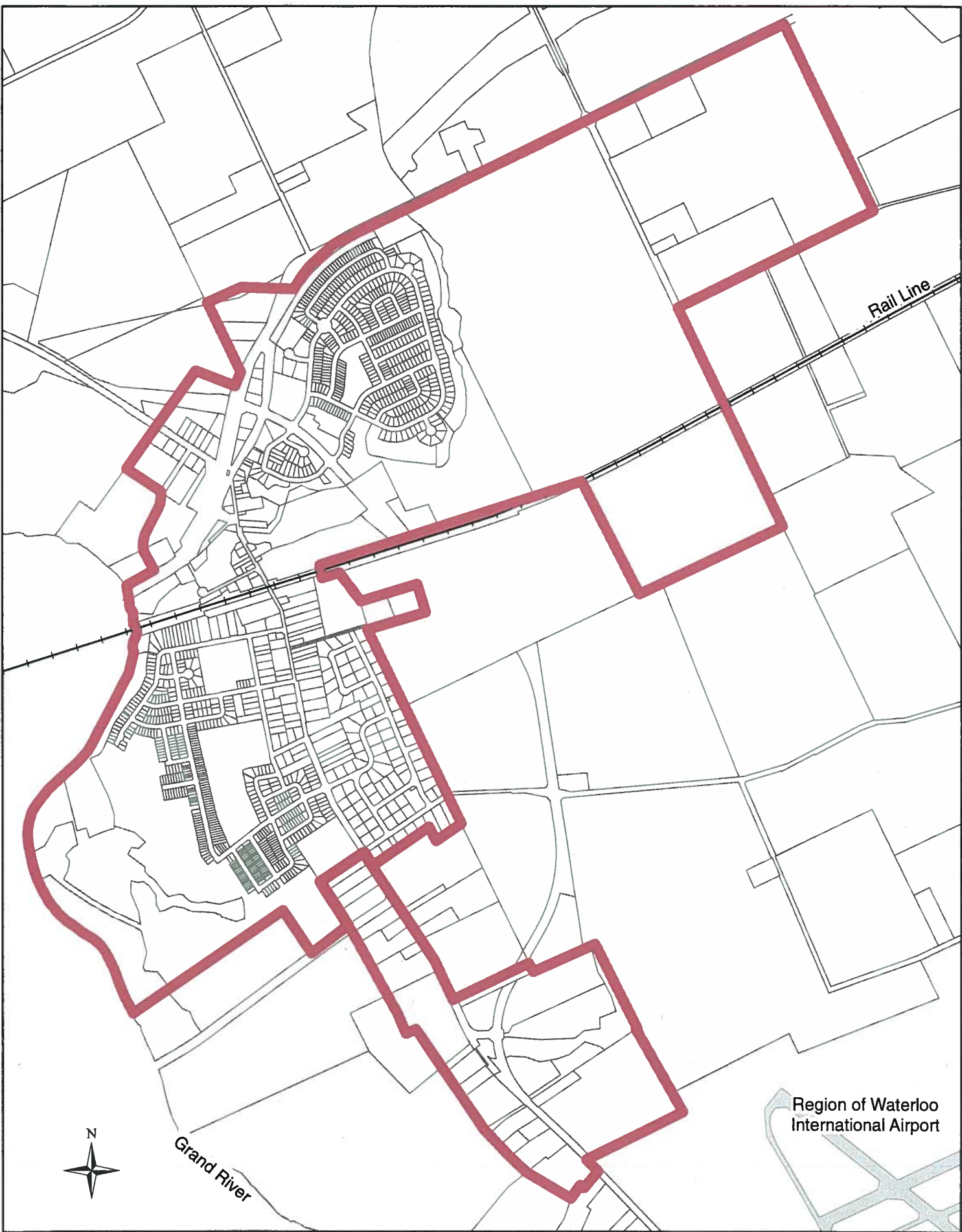
**Built Boundary** = 157.919 hectares

Settlement Area Boundary Land Use	Hectares (ha.)	
Village Residential (Includes Village Main Street)	47.609	
Low / Medium Density Residential	118.553	
Medium / High Density Residential	26.634	
Commercial / Mixed Use	19.868	
Commercial / Business Park	2.281	
Commercial / Retail	7.335	
Institutional (Includes ES- Elementary School Site)	5.509	(3.332 ES)
Employment Lands I	21.19	
Employment Lands II	21.351	
South Breslau Industrial Land	54.258	
South Breslau Industrial Land (Restricted Area)	2.058	
Go Station	8.285	
Natural Heritage System	151.513	
Open Space	12.84	
ROWS + Miscellaneous Inefficiencies	68.113	
<b>TOTAL</b>	<b>567.397</b>	

Built Boundary Land Use	Hectares (ha.)	
Village Residential (Includes village Main Street)	45.978	
Medium / Low Density Residential	- - -	
Medium / High Density Residential	2.773	
Commercial / Mixed Use	8.016	
Commercial / Business Park	- - -	
Commercial / Retail	1.559	
Institutional (Includes ES- Elementary School Site)	5.509	(3.332 ES)
Employment Lands I	- - -	
Employment Lands II	- - -	
South Breslau Industrial Land	50.108	
South Breslau Industrial Land (Restricted Area)	- - -	
Go Station	- - -	
Natural Heritage System	11.339	
Open Space	7.927	
ROWS + Miscellaneous Inefficiencies	24.71	
<b>TOTAL</b>	<b>157.919</b>	



APPENDIX B  
BRESLAU SECONDARY PLAN  
STUDY AREA





APPENDIX C

**TOWNSHIP OF WOOLWICH  
COMMITTEE OF THE WHOLE MINUTES**

**December 17, 2013  
7:00 p.m.  
Breslau Community Centre**

Present: Mayor Cowan  
Councillor Bauman  
Councillor Bryant  
Councillor Herteis  
Councillor Poffenroth

**Disclosures of Pecuniary Interest**

None.

**Planning Public - 7:00 P.M. (Breslau Secondary Plan)**

Councillor Poffenroth read the following introduction:

*This meeting constitutes the formal public meeting required under Section 17 of the Planning Act. The meeting is for information purposes only and no decisions will be made at this time. The application will be brought forward at a future meeting of the Committee of the Whole when staff has had an opportunity to review all submissions and prepare recommendations. All those in attendance will be given an opportunity to speak. Interested parties are invited to sign the appropriate sign-up sheet in the lobby, if they wish further notification with respect to the applications. Individuals are requested to submit a written outline of any oral submissions made at the Public Meeting to the Township Clerk.*

**Official Plan Amendment**

*If a person or public body that files a notice of appeal of a decision of the Council of the Regional Municipality of Waterloo in respect of the proposed Official Plan Amendment, does not make oral submissions at a public meeting or make written submissions to the Council of the Township of Woolwich before the proposed Official Plan Amendment is adopted:*

- a) the person or public body is not entitled to appeal the decision of the Regional Municipality of Waterloo to the Ontario Municipal Board; and*
- b) the person or public body may not be added as a party to the hearing of an appeal before the Ontario Municipal Board unless, in the opinion of the Board, there are reasonable grounds to add the person or public body as a party.*



Councillor Poffenroth declared the public meeting to be open and asked staff to review the application.

Dan Kennaley, Director of Engineering and Planning Services explained that the Township initiated the preparation of a Secondary Plan and Environmental Assessment in 2012 for the community of Breslau. The Township has retained the services of The Planning Partnership and a team of consultants to prepare the Secondary Plan, the purpose of which is to develop a land use strategy that builds a greater sense of community in Breslau, that manages Breslau's future growth in a way that respects upper-tier policy requirements and is sensitive to existing development in Breslau. The Planning Partnership held two Community Building Workshops to develop a vision statement and guiding principles for the Plan and has prepared a preferred growth option and accompanying policies/ design guidelines to integrate the Breslau Secondary Plan into the policies in the Township's Official Plan and to implement the associated Environmental Assessment. Details of the proposed policies will be presented by Planning Partnership tonight. Mr. Kennaley outlined a number of issues and processes occurring which may have implications for the Breslau Secondary Plan including the ROPPA #30 appeal and concerns related to serving capacity and Cross Border negotiations with the City of Kitchener.

Ron Palmer, Planning Partnership

Mr. Palmer provided context for the development of the draft secondary plan noting that the project is currently at the preferred plan and implementation stage. Mr. Palmer outlined the existing settlement boundaries as well as the guidelines for the new development and residential sectors and potential employment opportunities within the study area. Mr. Palmer also discussed in detail the goal to have Breslau, under the proposed secondary plan, be a more integrated community as requested by residents in the process leading up to this point in the document's development.

Mr. Kennaley advised that staff expect ongoing consultation to occur over the next 3-4 months and that staff are tentatively projecting that the Breslau Secondary Plan will be substantially completed by mid-2014, barring any technical difficulties. At that point, Council will need to decide whether to formally adopt the plan or whether to wait until the ROPP appeal is over.

Mayor Cowan asked that members of Council hold their questions until after all of the presentations have been completed.

Sharon Griffin

Ms. Griffin advised that she lives in the Thomasfield subdivision and asked if the new road that crosses the rail line is a crossing or a bridge as concerns were raised about the potential resulting noise.



Mr. Palmer advised that this is yet to be determined though the ideal situation would involve a separated crossing which would require further assessment of the road connection. Mr. Palmer noted that they are trying to avoid more train whistles in the area and this request will be taken into consideration in the more detailed planning process that will need to occur with respect to this road.

Paul Puopolo, Polocorp Inc. representing Breslau Properties

Mr. Puopolo identified the location of his clients' property in the centre of the community and noted that the executive position of the company is that all of the Breslau Properties lands (both industrial and residential) should be included in the Breslau Secondary Plan and included in the early phasing of the development of Breslau.

Mr. Puopolo outlined 7 main comments and concerns that Breslau Properties has raised with respect to the Breslau Secondary Plan.

1. Undertake a comprehensive and holistic plan and wait until the ROPP is complete.
2. Support the "Ultimate Plan" as per the February 2013 workshop.
3. Include Breslau Properties lands since it has a more superior geographic location.
4. Acknowledge history of Breslau Properties and include the lands.
5. Support the need for more studies for arterial road east/west of Fountain Street.
6. Allow adjustments to Environmental Plan areas due to lack of studies.
7. Breslau Properties 6 to 7 acres could be relocated to Menno Street.

Mayor Cowan asked Mr. Puopolo to clarify a comment made about there being no need for ongoing maintenance. Mr. Puopolo advised that this was related to the pumping station using gravity feed that would require very little maintenance.

Councillor Bauman asked Mr. Puopolo to confirm that Breslau Properties is not recognized within the Regional Official Plan. Mr. Puopolo advised that the potential areas for growth (either east or southwest) are still under consideration in the ROPP and emphasized that Breslau Properties feels the Township needs to wait until Regional Official Plan is completed in order to proceed with the Breslau Secondary Plan and growth plans for Breslau.

Dave Rutherford, 22 Ebycrest Rd., Breslau

Mr. Rutherford advised that he lives on a 26-acre property on the north side of Victoria Street and his property is zoned diagonally half urban and half agricultural. The delegate requested that during this process, planning staff consider reversing the zoning from what it currently is. He also expressed concerns related to servicing for properties on the north side of Victoria Street.



Mr. Rutherford also spoke on behalf of Arthur Eby (Ebycrest Farms) who owns land and who also rents land from Smart Centres. He referred to a letter Mr. Eby submitted to Council in which concerns were expressed related to servicing as well as potential issues related the leftover agricultural lands affected by the construction of the new highway 7.

Steven Armstrong, Empire Communities

Mr. Armstrong suggested that planning and development in Breslau should move forward regardless of the ROPP appeal. Concerns were expressed related to the idea of limiting development by capping building permits to 150 units over 5 years. Mr. Armstrong stated this cap would cause phase 2 of their development to take 33 years to complete. Mr. Armstrong explained that Empire would like to proceed at a rate of 100 permits per year to complete the development in 5-6 years. As well, the delegate explained that Empire is prepared to handle servicing for the development and capacity is not a concern. In response to an inquiry from Councillor Poffenroth, Mr. Armstrong assured Council that hundreds of units could move forward without requiring an expansion to the sewage treatment plant.

Art Dettweiler, Breslau Mennonite Church

Mr. Detweiller advised that on the south side of the existing Breslau Mennonite Church there is a 175 year old cemetery. The proposal shows the adjacent lands as medium to high density residential and the Breslau Mennonite Church wants to ensure the cemetery and nearby retention pond are protected from trespassing, considering the lack of parklands in the immediate area.

Bob Mader, Mader's Lane

Mr. Mader noted that both developments seem to involve his property and he would like to ensure that he is kept aware as things progress.

Greg Romanick, Stantec Consulting Ltd.

Mr. Romanick addressed Council on behalf of Spaenaur Incorporated wh own approximately 50 acres of land at Greenhouse Road and Kramp Road in north east Breslau. Generally, Stantec is supportive of the plan as it is consistent with Spaenaur's intentions for the use of the land though Mr. Romanick advised that Stantec will be submitting a written brief with more detailed comments on the plan in the coming weeks.

Oz Kemal, MHBC Planning

Mr. Kemal spoke, representing Breslau North Developments Inc. and provided some background on their involvement in the area and use of the lands in the North East just outside the urban boundary. Mr. Kemal expressed concerns related to the availability of



designated commercial retail space noting that the square footage limitations seem to be unrealistic in order to accommodate the expected level of interest.

Tom Krizsan, Thomasfield Homes

Mr. Krizsan, President of Thomasfield Homes, addressed Council noting that Thomasfield is generally supportive of the Breslau Secondary Plan however, he echoed Empire's concerns with the proposed phasing policy. He suggested that 100 units per year is a more realistic number.

Mr. Krizsan outlined several minor concerns with the document including the use of permeable driveways for sustainable building, the use of urban design and architectural control at the low density residential level and the alignment of the proposed connecting road at Fountain Street.

John Rose, Director of Breslau Properties

Mr. Rose emphasized to Council that the primary concern of Breslau Properties is in maintaining a close knit community in Breslau and suggested that the proposed Thomasfield Development will create a subdivision further away that will take away from the creation of neighbourhoods. The delegate explained that the Breslau Properties development could become an important feature to the community and asked that Council look at what is important to the community rather than developers.

Perry Grobe, Owner of Grobe Nurseries

Mr. Grobe raised several concerns related to traffic flow with respect to the GO station as well as the development of the Fountain/Kramp connecting road, proposed highway 7 realignment and resulting drainage plans and how these issues might affect Grobe Nurseries.

Dan Kennaley, Director of Engineering and Planning Services, explained that it would be most appropriate for Mr. Grobe's questions to be answered in detail after the meeting.

John Scarfone, Manager of Planning, advised that specific questions from those who spoke tonight will be investigated and answered within the next couple of months following the completion of technical reviews.

Colin Zhao

Mr. Zhao had questions related to the proposed zoning of a property on highway 7 (KBK Manufacturing) and how the proposed Highway 7 realignment will affect the business.



Ashley Warne, Hopewell Heights

Ms. Warne asked where the proposed new Highway 7 will come with respect to the Hopewell Heights settlement and expressed concern related to the potential noise impact on the neighbourhood. Mr. Kennaley advised that the route alterations went through an environmental assessment and were approved. While the route will not likely be changed at this point, the Hopewell Heights development is protected by a noise control berm. Mr. Palmer further explained that the new route is at least 400 metres from the closest rear lot line.

Councillor Herteis advised that the airport will be having an information meeting near the end of January.

Mayor Cowan raised several questions resulting from the discussion:

- Asked for some background and justification regarding the proposed realignment of Highway 7.
- Whether a GRT link/route has been discussed with respect to the proposed GO station.
- Why permeable driveways have been proposed and what the benefits are.
- How and why the building permit cap of 30 units per year was decided upon.

Councillor Bauman provided some background on building permit caps in Elmira and St. Jacobs advising that the goal is to allow for integration between the old and new communities. He asked to hear from residents regarding whether or not this practice should be used in Breslau.

Phil Dick, 37 Ebycrest Rd

Mr. Dick outlined concerns related to the aquifer on the hill at Highway 7 which supplies the homes on Ebycrest Road. The aquifer sits on land that is proposed for commercial use in the Secondary Plan and Mr. Dick questioned the affect that paving over the aquifer might have on the water. In response to an inquiry from Councillor Bauman, Mr. Dick explained that the depth of the well is 155 ft.

Jennifer Williams, 32 Woolwich St. S

Ms. Williams expressed concern about rate of growth and associated integration and noted that she is in favour of a cap on building permits.

Since there were no further comments with respect to the application, Councillor Poffenroth declared the public meeting to be closed.



**Adjournment**

MOVED BY Councillor Bauman  
SECONDED BY Councillor Bryant  
THAT the meeting be adjourned.

...CARRIED

\_\_\_\_\_ *Todd Cowan* \_\_\_\_\_  
Mayor

\_\_\_\_\_ *Valrie Hummel* \_\_\_\_\_  
Clerk (Deputy)



**TOWNSHIP OF WOOLWICH  
COMMITTEE OF THE WHOLE MINUTES**

**June 25, 2015**

**7:00 p.m.**

**Breslau Mennonite Church**

Present: Mayor Shantz  
Councillor Bauman  
Councillor Martin  
Councillor Merlihan  
Councillor Shantz

**Disclosures of Pecuniary Interest**

None.

**Planning Public - 7:00 P.M. (Breslau Secondary Plan)**

Councillor Merlihan read the following introduction:

*This meeting constitutes the formal public meeting required under Section 17 of the Planning Act. The meeting is for information purposes only and no decisions will be made at this time. The application will be brought forward at a future meeting of the Committee of the Whole when staff has had an opportunity to review all submissions and prepare recommendations. All those in attendance will be given an opportunity to speak. Interested parties are invited to sign the appropriate sign-up sheet in the lobby, if they wish further notification with respect to the applications. Individuals are requested to submit a written outline of any oral submissions made at the Public Meeting to the Township Clerk.*

**Official Plan Amendment**

*If a person or public body that files a notice of appeal of a decision of the Council of the Regional Municipality of Waterloo in respect of the proposed Official Plan Amendment, does not make oral submissions at a public meeting or make written submissions to the Council of the Township of Woolwich before the proposed Official Plan Amendment is adopted:*

- a) the person or public body is not entitled to appeal the decision of the Regional Municipality of Waterloo to the Ontario Municipal Board; and*
- b) the person or public body may not be added as a party to the hearing of an appeal before the Ontario Municipal Board unless, in the opinion of the Board, there are reasonable grounds to add the person or public body as a party.*



Councillor Merlihan declared the public meeting to be open and asked staff to review the application.

Dan Kennaley, Director of Engineering and Planning Services introduced John Scarfone, Manager of Planning, and Ron Palmer with the Planning Partnership. Mr. Kennaley explained that the Planning Partnership has been retained to assist the Township in preparing the Breslau Secondary Plan. Mr. Scarfone summarized the process followed so far in the development of the Breslau Secondary Plan and commented on the impact the new Regional Official Plan has had on the process so far.

The Breslau Secondary Plan had been slowed since December of 2013 due to a number of other relevant issues:

1. Regional Official Plan (ROP) outstanding OMB appeals on the new ROP and a paralleled amendment to the old Regional Official Policies Plan (ROPPA 30);
2. Uncertainty of additional wastewater capacity from the City of Kitchener;
3. Ongoing engineering work that needed to be finalized including the Region's water modeling exercise; and
4. Issues related to the design of new Highway 7.

Progress has been made on these issues to allow the Township to move forward on the Breslau Secondary Plan.

Mr. Scarfone stated that purpose of this formal public meeting tonight is to present this further refined proposed Official Plan Amendment, which will integrate the Breslau Secondary Plan into the Township's Official Plan and to implement the associated Environmental Assessment.

Mr. Palmer gave a presentation to the public on the Breslau Secondary Plan, commented on the process so far and noted that this meeting is also a public meeting under the Environmental Assessment Act. Mr. Palmer summarized the process to date, the public workshops and meetings that have been held and the discussions with developers that have taken place.

Mr. Palmer explained that there are eight guiding principles for the Breslau Secondary Plan which are as follows:

1. Creation of a comprehensive and linked natural heritage framework;
2. A strong and complete community structure that protects the historic central neighbourhood and provides commercial lands, a range of housing, businesses and community services;
3. Well designed, safe and sustainable new residential neighborhoods that are integrated within the existing community;



4. To recognize the long-term development potential of the adjacent countryside while protecting existing agricultural operations and other economic development activities;
5. An active transportation system that is safe, well-connected and multi-modal;
6. To promote "green" and "healthy" neighbourhoods that are attractive, accessible, energy efficient and include sustainable design features;
7. Protection of people and property from natural hazards and other nuisance impacts;
8. Growth management that is logical, efficient, cost effective, balances with employment opportunities and reflective of the financial administrative capabilities.

Mr. Palmer explained the new residential designations contained within the Breslau Secondary Plan and indicated that these new designations will provide some flexibility to get a range and mix of housing types within the community. The residential designations include a list of permitted uses and development parameters around them. Mr. Palmer also explained the employment designations contained within the Breslau Secondary Plan and the permitted uses and development parameters associated with them. The Transportation Plan for Breslau was also summarized.

Mr. Palmer commented on the key changes to the plan in comparison to the version presented in 2013. The key changes include:

1. Editing and refinements to both the text and Schedules that deal with integrating the Plan into the Township's Official Plan, the Regional Official Plan and with Places to Grow and the Provincial Policy Statement;
2. There is a new Schedule A that identifies the general structure of the Breslau Community. The Schedule is used to introduce a number of key elements that help to articulate some of the policy directions from Places to Grow;
3. There has been the addition of new environmental maps including Wildlife Monitoring, Corridors and Frog Concentration and Meander Belt;
4. Land Area Calculations have changed as a result of the change in size from the boundary refinements;
5. The Transportation and Servicing and Utility policies are in a new section "Supportive Service Infrastructure" and no longer combined with the Economic Development Opportunities Section;
6. The Growth Management Section has been reworked in an effort to achieve a balance between those who would want an unconstrained rate of growth, with those who would prefer a more managed rate of growth.
7. The Transportation Schedule has been amended.



Mr. Palmer summarized the next steps as follows:

1. Finalize the sewer and water systems technical work;
2. Receive and review further comments from stakeholders;
3. Make any adjustments based on finalization of the modified ROP from the recent OMB decision;
4. Prepare final versions of the Breslau Settlement Plan, and the Environmental Assessment Process Report;
5. Bring back to Council for adoption by the end of 2015.

In response to an inquiry by Councillor Shantz, Mr. Palmer indicated that the community has expressed support for a GO Station which is included in the plan. He also explained that having a well connected road system will contribute to transit routes in the community.

#### Breslau Resident

The Resident had a list of questions in relation to Grand River Transit, designated retail space, the proposed school for Breslau, the timeline for the construction of Highway 7, Woolwich Street upgrades and Ottawa Street bridge.

Mr. Palmer commented on the amount of space allocated to Smart Centres based on the population. Mr. Scarfone advised that the school proposal is being considered by a task force of community members and Councils. They are going through a separate review process and will be reporting back to Council in August. He also advised the Township continues to monitor the updates in relation to the Highway 7 construction and request updates and that the proposed Ottawa Street bridge would be considered through the Regional Transportation Master Plan. Mr. Kennaley added that the anticipated Woolwich Street road construction project had to be terminated this year as a result of difficulties with the contractor. The project will be retendered in the Fall of this year to begin construction as early as possible next Spring.

#### Ciro Gucciardi

Mr. Gucciardi commented on growth caps. He noted that there are benefits however there are problems because there will always be high and low years in demand and supply. Limiting supply leads to higher prices, higher costs and layoffs. All of this is passed on to the home buyer and affordability suffers. Neighbourhoods get longer build out times and buyers are forced to live in construction zones for longer periods of time. Mr. Gucciardi suggested that the commercial zone for Thomasfield be combined and moved to an area of higher visibility and concentration. He also recommended that the proposed link to Greenhouse Road be repositioned along the railway away from the residential zone. This will eliminate vehicles taking shortcuts and make the neighbourhood safer.



Fred Neufled

Mr. Neufeld questioned the timeline for the highway 7 construction project and the proposed use of the land north of Highway 7. Mr. Scarfone advised that the Highway 7 project is starting now in Kitchener. The Township has not received a workplan on the phase of construction. He added that his understanding is that the Region is working on a design for the extension of Fountain Street. The Regional Official Plan has also identified areas north of existing Victoria Street North (existing Highway 7) where urban growth will reach to new Highway 7 in the long term.

Art Dettweiler

Mr. Dettweiler questioned whether any priority is given to infilling before greenfield development in the current settlement area and whether or not there is a cap on infill development. Mr. Palmer advised that infill is not subject to the cap. He added that sewer and water capacity numbers are looking optimistic in terms of servicing.

Bill Southern

Mr. Southern asked questions relating to Highway 7 and Woolwich Street road and sewer reconstruction. He also commented on infrastructure work proposed several years ago. He asked if the extension of servicing will be reinvestigated, which was not favoured by the residents in the past. Mr. Kennaley advised that staff is looking at connections as servicing is extended. For example, Woolwich Street road reconstruction includes water and sanitary sewer extension from Dolman Street to Woolwich Street N. The Township is not looking to extend services for all of Breslau on private services at this time.

Mr. Southern also made a suggestion to include employment lands in the south part of Breslau.

Olivi Parlea

Mr. Parlea stated that he moved to the area because he liked the community and because he was promised that there would be more commercial development. This has not happened yet. He had hoped that things would be moving forward quicker. He doesn't think that the new proposal looks as good as the last proposal. He would like to see commercial development along the highway. He doesn't think that development is moving at the pace expected, the pace is very slow.

Robert Mader

Mr. Mader questioned the extension of Dolman Street east of Woolwich Street S. Mr. Scarfone explained that the connection road will provide multiple connections from old Breslau to Fountain Street. Some of these connections will happen with time as the



lands become available. Mr. Mader indicated that this proposed alignment is better than the first, as the first went right through his house.

Wendy Reimer

Ms. Reimer expressed concerned about the zoning on the housing side of the Fountain Street extension being zoned commercial retail. Her home is in this area, as a result she is concerns about parking, commercial buildings and lights. She stated that it would be nice to see the commercial lands kept on the other side. Mr. Scarfone advised that these lands are owned by Smart Centres. They are looking to potentially consolidate their lands so that the majority of their development will be on the east side of Fountain Street. If that is the case, staff will need to evaluate the land use to determine if the appropriate land use is commercial.

Anne Massore, Breslau North Development Inc. (Smart Centres Lands)

Ms. Massore spoke on behalf of Breslau north Development Inc (Smart Centre Lands). Their lands are approximately 50 acres in size and they have been a vocal participant throughout this process. They have done a preliminary review of the Secondary Plan and still have some concerns including the configuration of the settlement boundary. They would prefer a consolidated parcel. Additionally, they have some concerns about transportation as it relates to access to their lands and questions regarding the extent of the commercial designation. They will continue to work with staff as they finalize their comments on the proposed Secondary Plan.

Jacqueline Hannemann, Stantec Consulting Limited

Ms. Hannemann stated that they have been involved in this process since the beginning and have really appreciated the assistance and communication with staff and the consultants through this process. They are generally in support of the direction of the Breslau Secondary Plan however expressed some concerns regarding the allocation of services and minor and major boundary adjustments made as a result of environmental features. Ms. Hannemann will be following up with staff with a written submission of their comments tonight.

Colin (Hongwa) Zhao

Mr. Zhao expressed concern regarding the designation of his property as commercial. Mr. Scarfone confirmed that his property is zoned agriculture, however there is legal non conforming right for their existing use. In time it is planned for commercial development. Mr. Scarfone assured that this secondary plan will not impact the existing use so long as it continues.



Roger Shantz

Mr. Shantz expressed objection to the proposed connecting road. He does not think it is appropriate to go right by the school, this will result in a collector road. He stated that traffic calming measures would be more appropriate. He questioned whether the Township will expropriate the lands or purchase them.

Mr. Scarfone stated that staff will need to determine when this road is required and set a target date. When that time comes, staff will provide time and opportunities to work with the property owners prior to the development.

Bill Green, GSP Group

Bill Green, of GSP Group on behalf of Thomasfield Homes. He submitted written comments in relation to the proposed Breslau Secondary Plan. Mr. Green highlighted a couple concerns in relation to the proposal including some of the policy items in the plan, design guidelines, building height and growth rate. He indicated that he will be meeting with staff next week about the population forecasts. They want to ensure a reasonable distribution for Breslau.

Mr. Green also expressed concern about the proposed connector road. They are concerned about this for a number of reasons including significant cost and the proposed location. The proposed road is going right through the middle of what would be the first phase of the residential subdivision. They are in support of the link, the objective they believe is important, however they suggested another alternative.

Amanda Kosloski

Ms. Kosloski spoke on behalf of Empire Communities. She noted that they have been a part of this process for over four years and in general are very happy with the direction it is heading. She highlighted a few fundamental concerns including a development cap, environmental boundaries and setbacks shown in the plan and design guidelines. She suggested that often times these guidelines become interpreted as policies which is not the intent. She will be submitting written comments on behalf of Empire Communities to staff next week.

Breslau Resident

Questioned the need for the connection road between old Breslau and new Breslau and the costs associated with the environmental assessment. She suggested that there are other options and expressed concern about the costs for an environmental assessment.

Paul Puopolo

Mr. Puopolo spoke on behalf of Breslau Properties Limited and he submitted a presentation in response to the draft Breslau Secondary Plan. He commented on the



inclusion of the Breslau lands into the urban area, future servicing and staging policies, timing and acquisition of the Dolman Street extension, modification of the collector road and the need for clarification on the timing and details for the GO Station and Ottawa Street extension. He also commented on the need for clarification of the boundaries of the environmental features and buffers contained within the Secondary Plan and clarification of the term affordable housing. He will provide more detailed comments to staff.

#### Calvin Jutzi

Mr. Jutzi questioned the gateway feature shown in Schedule "A". Mr. Palmer noted that this area leads into Breslau from the south and certain landscape signage or building features could make the entrance more prominent. Mr. Jutzi noted that there is nothing regarding what the Township anticipates the lands in the south end of Breslau will be used for.

#### Patrick Carriere

Mr. Carriere noted that there has been a lot of discussion about expansion however he questioned policing and by-law in this area. He advised that there is no by-law enforcement on the weekends, the police are required. He questioned whether or not this has been taken into consideration. Mr. Kennaley noted that traffic is a big concern, in Breslau and other communities in the Township as well. He advised that staff has recently taken a report to Council with a new policy which looks at traffic calming in the Township. These measures include engineering, road design, enforcement and education.

#### Perry Grobe

Mr. Grobe expressed concerns regarding the green wet area behind his property. He notes that this is getting bigger and believes that the reason for this is because the drainage for this property no longer gets to the creek. He questioned whether having a hard line buffer zone may make for challenges in the future. He also expressed concerns regarding some of the design guidelines. Sometimes these are not interpreted as guidelines and used with flexibility as they are intended to.

Mr. Kennaley thanked everyone for coming to the meeting and providing comments. He stated that staff will take their comments into account as staff moves forward with the Breslau Secondary Plan. Mr. Scarfone encouraged everyone in attendance to sign up to be kept informed of the process and next steps. Detailed information regarding the Breslau Secondary Plan is available on the Township's website.



Councillor Shantz advised the members of the public that the Breslau Task Force will be hosting a public information night on July 8th at the Breslau Community Centre.

**Adjournment**

MOVED BY Councillor Bauman  
SECONDED BY Councillor Martin  
THAT the meeting be adjourned.

...CARRIED

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Mayor

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Clerk



## APPENDIX D

Comments Provided By	Comments	Staff Response
<p>Stantec on behalf of Spaenaur Inc at 1747 Greenhouse Road</p> <ul style="list-style-type: none"> <li>January 8, 2014</li> <li>February 27, 2014</li> <li>October 30, 2015</li> </ul>	<ul style="list-style-type: none"> <li>The Plan should provide employment land projections and the supply of serviced employment land, as well as tie the development of residential with service employment.</li> <li>Delineation of Environmental Protection Areas on Spaenaur lands and the need to clarify the requirements of an Environmental Impact Statement (EIS).</li> <li>The 30 metre buffer is extensive and the precise extent of the buffer area should be determined at the EIS stage</li> <li>The need to define "development applications".</li> <li>The need to illustrate the Region's Wellhead Protection Areas.</li> <li>Does the Spaenaur property have heritage conservation potential?</li> <li>LEED requirements in Section 4.1 c) would have a negative impact on the development of employment lands. How would they be implemented?</li> <li>Should require appropriate buffering between the residential and adjacent employment lands.</li> <li>Prohibit back-lotting onto Arterial or Collector road should only apply to residential designations.</li> <li>The dashed ES circle encroaches into Employment 1.</li> <li>Section 7.1 d) (now 7.2 c) requires a minimum density of 40 persons and jobs per hectare. How will it be implemented?</li> <li>Section 7.2 a) – what is the meaning of the Breslau By-pass?</li> <li>Section 7.5 a) – references the status of Greenhouse Road as local, even though the employment lands along this road are highly visible.</li> <li>Questioned the terms "limited product distribution services", "light manufacturing" and "prestige" uses.</li> <li>Increase the depth of the Employment 1 (E1) designation along Greenhouse road that is similar to the E1 designation along Victoria Street.</li> <li>Questioned the need for an additional 5 metres over and above the 30 metre standard buffer area next to an environmental feature.</li> <li>The need for a process to allocate wastewater capacity.</li> <li>They offer their continued support for the Fountain Street connection.</li> </ul>	<ul style="list-style-type: none"> <li>Section 2.1 c) provides employment job projections of 3845 and the lands within the Thomasfield lands are being designated for employment purposes (i.e. E1 and E2). The Staging policies requires the servicing of 'shovel ready' employment lands within the Thomasfield Homes' (TH) development in conjunction with servicing the residential development.</li> <li>The Environmental Protection Designation includes the Core Environmental Feature (CEF) and the 30 metre buffer setback. Changes to the delineation of the CEF and/or buffer area will require an EIS. A major change shall be accompanied with an Official Plan Amendment (OPA).</li> <li>The 30 metre buffer is an appropriate standard backed by sufficient science and has been tested at the Ontario Municipal Board (OMB). The policy does provide flexibility to alter the limits, subject to an EIS and, if required, an OPA.</li> <li>Development application is already defined in the Official Plan which includes all Planning Act applications.</li> <li><u>No change</u> – the new ROP provides the appropriate mapping and the Township's OP (as part of the scoped review) may provide similar mapping.</li> <li>Spaenaur lands are not designated as part of the cultural heritage landscape. Any archeological potential would be determined by the Region at the plan of subdivision or severance stage.</li> <li>The LEED policies are not mandated at this time and are encouraged in order to achieve a sustainable and 'green' community. As part of staging, developments that implement LEED policies may be given priority.</li> <li>The employment uses that are adjacent to the proposed Thomasfield Homes residential development are prestige, office-related and limited commercial type uses which should not create significant compatibility issues. The location of such a use must address land use compatibility. The Thomasfield draft plan is proposing front face or side face building orientation of the homes next to the employment area to further mitigate noise impacts.</li> <li>Back lotting is discouraged on Arterial and Collector Roads in order to improve the streetscape and built form along the street. Front face buildings along Collector Roads are encouraged.</li> <li>The ES circle is to signify a 5 minute walk to the school to ensure that it is located central to the neighbourhood.</li> </ul>



	<ul style="list-style-type: none"> <li>• <u>Acknowledged</u> – this issue is still being vetted out with the Region, but the provision of employment lands in the Breslau Secondary Plan (BSP), the inclusion of permitted uses that would generate a significant amount of density (offices) and increasing the building lot coverage are all ways of achieving these density targets.</li> <li>• The reference to Breslau By-pass was changed to 'Fountain Street' extension. This policy will be applied to the remaining section of the By-pass, between Victoria Street North and new Highway 7 that will need to be secured to facilitate the road.</li> <li>• Greenhouse Road was changed to a collector road status given its function and projected traffic volumes.</li> <li>• The intent of this designation is to encourage uses that require high visibility and will achieve a high quality built form. Therefore, certain traditional industrial uses that rely on significant outdoor storage and are not employee base are discouraged.</li> <li>• <u>No change</u> – the depth of the E1 designation can be refined and implemented through a ZC or future subdivision/severance process.</li> <li>• The policy to require additional landscaping adjacent to the Environmental Protection designation within E1 and E2 designations has been deleted in the final version.</li> <li>• Wastewater allocation principles have regard for multiple developments. The Breslau Secondary Plan will not be allocating capacity as that decision will be made in conjunction with reviewing the individual planning applications. The Township does not have to allocate capacity for typical non-residential development as per the Cross Border Servicing Agreement (CBSA). See section in the report regarding wastewater capacity available for the growth areas.</li> </ul>
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<p>Smart Reit (formerly Smart Centres)</p> <ul style="list-style-type: none"> <li>• Dec. 22/13</li> <li>• May 13/14</li> <li>• July 29/14</li> <li>• October 16, 2015</li> </ul>	<ul style="list-style-type: none"> <li>• Provided an alternative proposal to consolidate the urban designated portion of their lands at the corner of Ebycrest Road and Victoria Street North.</li> <li>• Concerns with the Environmental Protection (EP) designation on the site.</li> <li>• Retail policies – commercial/population ratio.</li> <li>• The need for direct access to the Fountain Street extension.</li> <li>• Concerns with the proposed servicing strategy in the draft Consulting Team's report.</li> </ul>	<ul style="list-style-type: none"> <li>• The rationalization process cannot be done as part of the secondary planning process, but only as part of the Township's scoped conformity exercise in conjunction with a ROP amendment. Staff will be initiating the rationalization process for the Smart Reit lands, as well as other lands in the Township in early 2016.</li> <li>• The EP designation on the site was based on the environmental work completed by the Consulting Team, which estimates the boundaries of the CEF and a 30 metre buffer setback. An EIS can further define the boundary and policies are in place to allow consideration of minor or major changes. However, it is the intent of the plan to generally adhere to the 30 metre buffer area unless the CEF or its condition warrants a reduction through an acceptable EIS and OPA (if required).</li> <li>• Staff supports linking commercial floor space in Breslau with population. There are policies recognizing that the commercial facility will also serve the passer-by traffic. PPL advises that the 2m2 per person ratio is an industry standard and deemed to be the amount of commercial floor that a resident needs. The policy allows Smart Reit to build out based on the 2031 population of 7700 people. As such, the development can build to 15400 m2 or 165,000 f2 without an amendment. The policy also allows the consideration to expand beyond 15400 m2 through an OPA and market impact analysis</li> <li>• The transportation policies provide the flexibility for the consideration of access onto a Regional Road, subject to Regional approval. The Township is also working with Smart Reit to convince MTO to consider access to their future development, across from a future access into the Ebycrest residential area as discussed in the report.</li> <li>• After further discussions with the Consulting Team, it was concluded that the allocation of non-residential wastewater capacity was not required as per the terms and provisions of the Cross Border Servicing Agreement</li> </ul>
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<p>Roger Shantz (83 Woolwich Street South)</p> <ul style="list-style-type: none"> <li>December 5/14</li> </ul>	<ul style="list-style-type: none"> <li>Objects to the extension of Dolman Street because it will require the removal of his house and business.</li> <li>This road will create more traffic in the area</li> </ul>	<ul style="list-style-type: none"> <li>The Consulting Team has outlined the need for the road, which will disperse the traffic within the Settlement by providing another connection to Fountain Street. A policy was included to delay the need for the road until the latter phases of a future Breslau Properties development, if included in the Breslau Urban Area. The extension of this road will provide greater exposure and accessibility to Mr. Shantz's commercial property immediately to the north. Staff notes that other planned collector roads in the Township required the removal of a private property to improve the transportation network and better serve the community, including the extension of the South Parkwood Boulevard, First Street and Lunor Drive.</li> </ul>
<p>Stantec on behalf of Randy Walden (232 &amp; 238 Woolwich Street N)</p> <ul style="list-style-type: none"> <li>June 10, 2014</li> </ul>	<ul style="list-style-type: none"> <li>They have no issues with the proposed long term residential designation of their industrial properties at 232 and 238 Woolwich Street South provided that there are appropriate transitional policies that allow the current industrial uses to continue.</li> <li>Requesting that their rural lands at 231 Woolwich Street South be included in the urban area for residential purposes because the lands are not suitable for agriculture.</li> </ul>	<ul style="list-style-type: none"> <li>Transitional policies are not included as the intent is for these properties to convert over time once the Zoning By-law is amended to implement the Plan. The existing use policies allow uses, that do not conform to the Plan, to continue (i.e. legal non-conforming).</li> <li><u>No Change</u> – The expansion of the settlement limits can only be done through the ROP review process and not through the Breslau Secondary Plan. The Region is considering these lands for an urban designation as part of a future 2016 ROP amendment.</li> </ul>
<p>Tony Denison @ 61 Woolwich Street North</p> <ul style="list-style-type: none"> <li>May 21, 2014</li> </ul>	<ul style="list-style-type: none"> <li>Changing direction and would like to retain the commercial opportunities that currently exist on the property (zoned C-3). No longer pursuing high density residential and would like a mixed use development. Request to designate the property as Village Main Street, similar to other properties along Woolwich Street North.</li> </ul>	<ul style="list-style-type: none"> <li>The property will continue to be designated as Commercial Mixed Use, which provides the greatest retail flexibility and best reflects the current use of the property (meals on wheels)</li> </ul>
<p>Peter Grobe (Grobe Nursery on Greenhouse Road)</p> <ul style="list-style-type: none"> <li>March 27, 2014</li> <li>June 23, 2015 (meeting)</li> </ul>	<ul style="list-style-type: none"> <li>Requesting information on the road classification of Greenhouse Road and required improvements to accommodate Thomasfield Homes' development and the GO Station.</li> <li>Requesting information on the appropriate road classification of the Ottawa Street extension and required improvements adjacent to the Empire development.</li> <li>The environmental and financial feasibility of a road connection over the railway, between Fountain Street and the Thomasfield Homes development.</li> <li>The implications of the Employment 1 designation.</li> </ul>	<ul style="list-style-type: none"> <li>Greenhouse Road was changed to a collector road given its function and projected traffic volumes. The road allowance would likely be 26 metres wide or greater. The road improvements will be dependent on the phasing of the Thomasfield Homes development, the timing of the GO Station and the potential connection to Fountain Street. The details of the improvement will be determined through the subdivision process.</li> <li>A portion of the Ottawa Street extension, between Shallow Creek Road and Woolwich Street, will be constructed to a collector road standard in conjunction with the Empire development.</li> <li>The financial feasibility and determining the social and environmental impacts of the road connection will be determined through a future EA process.</li> <li>Mr. Grobe was going to review the designation to determine how it aligns with their long term plans.</li> </ul>



<p>French Secondary School Board</p> <ul style="list-style-type: none"> <li>March 27, 2014</li> </ul>	<ul style="list-style-type: none"> <li>Requesting the BSP to pre-designate a French School Board site.</li> </ul>	<ul style="list-style-type: none"> <li>Staff is not proposing to pre-designate a school site for the French School Board at this time because the school will not be primarily serving the needs of the Breslau community. If there is a specific school site that the French School Board is interested in within the Urban Area of Breslau, then Staff would consider it as part of the BSP plan (No further submission was provided by the French School Board at this time).</li> </ul>
<p>Empire Communities</p> <ul style="list-style-type: none"> <li>March 6, 2014</li> <li>July 13, 2015</li> </ul>	<ul style="list-style-type: none"> <li>Concerned with the draft population/growth targets for Breslau (30 units per year) in Section 2 of the BSP, which does not represent the hierarchy given to Breslau in the new ROP (Urban Area as opposed to Township Urban). A greater share of the population should be distributed to Breslau, rather than Elmira and St. Jacobs.</li> <li>Do not support the proposed staging policies for Breslau because there are other measures that can control growth (servicing, transportation).</li> <li>Amend Section 1.2 a) as Breslau, given its urban designation in the ROP, will no longer reflect a community that reflects a semi-urban in transition.</li> <li>Amend Section 1.4 b) that Breslau is an urban community and not a semi-urban in transition.</li> <li>Does not support the policy in Section 2.1 a) that Breslau will remain secondary to Elmira and will not achieve full build out by the planning period. This is contrary to P2G that directs growth to Designated Greenfield Areas.</li> <li>Section 2.3 d) – there is no source or rationale for the proposed employment target of 1 job for each two residents. Section 2.3 f) – concerned with linking commercial with residential growth. Will it stall residential application if employment targets are not achieved?</li> <li>Section 3.2 – development and site alterations should be defined.</li> <li>Section 3.2 d) – does not define or outline criteria for “Key Features” that is appropriate for an EP Designation. The 30 m buffer should not be mapped as it may be refined through a detailed EIS. The EP boundaries in Neighbourhood 1 (N1), which was approved by the Region and Township, are not reflected in Schedule B. Section 3.2 e) – concerned that the removal of a “Key Feature”, as demonstrated through a detailed EIS, is not considered a minor adjustment. The policy should provide clarity on the process or protocol of removing a “Key Feature”.</li> <li>Section 4.1 c) - difficult to achieve LEED ND for low density housing which has no easy access to transit. Section 4.1 d) – specific</li> </ul>	<ul style="list-style-type: none"> <li>The proposed population forecast was increased to 7700 people by 2031 with a growth rate of approximately 272 people (100 units) per year.</li> <li><u>No change</u> – Staff will be recommending an annual growth rate that is consistent with the policy used in Elmira and St. Jacobs to ensure an orderly and manageable development within the Breslau community.</li> <li>The wording in Section 1.2 (Vision) was amended to clarify Breslau's historical designation and future urban status in the region.</li> <li><u>No change</u> – no such reference in Section 1.4 b).</li> <li><u>No change</u> – the Township was quite clear with the Region during the preparation of the new ROP that the inclusion of Breslau into the broader (city) Urban Area does not mean that this community will accommodate the majority of the share of Woolwich's future growth at the expense of Elmira, which is a Township Urban Area. Staff will continue to be recommending that Elmira is at the top of the Urban Settlement hierarchy in receiving a majority of Woolwich's future population.</li> <li>The purpose of the policy was not to curb residential growth if certain employment targets were not achieved, but to provide direction to ensure that new employment areas will be serviced in conjunction with residential development.</li> <li>A definition for development and site alteration existing in the Official Plan.</li> <li>Clarification of what is considered minor or major has been incorporated in the environmental policies related to reducing the buffer area.</li> <li><u>No change</u> – see rational earlier in this Appendix and in the Environmental Section of the report. CEF and buffer limits approved by the GRCA and Region will be implemented in the draft plan. Empire has an OPA on file and submitted an EIS.</li> <li><u>No change</u> – see rational earlier in this Appendix and in the Sustainable, Green and Urban Design Sections of the report.</li> <li>The policy was amended to reflect storey height and actual height.</li> </ul>



	<ul style="list-style-type: none"> <li>energy efficiency guidelines should be regulated by the Building Department/Permit process and not through the BSP. Section e, f, g, h, i, j) – green standards that should not be in the BSP.</li> <li>Section 5 – references to maximum height should be based on storeys rather than the specific height to maintain flexibility and avoid an OPA.</li> <li>Section 5.1 c) - 10 years supply of designated land exceeds the PPS requirement of maintaining a 3 year supply.</li> <li>Section 5.6 – need a definition for net hectare and gross hectare.</li> <li>Proposed a number of changes to the Schedules and Appendices.</li> </ul>	<ul style="list-style-type: none"> <li>The policy was changed to reference a 10 year supply of residential designated lands and a 3 year supply of registered/draft approved lots as per policies in the OP for Elmira.</li> <li>The Plan will rely on definitions in the PPS related to gross and net density.</li> <li>Considered the mapping proposals and amended accordingly.</li> </ul>
Murray Hill (Breslau Resident) <ul style="list-style-type: none"> <li>January 17, 2014</li> </ul>	<ul style="list-style-type: none"> <li>Would prefer significant growth in Breslau to attract commercial development, provide an upgrade to the existing fire hall facility, to justify bus service to the area and to generate greater tax revenue.</li> </ul>	<ul style="list-style-type: none"> <li>The proposed population forecast was increased to 7700 people by 2031 with a growth rate of approximately 272 people (100 units) per year. The Township's Fire Master Plan contemplates a new fire hall in Breslau within the next 5 years.</li> </ul>
AECOM on behalf of Thomasfield Homes <ul style="list-style-type: none"> <li>January 15, 2014</li> </ul>	<ul style="list-style-type: none"> <li>Identified issues that need to be clarified concerning the road connection over the railway from the N2 development to Fountain Street, including: details on the design (i.e. overpass), cost, responsibility of construction, road classification, feedback from the railway authority, environmental impacts adjacent to an existing wetland area, traffic review and design/financial implications to the TH development.</li> <li>Section 2.3 – the proposed growth rate of 30 units per year is not financially sustainable from an infrastructure development perspective.</li> <li>Water Distribution System – will the proposed road connection between Fountain Street and N2 include a watermain to provide a looping of the water services to the TH development?</li> <li>Wastewater Capacity – studies provided by MMM Group on behalf of Empire and AECOM on behalf of TH have demonstrated that there is sufficient wastewater capacity to service both developments under the current CBSA with Kitchener.</li> </ul>	<ul style="list-style-type: none"> <li>See rational earlier in this Appendix and in the Transportation Section of the report. The alignment was identified as a conceptual corridor and adjusted to avoid the SWM pond in Neighbourhood 2.</li> <li>The proposed population forecast was increased to 7700 people by 2031 with a growth rate of approximately 275 people (100 units) per year.</li> <li>The Fountain Street connection will consider a watermain to loop the system.</li> <li>See Wastewater Section in the Report with respect to capacity and allocation.</li> </ul>



<p>GSP Group on behalf of Thomasfield Homes</p> <ul style="list-style-type: none"> <li>• January 13, 2014</li> <li>• February 2015</li> <li>• June 23, 2015</li> </ul>	<ul style="list-style-type: none"> <li>• The proposed policies overlap with other general policies applicable to the Township and therefore should be addressed much more comprehensively in the Official Plan as it relates to other areas in Woolwich (e.g. cultural heritage, archaeological, housing affordability).</li> <li>• Hierarchy (Section 2.1 a)) – direct the majority of the forecasted growth for Woolwich to Breslau rather than Elmira and St. Jacobs because the ROP designates it as Urban Area, which will accommodate greater densities than what is planned for in the Township Urban Areas. The level of growth for Breslau needs to conform to the Growth Plan and ROP, which does not necessarily mean that Breslau would outgrow Elmira. There is no policy outlining the hierarchy of Woolwich and therefore the BSP should conform to the OP. Population (Section 2.1 b) and c)) – the proposed population anticipated by the Region and the Township grossly underestimates the potential growth and development in Breslau. They supported Community Option No. 1, which was presented at the Feb. 13, 2013 public meeting.</li> <li>• Land Use Phasing Policies (Section 2.3 b)) the proposed annual growth projection does not reflect realities of growth experienced in the past for Breslau (i.e. between 2006 and 2012). The Township should allow development to proceed based on market demand and availability of services with no phasing restrictions. Do not support a cap, but if one would exist, then 150 to 170 units per year would be appropriate.</li> <li>• Retail Commercial Sector – the proposed retail factor of 2 m2 of retail space per person could lead to a shortage of retail space based on current growth projections. It could also limit residential growth and unreasonable phasing restrictions. They recommend the removal of the commercial floor space cap.</li> <li>• Sustainable Design/Green Building Policies (Section 4) – they support the concept, but should it be a policy that “encourages” rather “prescribes”. Many aspects of the Building Code already contain standards for Sustainable Design/Green Building.</li> <li>• Urban Design and Architectural Control – Urban design controls should not apply to low density housing and should be dealt with at the ZB level. The current zones in the ZB have appropriate urban design controls for low density housing.</li> <li>• Policies for Types of Housing – recommend that maximum height for medium density be 6-8 storeys and high density to be 8 plus, or based on Transport Canada’s Height Restrictions next to an Airport.</li> </ul>	<ul style="list-style-type: none"> <li>• Staff believes that the policies noted are appropriate and are becoming commonplace in other municipalities. These policies will serve as a place holder in the Breslau policy section and may likely be transferred to a general section in the Township’s Official Plan, as part of the conformity exercise to apply to a broader area in Woolwich.</li> <li>• The proposed population forecast was increased to 7700 people by 2031 with a growth rate of approximately 275 people (100 units) per year. The Township was quite clear with the Region during the preparation of the new ROP that the inclusion of Breslau into the broader (city) Urban Area does not mean that this community will accommodate the majority of the share of Woolwich’s future growth at the expense of Elmira, which is a Township Urban Area. Staff will continue to be recommending that Elmira is at the top of the Urban Settlement hierarchy in receiving a majority of Woolwich’s future population as noted in Section 7.16.1.4 b).</li> <li>• See response to growth rate discussed previously in this appendix and in the report.</li> <li>• The commercial rate ratio only applies to the Smart Reit Commercial Retail designation and not Commercial Mixed Use designation. See response to commercial retail ratio discussed previously in this appendix and in the report.</li> <li>• See response to sustainable and green policies discussed previously in this appendix and in the report.</li> <li>• The Township currently has urban design policies that are implemented in the ZB. The proposed design guidelines would enhance the existing policies.</li> <li>• Maintained a high density height of 8 storeys which is appropriate for the Breslau Settlement Area and sensitive to the existing low density areas.</li> <li>• No change – the BSP is the station area planning for this area, which provides a wide range of uses (employment, mixed use, high density residential) in close proximity to the GO Station. Metrolinx raised no issues with the proposed GO Station designation.</li> <li>• The Smart Reit lands are no longer being considered for consolidation as part of the secondary planning process, but through a future rationalization process in 2016.</li> <li>• A larger commercial block was provided in Neighbourhood 2 and additional flexibility of commercial was provided in the employment area, adjacent to Victoria Street.</li> <li>• Staff has accepted their proposal of deleting the linear open space block adjacent to Victoria Street.</li> <li>• N2 has sufficient mixed use opportunities including live-work units.</li> </ul>
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- GO Station – the BSP has failed to incorporate Station Area planning policies for the site by allowing only a commuter rail station, associated parking and ancillary retailing, whereas Metrolinx Plan encourages intensive development in and around the GO Station (referred to Mobility Hub Guidelines).
- Schedule B Comments –
  - Object to the consolidation of the Smart Reit block in the BSP as it does not conform to the settlement boundaries of Breslau in the OP.
  - The need for additional commercial blocks adjacent to Highway 7 within the residential and employment portion of their development.
  - Parks/Open Space Blocks – the proposed linear block next to Highway 7 should be commercial and residential and not open space as it does not provide any land use benefit. The open space area should better complement and correspond with the natural features. The proposed park block is too large and centralized, whereas the proposed TH park plan is dispersed and more accessible.
  - Commercial Mixed Use – need to add more commercial mixed use development in a central location within N2.
  - Medium/High Density – they accept the proposed central location of the medium/high density block, but request that the block at the southwest corner be relocated to the northwest corner, which would provide a better transition to the low density housing.
  - Road connection between Fountain Street and N2 – recommend a parallel alignment to the railway track to minimize the impact to the EP Areas and connect to the at-grade crossing at Greenhouse Road. The road can also be extended to serve the two properties at Wurster Place.
- As per a December 12, 2013 internal memo from Natural Resource Solution Inc.:
  - Discrepancies between the Schedule B Land Use schedule and the Natural Heritage Feature Mapping in Appendix II.
  - Section 3.1 Natural Heritage Framework – no definition on significant natural heritage features and key hydrological features.
  - Clarity on the components of the Environmental Protection designation.
  - Protection (EP) Designation – add a policy to allow the delineation of the EP Areas to be verified in the field and by the approval agency. In addition, allow minor adjustments, via an EIS.
  - Proposed a number of text changes to Policy 3.2 (see Page 2 of their memo).
  - Schedule C – the proposed trail system is
- The Plan was amended to identify a medium/high density block at the northwest corner of N2.
- See response on the Fountain Street connection previously in this appendix and in the report.
- Regarding Natural Resources Solution Inc. Comments - See response on the Environmental and Transportation policies previously in this appendix and in the report. Neighbourhood 2 has buffer area setbacks approved by the GRCA and Region through an acceptable EIS, which will be incorporated into their Draft Plan approval. The Consulting Team has considered their proposed text changes to the environmental policies and have amended them accordingly.
- Staff met with GSP Group to review their scenario and to further explain Staff recommended population allocation for Breslau as outlined in the Population Section of the report.
- Staff has met with Thomasfield Homes and their Consulting Team to close the gap to resolve the differences between the draft plan and the secondary plan. Significant progress has been made as noted in the report.



	<p>partially located within the EP designation and the road connection does not align with TH proposed Draft Plan</p> <ul style="list-style-type: none"> <li>Submitted a Growth Strategy Scenario using the Region's population projection for Woolwich in 2031.</li> <li>Discrepancies between the draft plan and the BSP.</li> </ul>	
<p>Radu Ratiu (Breslau resident)</p> <ul style="list-style-type: none"> <li>January 8<sup>th</sup>, 2014</li> </ul>	<ul style="list-style-type: none"> <li>Concerned with the limited growth proposed in the draft BSP and the impact that the proposed road connection (between Fountain Street and N2) would have on the environmental protected areas.</li> </ul>	<ul style="list-style-type: none"> <li>The proposed population forecast was increased to 7700 people by 2031 with a growth rate of approximately 275 people (100 units) per year.</li> <li>The intent of the Fountain Street connection is to link N2 with the rest of the Breslau community and the alignment will be determined through a future EA which will have regard to the environmental impacts.</li> </ul>
<p>Blair Whyte @ 41 Avery Crescent</p> <ul style="list-style-type: none"> <li>January 8<sup>th</sup>, 2014</li> </ul>	<ul style="list-style-type: none"> <li>Do not support the residential cap and is much more in favour of the Thomasfield Homes Draft Plan, which proposes more residential lots backing onto the green space areas.</li> </ul>	<ul style="list-style-type: none"> <li>The proposed population forecast was increased to 7700 people by 2031 with a growth rate of approximately 275 people (100 units) per year. A yearly growth rate allows the Township to manage growth and plan and budget for future services.</li> </ul>
<p>Maria Prunean (Breslau resident)</p> <ul style="list-style-type: none"> <li>January 6<sup>th</sup>, 2014</li> </ul>	<ul style="list-style-type: none"> <li>Questioned the need for affordable housing policies and how the 30% is calculated.</li> <li>Does not support the residential unit cap.</li> <li>Supports residential in close proximity to the proposed GO Station.</li> </ul>	<ul style="list-style-type: none"> <li>The Township OP provides housing opportunities in the urban areas for all income levels. The new ROP requires a minimum of 30% of new development to be housing types other than single detached to meet their affordability guidelines.</li> <li>A yearly growth rate allows the Township to manage growth and plan and budget for future services.</li> <li>Acknowledged – the current version provides residential development adjacent to the GO Station.</li> </ul>
<p>Frank Lizzotti @ 22 Amberlea Court</p> <ul style="list-style-type: none"> <li>January 4<sup>th</sup>, 2014</li> </ul>	<ul style="list-style-type: none"> <li>The need for complementary residential growth in Breslau to attract commercial and employment development.</li> </ul>	<ul style="list-style-type: none"> <li>The proposed population forecast was increased to 7700 people by 2031 with a growth rate of approximately 275 people (100 units) per year.</li> </ul>
<p>Sheri and Bob Roy (Breslau resident)</p> <ul style="list-style-type: none"> <li>December 25, 2013</li> </ul>	<ul style="list-style-type: none"> <li>Does not support the residential cap.</li> <li>They would like continued growth in Breslau that will facilitate the provision of commercial, convenience and entertainment services.</li> </ul>	<ul style="list-style-type: none"> <li>A yearly growth rate allows the Township to manage growth and plan and budget for future services.</li> <li>The proposed population forecast was increased to 7700 people by 2031 with a growth rate of approximately 275 people (100 units) per year.</li> </ul>
<p>Paul Evans @ 236 Townsend Drive</p> <ul style="list-style-type: none"> <li>December 19<sup>th</sup>, 2013</li> </ul>	<ul style="list-style-type: none"> <li>Increase the residential cap to avoid prolonging development. Residential growth provides jobs to local trades and attracts commercial services to the area.</li> </ul>	<ul style="list-style-type: none"> <li>The proposed population forecast was increased to 7700 people by 2031 with a growth rate of approximately 275 people (100 units) per year.</li> </ul>



<p>Colin Zhao of KBK Manufacturing @ 2236 Victoria Street North</p> <ul style="list-style-type: none"> <li>December 18<sup>th</sup>, 2013</li> </ul>	<ul style="list-style-type: none"> <li>Confirmed with the potential purchaser at that time that the lands are zoned Agriculture and enjoys legal non-conforming status for manufacturing and warehouse uses.</li> <li>Other issues include MTO's need to acquire a road widening on Victoria Street for turning lanes to facilitate the Fountain Street extension and to address an existing transformer within the dedicated road widening.</li> </ul>	<ul style="list-style-type: none"> <li>Acknowledged - The proposed change to Commercial Retail will not alter that LNC status.</li> <li>Acknowledged the need for a road widening to facilitate the Fountain Street extension - No Changes required.</li> </ul>
<p>Phil Dick (37 Ebycrest Road)</p> <ul style="list-style-type: none"> <li>December 17, 2013</li> </ul>	<ul style="list-style-type: none"> <li>The proposed commercial development on Smart Reit lands is within a critical recharge area. The removal of the overburden and leveling of the site will increase the speed of infiltration and impact the shallow aquifer and resident's water supply.</li> </ul>	<ul style="list-style-type: none"> <li>Preliminary comments from the Consulting Team indicated that the Smart Reit lands are beyond the Region's Well Protection Areas and the drinking water threats are considered to be "moderate". However, a special policy will be included in the OP designation for the Smart Reit's retail/commercial to require an assessment on whether there will be potential impacts to the local surface water and groundwater resources.</li> </ul>
<p>Goodmans LLP on behalf of Activa</p> <ul style="list-style-type: none"> <li>December 17, 2013</li> </ul>	<ul style="list-style-type: none"> <li>The BSP cannot be adopted by the Township because it does not conform to the current ROPP, which has a current development cap of 1250 units.</li> <li>Promoting that certain lands within Breslau should be designated as Prime Industrial Strategic Reserve. This is an issue that remains outstanding at the Board for the ROP.</li> <li>The BSP must await the outcome of the ROP appeals to determine whether the Urban designation should be extended to Breslau and what additional population should be allocated to it.</li> <li>Also premature to consider Class EA for Breslau.</li> </ul>	<ul style="list-style-type: none"> <li>Their issues were addressed in the new ROP and the minutes of settlement reached. There is no longer a 1250 cap for Breslau.</li> </ul>
<p>MHBC on behalf of Breslau North Developments Inc (Smart Centres)</p> <ul style="list-style-type: none"> <li>December 17<sup>th</sup>, 2013</li> </ul>	<ul style="list-style-type: none"> <li>The three growth options presented at the Feb. 2013 public meeting included some form of development on the entire lands of Smart Reit. Notwithstanding that the rationalization policies are before the Board, it does not preclude the Township from undertaking the analysis and identify the intended ultimate settlement boundary. The new Highway 7 provides a logical long term urban boundary. Request to provide a plan that depicts the settlement boundary rationalization or a decision be held and reconsidered once the ROP is in effect.</li> <li>Raised issues with respect to the Retail Commercial floor area in Breslau (in particular Smart Centres lands). The proposed rate of 2 m2 per person is tied to only the Breslau population and staging (i.e. 4720 people requires 9440 m2) and does not recognize the passer-by traffic that the development would also service. This retail factor conflicts with the Retail Commercial policies, which states that the commercial retail will also cater to the travelling or drive-</li> </ul>	<ul style="list-style-type: none"> <li><u>No Change</u> – the BSP will not include an option that designates the entire Smart Reit lands for commercial because it will not conform to the new ROP. The consolidation of their urban lands will be considered through a future rationalization process in 2016.</li> <li>Staff supports linking commercial floor space in Breslau with population. There are policies recognizing that the commercial facility will also serve the passer-by traffic. PPL advises that the 2m2 per person ratio is an industry standard and deemed to be the amount of commercial floor area that a resident needs. The policy allows Smart Reit to build out based on the 2031 population of 7700 people. As such, the development can build to 15400 m2 or 165,000 f2 without an amendment. The policy also allows the consideration to expand beyond 15400 m2 through an OPA and market impact analysis.</li> </ul>



	<p>by consumer. The factor does not distinguish the type of retail – department store type, non-department store type, convenience type and each type generates different trips and different types of consumers. Smart Reit development would be competing with other designations that allow retail (GO, Employment Area 1, Commercial Mixed Use) and securing larger tenants would be problematic since their floor area requirement would use up most of the commercial supply limits. Would like to review the market analysis that justifies the rate of 2 m2 of floor area per person. A proposed alternative would be that the Retail Commercial designation is exempt from Policy 2.3 f) and g) and be subject to a market analysis to justify the amount of retail space allowed on lands outside the cap.</p>	
<p>Arthur Eby (68 Ebycrest Road)</p> <ul style="list-style-type: none"> <li>December 17<sup>th</sup>, 2013</li> </ul>	<ul style="list-style-type: none"> <li>Concerned that his entire lands between existing and new Highway 7 was not included within the Breslau Settlement Area. Concerned that the existing infrastructure (i.e. lack of sewage capacity) will not be adequate when it is time to develop his lands</li> <li>The residual lands after Highway 7 is constructed will be irregular shaped and not accessible for farming.</li> </ul>	<ul style="list-style-type: none"> <li>The BSP cannot expand the Urban Area beyond the current limits as per the new ROP. The Township will develop staging and growth rate policies that will meet Breslau's population targets and be mindful of the limited wastewater capacity.</li> <li>Expansion to Breslau would not conform to the new ROP.</li> </ul>
<p>Polocorp Inc. on behalf of Breslau Properties</p> <ul style="list-style-type: none"> <li>December 17<sup>th</sup>, 2013</li> <li>June 25, 2015 (presentation)</li> <li>July 28, 2015</li> <li>September 13, 2015</li> </ul>	<ul style="list-style-type: none"> <li>Breslau Properties (BP) owns 93 ha of land east and west of Fountain Street and south of Menno Street. The BSP should be completed in a comprehensive and holistic approach and should await the outcome of the ROP. BP supports the ultimate community plan from a previous workshop that included their lands for residential purposes. BP should be included and is a superior residential location than compared to N2 (Thomasfield Homes). BP has a history that warrants their inclusion in the Settlement with the dedication of the Fountain Street road allowance and some assurances that they would be considered as part of a future urban expansion.</li> <li>Schedule C Transportation Plan – do not support the road extension through BP properties to N2 because of its impacts to the wetlands and a CN grade connection is needed.</li> <li>Also questions the viability of the Dolman Street extension, which requires land from other properties. Who acquires it or pays for this road extension of Dolman Street.</li> <li>Request an expansion to Section 3.2 d) that would allow minor and major adjustments to EP designation (i.e. wetlands on their lands) when they submit the required EIS.</li> <li>Request the same rationalization as Smart Reit to adjust the boundary for about 6 to 7 acres of land for short term residential development.</li> </ul>	<ul style="list-style-type: none"> <li><u>No Change</u> – cannot include the entire Breslau Properties' lands in the Breslau Secondary Plan because it is not within the Breslau Settlement Area and would not conform to the ROP. The report justifies a residential designation for a portion of Thomasfield Homes' lands.</li> <li>A policy was added to determine the feasibility and impacts of this road connection through a future EA.</li> <li>See response previously in this appendix and report concerning the Dolman Street extension. The Township would be involved in facilitating the acquisition of lands for the Dolman Street extension.</li> <li><u>No Change</u> – the policy provides minor adjustments, subject to an approved EA.</li> <li>Rationalization will be considered in 2016 as part of the scoped Official Plan review.</li> <li>A policy (7.16.9.6 c) is included in the Plan that allows the Township to consider the inclusion of Breslau Properties in the Urban Settlement through a site-specific amendment as per the new ROP and the Minutes of Settlement.</li> <li>Wastewater allocation principles have regard for multiple developments and any expansion of Breslau will be done with adjusted population projections as per the Region. The Breslau Secondary Plan will not be allocating capacity, as that decision will be made in conjunction with reviewing the individual planning applications. See section in the</li> </ul>



	<ul style="list-style-type: none"> <li>Assurances that the Township shall provide for the future expansion of Breslau Properties lands in accordance with the ROP</li> <li>Future Servicing and Staging Policies to provide for their lands. Raised concerns that the draft sanitary servicing report did not provide for their lands.</li> <li>Issue to timing and funding of the Ottawa Street extension east of Woolwich Street.</li> <li>Issues regarding the EP designation and buffer area.</li> <li>Clarification of affordable housing.</li> </ul>	<ul style="list-style-type: none"> <li>report regarding wastewater capacity available for the growth areas.</li> <li>See comments in the report regarding the Ottawa Street extension east of Woolwich Street.</li> <li>See comments in the report regarding the EP designation.</li> <li>Housing types other than traditional single detached homes (semi, townhouses, plexs and apartments) that are capable of providing housing for low income households. The Region requires a minimum 30% of housing types other than single detached to address affordable housing.</li> </ul>
David Rutherford (22 Ebycrest Road) <ul style="list-style-type: none"> <li>December 13, 2013</li> </ul>	<ul style="list-style-type: none"> <li>Focus staging of development on existing lands, such as his, rather than expanding the residential designation to the east. This will create a more compact and central residential area versus an outlying and remote proposal like Thomasfield Homes.</li> <li>Consider the same boundary rationalization approach that was used for Smart Reit lands to consolidate the designation on his property.</li> <li>Include a boundary adjustment to include about 17 acres of his land outside the existing urban area (attached a previous Nov 2012 letter requesting boundary rationalization for his lands).</li> <li>Allocate servicing capacity for new growth on his lands</li> </ul>	<ul style="list-style-type: none"> <li>The Thomasfield Homes lands are within the Breslau Settlement Area, designated Urban and have the same designation as the Rutherford lands.</li> <li>Rationalization will be considered in 2016 as part of the scoped Official Plan review.</li> <li>Any expansion to Breslau would not conform to the ROP.</li> <li>This issue is addressed in the guiding principles for wastewater allocation in the proposed OPA.</li> </ul>
Jenny Williams and Mark Schmidt (33 Woolwich Street South) <ul style="list-style-type: none"> <li>December 6, 2013</li> <li>June 15, 2015</li> </ul>	<ul style="list-style-type: none"> <li>Objected to the proposed trail system traversing their property.</li> <li>Raised concerns that the Environmental Protection Designation that encroaches onto their residential lands which would preclude the conversion to a permitted commercial use.</li> </ul>	<ul style="list-style-type: none"> <li>The proposed trail route has been deleted across the Schmidt's property.</li> <li>Agreed. - The Consulting Team has reviewed the property and determined that the EP designation does not apply.</li> </ul>
Calvin Jutzi <ul style="list-style-type: none"> <li>June 23, 2015</li> </ul>	<ul style="list-style-type: none"> <li>What does the Gateway symbol on the Transportation Plan mean?</li> <li>When will Settlement boundary expansion occur?</li> </ul>	<ul style="list-style-type: none"> <li>The location of Gateways is intended to comprise of architectural/landscape features or points of interest in prominent areas as one enters Breslau.</li> <li>Settlement boundary adjustment will either occur as part of the 2016 rationalization process, the pending 2016/17 Regional Official Plan Amendment or a future Regional Official Plan review process.</li> </ul>
Ben and Karina Farenhorst @ 2361 Victoria Street North <ul style="list-style-type: none"> <li>June 24, 2015</li> </ul>	<ul style="list-style-type: none"> <li>Concerns about the property being rezoned from Agriculture to Residential.</li> <li>What is the Environmental Protection (EP) designation mean?</li> </ul>	<ul style="list-style-type: none"> <li>The zoning is not being altered in this process. The current designation is Urban Area and the proposed designation is Residential Low/Medium Density. In the fullness of time the lands could be redeveloped with greater density, subject to a zone change and addressing various technical issues, such as servicing, access, land use compatibility, etc.</li> <li>The EP designation on the property recognizes the floodplain and valleylands associated with Hopewell Creek.</li> </ul>