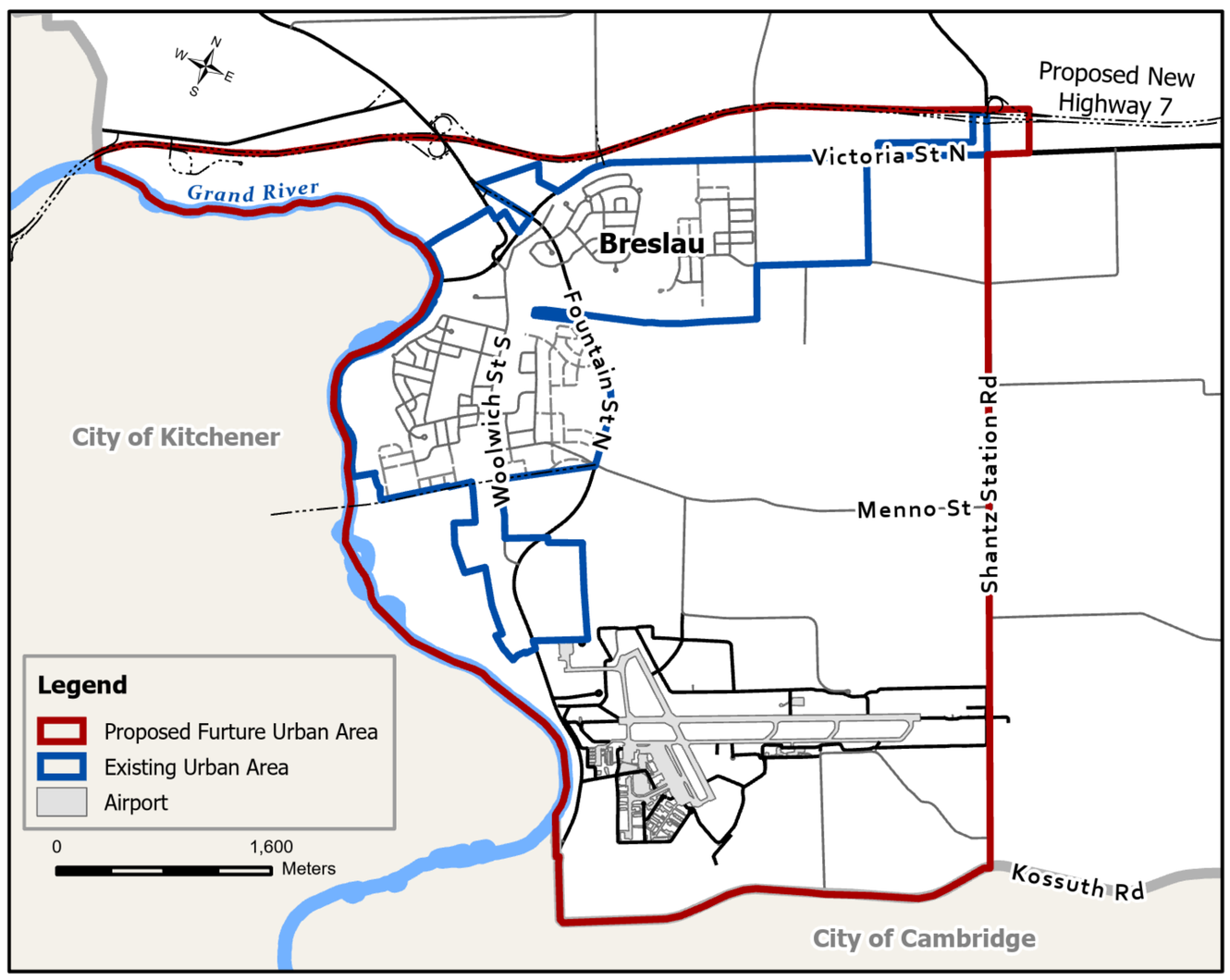
BRESLAU SETTLEMENT PLAN UPDATE
PUBLIC CONSULTATION SESSION #2
June 26, 2024

What is the purpose of this 2nd Public Consultation Session?

- To review the presentation at the 1st Public Consultation Session in June of 2023.
- To provide an update on what has occurred since the 1st Public Consultation Session.
- To summarize the public feedback from the surveys received to date.
- To present a proposed Preferred Land Use Plan, Conceptual Staging Plan, Sanitary Servicing Scheme and Transportation Network Strategy that achieves a planned and sustainable community for the new urban limits of Breslau.
- To highlight changes to Breslau's vision statement, guiding principles, and other planning policies in the Township's Official Plan that achieves a planned and sustainable community to appropriately implement the Preferred Land Use Plan.
- To provide the next steps in this public consultation process.

The Township of Woolwich initiated a review of the Breslau Settlement Plan Policies in conjunction with reviewing the Township's Official Plan because of the new urban boundary for Breslau as contained in the Provinces' April 2023 approval of ROPA #6 is illustrated with a red line on **Map 1** while the blue line signifies the current urban area limits.

Map 1 – Breslau's Urban Boundary



For context, the approximate land area of Breslau based on the:
- current urban area is 617 hectares; and
- new urban area is 2508 hectares.

This represents an approximate 400% expansion of its existing urban designated lands or an increase of 1891 hectares.

What was presented at the 1st Public Consultation Session?

The information that was presented at the 1st Public Consultation Session included the following:
three (3) land use concepts:

- Concept 1 – Employment focus with a projected 2051 population -**15,000 people** and employment - **12,600 jobs**;
- Concept 2 – Residential focus with a projected 2051 population -**19,000 people** and employment - **9,500 jobs**; and
- Concept 3 – Mix focus between Concept 1 and 2 with a projected 2051 population -**15,500 people** and employment - **12,700 jobs**,

as well as

- preliminary transportation information;
- preliminary servicing information; and
- preliminary environmental information identifying the areas within the new urban limits where there are gaps in the analysis of the existing natural heritage features / hazard lands as well as additional studies that may be required prior to development.

What has occurred since the 1st Public Consultation Session?

- Staff has collected and reviewed all the feedback that was received from the public to date as well as preliminary comments from the various agencies and area municipalities.
- Staff has reviewed the preliminary technical information concerning the transportation and servicing analysis received from the consultants retained by the Township.
- Based on the feedback received to date and the preliminary technical analysis, Staff:
  - Prepared a Preferred Land Use Plan with much more specific land used designations and densities;
  - Refined the population and employment projections based on the Preferred Land Use Plan;
  - Prepared a Conceptual Staging Plan illustrating the sequential pattern of growth based on land use, servicing, transportation and environmental factors;
  - Prepared a Sanitary Servicing Scheme identifying the catchment areas of the trunk sanitary sewer corridors and required pumping station infrastructure; and
  - Prepared a Transportation Network Strategy to accommodate the full buildout of new growth.
  - In May of 2024 the Province issued a final decision with the approved urban boundary limits of Breslau consistent with their original approval of ROPA#6 in April of 2023.

What was the public feedback received to date on the Breslau Secondary Plan update and specifically the three land use concepts presented at the 1st Public Consultation Session?

Public responses to the survey questions.

What is your favourite thing(s) about Breslau?



What is your least favourite thing(s) about Breslau?



What are the top three items that are most important to you for the future of Breslau?



“

As Breslau grows, I would like to see more of these types of housing”:



Do you agree or disagree with the statement that – “The Township of Woolwich needs to allow Breslau to grow quickly to accommodate more housing and jobs”.



Housing growth in the Breslau should be accommodated through high density (e.g., taller buildings) on vacant lands.



Do you agree or disagree with the statement that – “It is important for me to both live and work in the Breslau”.



Do you agree or disagree with the statement – “I find it easy to walk to places within Breslau”.



Do you agree or disagree with the statement that – “I like to bike around Breslau for recreational purposes.”



What three items do you think are needed in Breslau in the next 10 years?



What municipal or recreational items do you feel are needed in Breslau?



List three words/short sentences that describe your vision of the ideal Breslau 25 years from now:



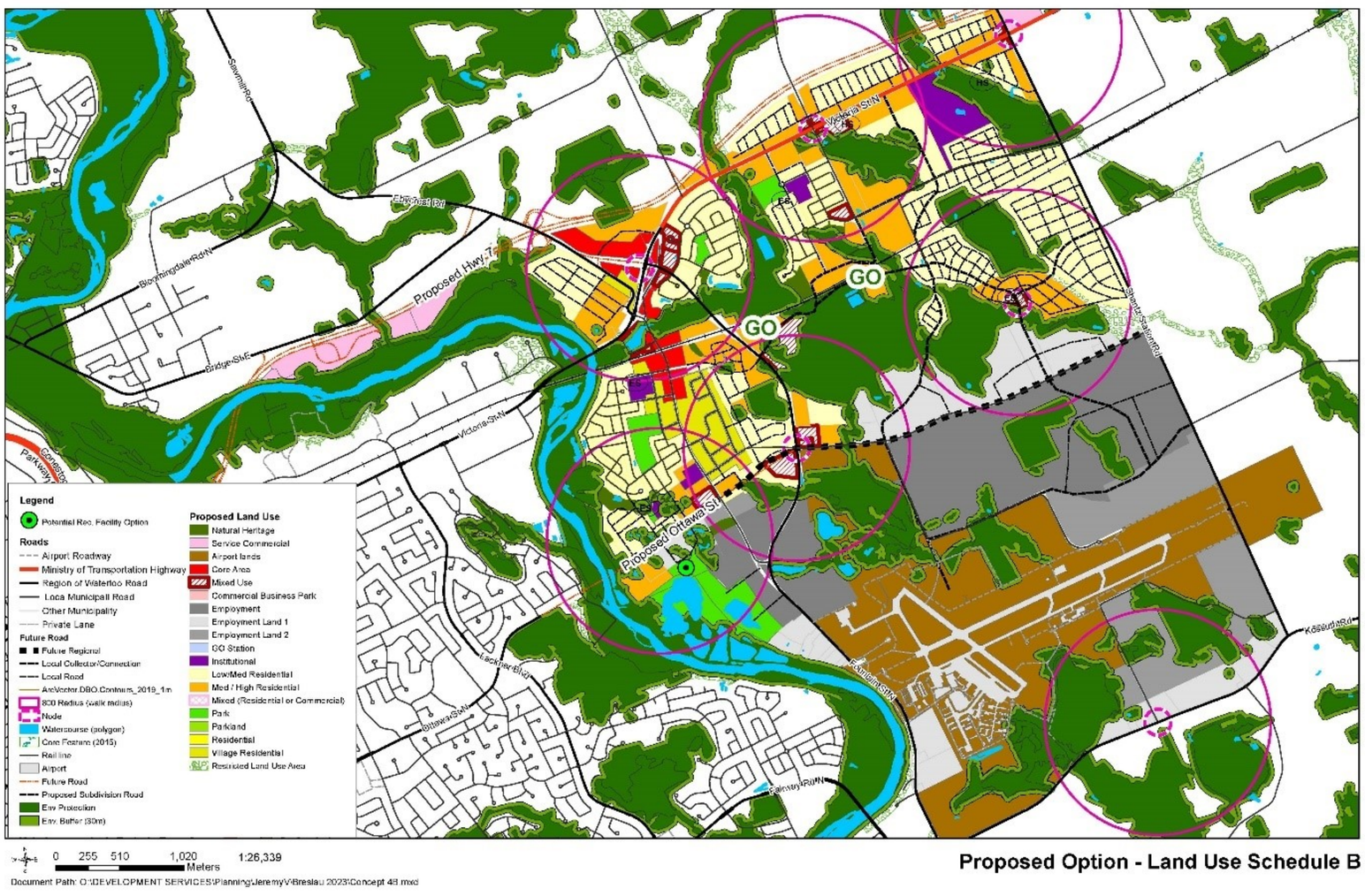
Of the three Concepts provided, which do you think is the best concept for a future Breslau and why?



Describe the Preferred Land Use Plan?

Based on the feedback received and after reviewing the preliminary technical analysis, a Preferred Land Use Plan shown as **Map 2** was prepared for further input, which has the following components.

Map 2 – Preferred Land Use Plan
Minimum 30,000 people



Proposed Option - Land Use Schedule B

<u>General</u>

- By 2051, Woolwich will have about **51,000 people**, of which, **approximately 14,000 people will be in Breslau**, 24,000 people will be in Elmira, 5,000 people in St. Jacobs and the rest in the smaller settlements and rural area.
- Projected long-term population in Breslau is a minimum of **30,000 residents but maybe closer to 45,000 residents**, and employment at approximately **9,000 jobs**. The population projection is based on a minimum gross density of 55 people/jobs per hectare as contained in the policies of the Breslau Settlement Plan.
- Existing natural heritage features and buffer areas continue to be identified.
- The limits of the Waterloo Region International Airport (the "Airport") lands are identified with a brown shading and the existing/future land uses will be in accordance with the Region's Airport Growth Plan/future Zoning By-law provisions.
- General locations for potential recreational facilities to serve Breslau's ultimate 2051 population are identified. The types of facilities (e.g., arena, pools, fields, etc.) and specific locations will be determined through the Recreational Master Plan scheduled to be completed by the end of 2024.

<u>Existing Urban Limits of Breslau</u>

- The following are proposed changes to the land use designations within the current urban area of Breslau:
  - *Employment to Medium/High Residential Density* - properties along the east side of Greenhouse Road, south of Victoria Street;
  - *Employment to Low/Medium/High Residential Density* – lands within the Hopewell Crossing Phase 4 subdivision along the planned Wambold Street and on the south side of Victoria Street;
  - *Employment to Commercial Mixed Use* – at the southeast corner of Victoria Street and Greenhouse Road;
  - *Employment to Medium/High Residential Density* – a property at the southwest corner of Hopewell Crossing Drive and Greenhouse Road within the Hopewell Crossing Phase 1 subdivision;
  - *Employment to Mixed Use* – a property on Ironhorse Drive within the Hopewell Crossing Phase 2 subdivision;
  - *Commercial to Medium/High Residential Density* – on the eastern portion of lands at Victoria Street and the Fountain Street extension;
  - *Commercial/Business Park to Mixed Use and Medium/High Residential* – Beacon Point Court lands;
  - *Village Main Street to Core Area* – along a section of Woolwich Street and on land at the northeast corner of Victoria Street and Fountain Street North extension.

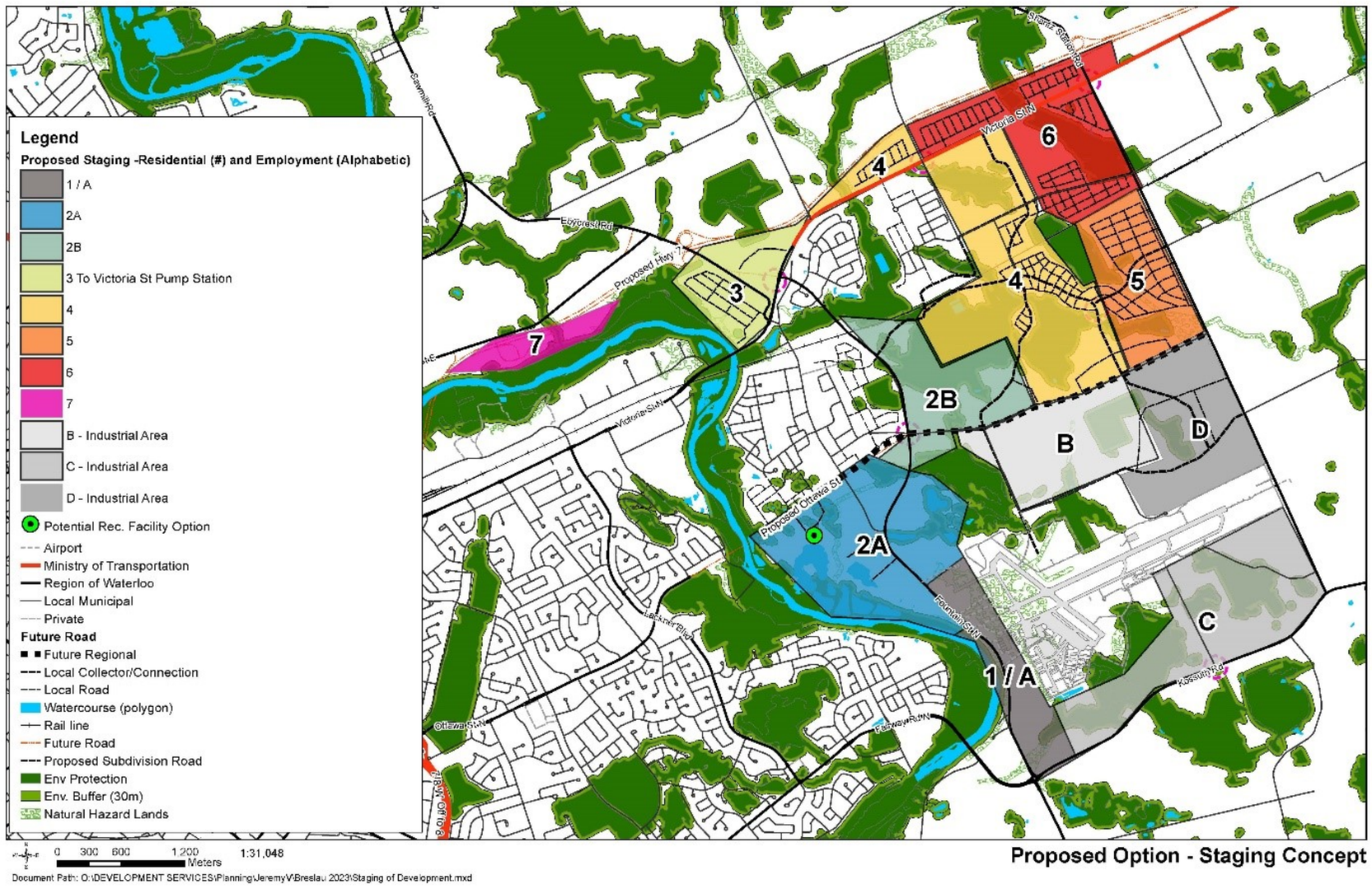
Expanded Urban Limits of Breslau

- Residential along the north 1/3 portion of Breslau.
- The medium and high residential density areas are located along the major road corridors, such as Victoria Street, Fountain Street and the proposed Connector Road, as well as areas within identified local nodes at key intersections.
- Employment lands along the Menno Street area and towards the south end of Breslau.
- Breslau's Core Area (downtown) is proposed to be established along Woolwich Street, Fountain Street and Victoria Street to replace the current Village Main Street and Commercial designations. The Core Area will accommodate a broad range of retail (e.g., grocery/hardware store), office, other commercial and community uses in a main street setting / built form to primarily serve the Breslau residents and be the focal point for the community.
- Major local nodes at key intersections are identified to accommodate certain commercial, institutional, community and open space uses in a built form and density that is pedestrian friendly and transit-oriented to primarily serve the surrounding neighbourhood as a walkable, 15 minute community.
- Some form of major commercial/commercial-mixed use will be provided to serve the Breslau community as well those within and outside the region:
  - Victoria Street and Shantz Station Road intersection;
  - Proposed Connector Road and the planned GO Station within the Hopewell Crossing subdivision;
  - Fountain Street and the Ottawa Street extension (to service the Airport);
  - Various local nodes identified; and
  - Lands between new Highway 7 and the Grand River.
- Major open space is proposed on lands adjacent to the Grand River, south of the Ottawa Street extension (former gravel pit).

How will the growth be staged in the Preferred Land Use Plan?

The Township will implement strong staging policies for Breslau to manage the location and rate of growth in accordance with the vision and guiding principles contained in the Official Plan. The staging policies will allow the Township to appropriately budget and deliver the services and infrastructure that are attributed to new development. Being able to continue to implement Woolwich's strong staging policies was a pre-condition of the Township accepting the Provinces' approved urban limits for Breslau.

Map 3 – Conceptual Staging Plan



The Conceptual Staging Plan shown above on **Map 3** for Breslau was based on the following factors:

- The logical and orderly staging of the hard services and infrastructure as identified in the Sanitary Servicing Scheme, which includes the availability of wastewater capacity within the two sanitary catchment areas being via the Victoria Street Pumping Station (VSPS) and the sanitary system within the City of Cambridge.
- The development of key transportation corridors in accordance with the Transportation Network Strategy.
- Allowing the newly identified Breslau Core Area to develop in the early stages and to provide concentric development, at a greater density, around the Core Area to ensure its long term viability.
- Allowing for GO and transit opportunities.
- Concurrent development of employment lands with new residential growth to ensure Breslau develops as a complete community.

- The current access policies imposed by the Ministry of Transportation along the Victoria Street corridor will temporarily restrict and delay development in this area until such time as new Highway 7 is constructed, and the ownership/jurisdiction of the corridor is transferred to the Region.
- The completion of a number of sub-watershed studies prior to development occurring within certain portions of the expanded urban area, being the Hopewell Creek, Chilligo Creek, and the Randal/Breslau Drains (i.e., not evaluated by the Master Environmental and Servicing Plan – Stage 2).
- The completion of an engineered analysis of the natural hazard lands prior to development occurring within certain portions of the urban area.

What is the Sanitary Servicing Scheme for the Preferred Land Use Plan?

The Township retained Associated Engineering to prepare a Sanitary Servicing Scheme for the Preferred Land Use Plan and to undertake the required Environmental Assessment (EA) process. This Scheme will identify the sanitary catchment areas, sanitary trunk sewer corridors and associated pumping station infrastructure which is a key input in determining:

- the amount and rate of growth to occur in Breslau;
- a staging plan that will provide a logical order and rate of growth (i.e., what areas or lands can be serviced first); and
- the required sanitary sewer infrastructure and associated funding approach to facilitate the growth.

The display boards at the 1st Public Consultation Session provided preliminary information concerning the sanitary, water and stormwater management strategy for Breslau which can be viewed on the Township's EngageWR (engagewr.ca/woolwich) under a folder titled Breslau Secondary Plan Update. Further technical analysis since the 1st Public Consultation Session has led to the refinement of the sanitary drainage areas (Map 4A) and development of alternative solutions for the sanitary sewer network (Map 4B) within the expanded urban limits of Breslau as displayed below.

Sanitary Servicing Scheme

Sanitary Drainage Areas

The ultimate urban area of Breslau is comprised of two primary sanitary servicing catchment areas shown on **Map 4A** being:

1. Victoria Street Pumping Station Catchment Area - (yellow) the lands at the northwest portion of Breslau, which flows via the existing sanitary trunk.
   - There is reserved capacity for lands within Breslau up to 189 L/s however only 94.5 L/s of capacity in available at the adjoining wet-well as per the current Cross Border Servicing Agreement (CBSA) with Kitchener. Upgrades to the adjoining wet-well to realize the 189 L/s maximum flows is scheduled to occur no earlier then 2026.
   - The sanitary system that directs flows to the VSPS is gravity fed for lands within the south or northwest quadrants of this catchment area while a local pumping station within the Hopewell Crossings subdivision (i.e., Hopewell Crossing Pumping Station on Ironhorse Drive) generally directs the flows for lands within the northeast quadrant.
   - Some of the lands within the Cambridge System Catchment Area, being a portion of the Madwest development located west of Fountain Street, will temporarily flow into the VSPS until such time when a trunk sanitary sewer from the Cambridge system is extended in proximity to the lands.
2. Cambridge System Catchment Area - (purple) the remaining lands in Breslau, which will flow via a future gravity sanitary trunk sewer at Fountain Street and Kossuth Road within the City of Cambridge's sanitary system.
   - The construction of the sanitary trunk gravity sewer within the City of Cambridge will be completed in four phases and will reach Fountain Street and Kossuth Road in the last phase by 2026/2027.

The Hopewell Crossings Subdivision has the flexibility to drain in either catchment areas depending on wastewater capacity because the existing pumping station within the development (blue).

Both catchment areas will outlet into the Wastewater Treatment Plan at Mill Park Drive in the City of Kitchener.

Sanitary Trunk Sewer Network

The Sanitary Trunk Sewer Network for the VSPS Catchment is currently in place.

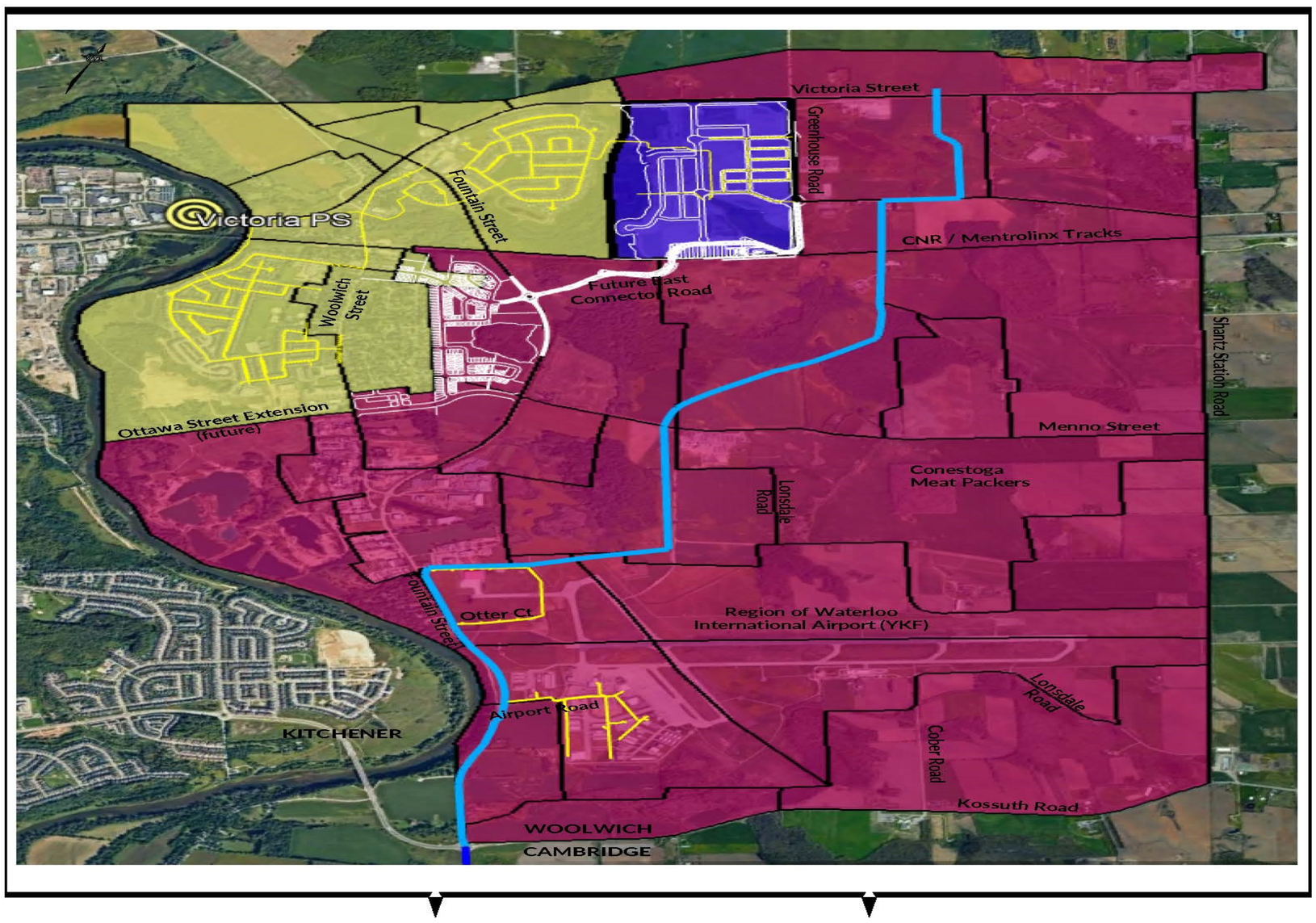
The selection of a preferred Alternative Solution for the Sanitary Trunk Sewer Network within the Cambridge System Catchment Area will be determined through a separate, concurrent Environmental Assessment (EA) process. The 1st public session was held this past March to provide an overview of the project and a 2nd public session was held on June 24, 2026 to present the preferred sanitary sewer network.

The project team for the EA process selected Alternative #5 which is shown on **Map 4B** below and is identified in the Report as an optimized version of Sanitary Alignment 3B in Alternative #2, being:

- A sanitary trunk sewer from Victoria Street that extends south via the proposed Wombald Street within the Hopewell Crossings Subdivision, crossing the railway along Wurster Place, cutting through a thin portion of the core environmental features in a southwesterly direction to Lonsdale Road, then extending east through the Airport lands to Fountain Street and finally heading south to Kossuth Road.

The selection of Alternative #5 by the project team was based on providing an efficient sanitary trunk sewer network to appropriately service the preferred land use and staging plans for Breslau.

Map 4A

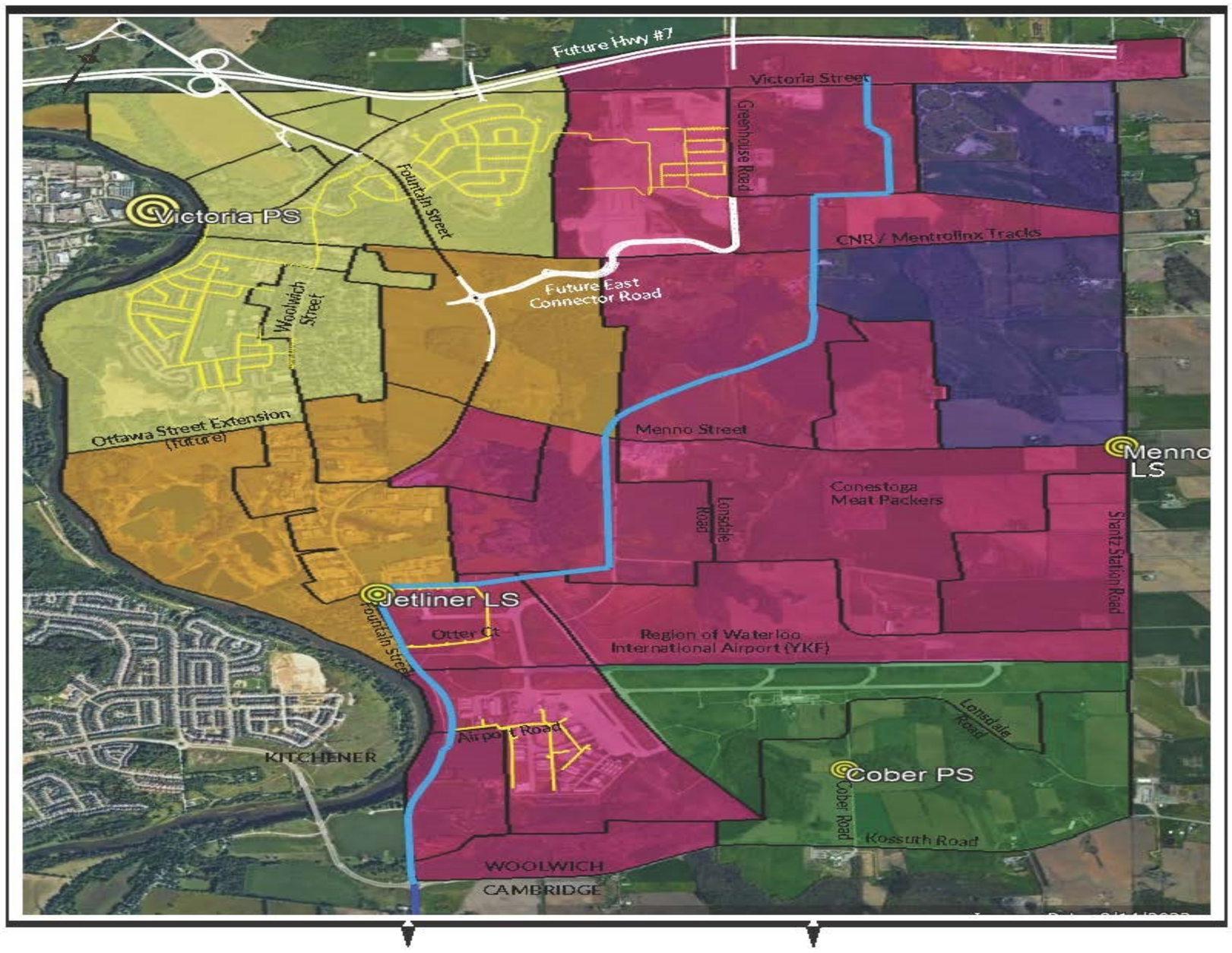


Associated Engineering | GLOBAL PERSPECTIVE. LOCAL FOCUS.

WOOLWICH TOWNSHIP

FIGURE A
Sanitary Drainage Areas

MAP 4B



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WOOLWICH TOWNSHIP

FIGURE A
Preferred Solution

What is the Transportation Network Strategy for the Preferred Land Use Plan?

The current planned transportation strategy for the provision of a well connected transportation road network, transit service and active transportation facilities (i.e., walking, cycling and rolling) to accommodate the growth for Breslau is contained in Section 7.26 of the Township's Official Plan. These policies are further supplemented by other Provincial and Regional policies and approved studies and master plans.

The display board at the 1st Public Consultation Session highlighted the <u>current</u> planned transportation improvements for the Breslau Settlement Area which can be viewed on the Township's Engage Page. Since the 1st Public Consultation Session, a Transportation Network Strategy (April 2024) was completed by MobilSafe Solutions Ltd, a transportation consultant retained by the Township, to assess and propose further refinements to the planned transportation improvements and infrastructure required to accommodate the full buildout of the Preferred Land Use Plan.

A summary of the municipal road system required for the Preferred Land Use Plan at full buildout is illustrated on **Map 5** and further described below.

Map 5 – Municipal Road System at Full Buildout



<u>Planned Municipal Road System for Full Buildout (see Map 5)</u>

- *Dolman Street extension* (Minor Collector – 23 m Right of Way) – from Woolwich Street South to Fountain Street to be constructed as part of the Madwest's development (timing 2025+).
- *Breslau Connector Road* (Urban Collector – 26 m Right of Way) – from Fountain Street to Greenhouse Road (timing 2031+).
- Menno Street (Major Collector – 30 m Right of Way) from Fountain Street to Shantz Station Road providing for vehicle travel lanes/HOV lanes and cycling lanes (timing TBD).
- *Ottawa Street extension* (Major Collector Road – 35 m Right of Way) –
  - from the Grand River to Shallow Creek Drive to be constructed as part of the Riverland's (Empire) Area 3 (Phase 5) development (tentative timing 2031);
  - from Shallow Creek Drive to Woolwich Street to be constructed as part of Empire's Phase 3 development (timing 2024/2025); and
  - from Woolwich Street to Fountain Street as part of the Madwest development (timing 2025+).
- New Street A (Major Collector – 30 m Right of Way).
- Kramp Road reconstruction (Minor Collector – 23 m Right of Way) – from Greenhouse Road to Shantz Station Road.
- Rider Street Extension (Minor Collector – 23 m Right of Way).
- New Street B/Wambold Street (Minor Collector – 23 m Right of Way) – from Victoria Street to Wurster Road.
- New Street C/Lonsdale Road Upgrade (Minor Collector – 23 m Right of Way).
- Airside Perimeter Road (Minor Collector – 23 m Right of Way).
- Cober Road/Lonsdale Road reconstruction (Minor Collector – 23 m Right of Way).
- Woolwich Street reconstruction (20 m Right of Way).

Other Planned Transportation Improvements

- *Fountain Street North* – from Victoria Street to 1.0 km north to new Highway 7 (tentative by 2031).
- *Ottawa Street Extension* - Bridge over the Grand River and reconstruction to Fountain Street (tentative 2041 and
- beyond RTMP).
- *New Highway 7* – from Kitchener to Guelph, via Woolwich and north of Victoria Street (TBD subject to Provincial funding).
- *Greenhouse Road reconstruction* – from Victoria Street to Kramp Drive.
- *Metrolinx Bridge Widening* - over Shantz Station Road to provide additional tracks and active transportation measures (tentative 2024).
- *Fountain Street North reconstruction/widening* – from Kossuth Road to Victoria Street (tentative 2031 to 2041 RTMP).
- *Shantz Station Road reconstruction/widening* – from Victoria Street to Kossuth Road (tentative 2031 to 2041 RTMP).
- *Kossuth Road reconstruction/widening* – from Fountain Street to Hespeler Road (tentative 2031 to 2041 RTMP).

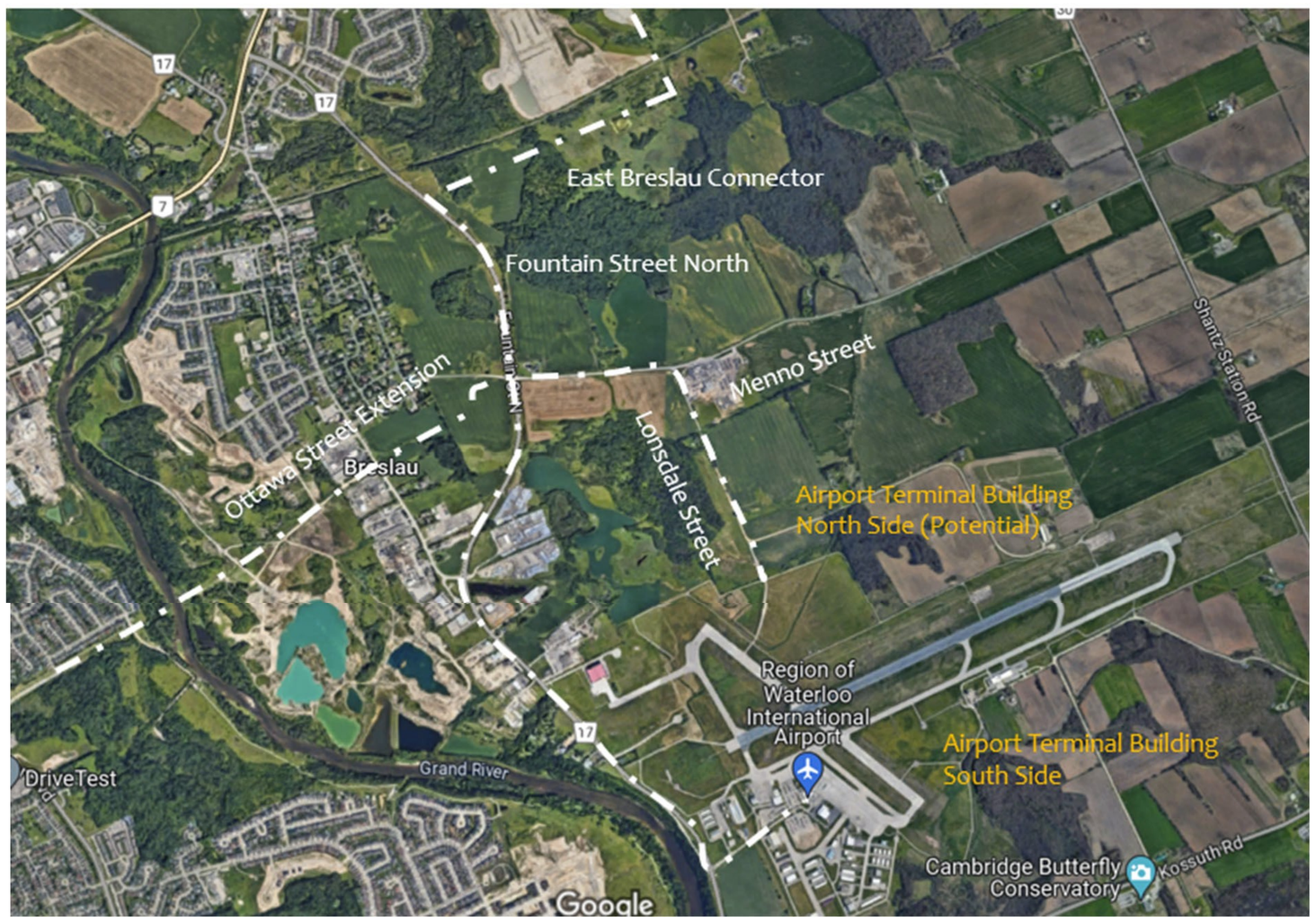
Public Transit

The Transportation Network Strategy states that "public transit will play a important role in the buildout of the Breslau Settlement Plan requiring the planning for both fixed-route transit service and demand responsive service". Breslau has a number of opportunities for transit service with links to the planned Metrolinx GO Station as noted below.

- *Planned bus transit to Breslau*.
- *Metrolinx GO Station*.
- *Transit Connection Service* – from the GO Station.
- *Potential Rapid Transit* – from Kitchener along the Ottawa Street corridor.

Map 6 illustrates the potential long term transit network withing Breslau utilizing gird road network of collector and arterial roads in providing an efficient and connected service for the full buildout of the Preferred Land Use Plan.

Map 6 – Long Term Transit Plan



Planned Active Transportation

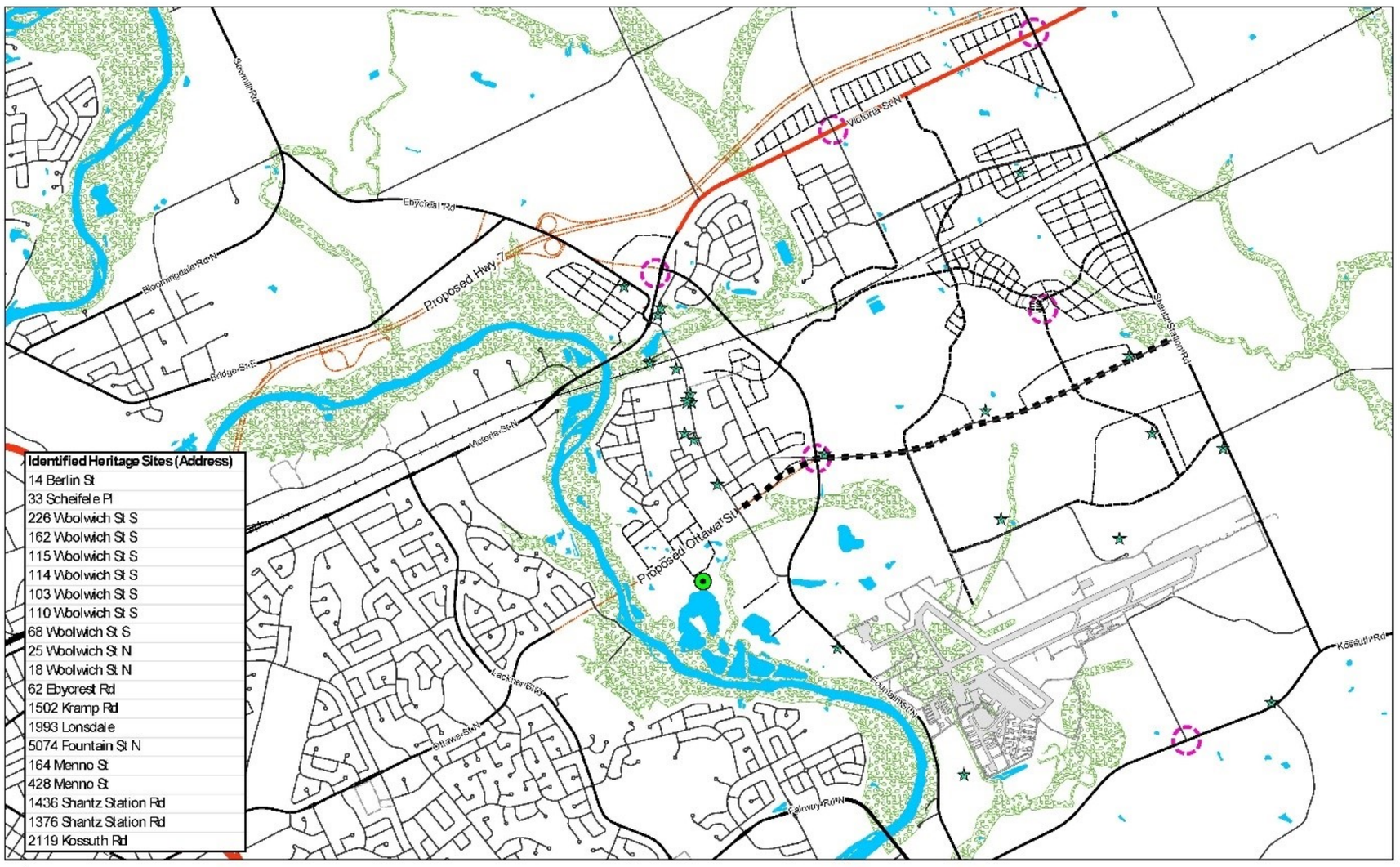
The Transportation Network Strategy states that "the Breslau Settlement Plan community design provides for efficient transportation opportunities for residents and employees that supports physical activity of walking and cycling." The following outlines the planned active transportation routes for Breslau:

- Potential Regional Cycling Routes – Victoria Street (if downloaded as a Regional Road), Fountain Street, Kossuth Road, Ottawa Street Extension and Shantz Station Road (upgrades as part of the roads' reconstruction).
- Potential Township Cycling Routes – Menno Street, Street A (North-South Collector Road), Lonsdale Road and Airside Perimeter Road.
- Trail/Multi-Purpose Walkway Extensions—adjacent to natural features.

Cultural Heritage Resources

A preliminary investigation was completed to identify the potential heritage buildings, structures and/or sites as shown on **Map 7** below that have cultural heritage value based on the date of construction, method of construction and/or architectural style/design. A more detailed analysis will be completed either through a planning application of a proposed development or subsequently by the Township's Heritage Committee as part of their annual work plan.

MAP 7



Proposed Option - Heritage Potential

What changes were made to Breslau's vision statement and principles as result of the feedback and technical review?

Based on the public/agency feedback and the technical review that has occurred to date, Township Staff is proposing a number of changes to the Breslau's vision statement and principles to align with and appropriately implement the Preferred Land Use Plan.

The proposed modifications to Breslau's vision statement and principles are highlighted in red text or with a ~~purple strikeout/text~~ below. We welcome your feedback to determine if it accurately reflects the comments received to date.

The proposed modified **vision statement** for Breslau is the following:

a) *The Breslau Settlement Area is a modestly scaled community located on the edge of the Grand River, adjacent to the Cities of Kitchener and Cambridge and in close proximity to the Cities of Waterloo and Guelph. It is set within a rolling landscape, and functions as a transition between the Countryside of Woolwich Township and the adjacent urban areas. It is also, adjacent to the Region of Waterloo International Airport. As of 2024, Breslau includes a residential community, an ~~industrial~~ employment area, a limited amount of commercial/retail activity and recreational opportunities. It is also adjacent to the Region of Waterloo International Airport. It is the intent of this Plan that Breslau steadily transitions into a complete community by 2051 containing of full range of housing options, employment, commercial and recreational opportunities, as well as achieving 15-minute residential neighbourhoods designed to support healthy and active living and meet people's daily living throughout an entire lifetime.*

b) *Breslau is a safe, close knit and family-oriented community that has the continued desire to maintain that small-town, quiet feel even though its urban boundary has grown larger.. Its residents and business operators are friendly and welcoming. The community has an established centre with a small-town feel. The community enjoys the services and amenities that a larger urban area can offer but they want to maintain a built form that does not loose the quaintness and rural setting of a smaller town. Importantly, Breslau is well located and accessible – locally, regionally, nationally and internationally yet still very accessible to the surrounding rural landscape..*

c) *By 2051 ~~2031~~, Breslau is expected to grow to accommodate a population of approximately 14,000 ~~7,690~~ people and include about 9,000 ~~3,845~~ jobs. However, Breslau may grow beyond these population and growth projections if development exceed the minimum density targets. ~~although the community is expected, and has the potential, to grow substantially larger than that in the longer term.~~*

d) *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 and the planned GO Station, highways , the Regional Road and local collector road system, the existing and planned active transportation corridors and the Region of Waterloo International Airport.*

e) *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 attainable and affordable.*

f) *New schools and other recreational and community facilities will be planned and 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, the ~~and~~ Hopewell Creek and Chilligo Creek valley systems and the many wetland complexes.*

g) *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~~ and other active transportation facilities where appropriate, increased connectivity of the local transportation network, new Provincial Highway 7, introduction of high order transit facilities including a proposed GO Station and an enhanced regional, national and international presence at the nearby Region of Waterloo International Airport.*

The proposed modified **principles** for the Breslau are the following:

***Principle 1**: To grow and develop in a responsible manner that protects, conserves, enhance and restores the Grand River and its contributing subwatersheds and the abundant natural areas, features and associated ecological functions. The creation of a comprehensive and linked Natural Heritage Framework will be promoted inclusive of passive parks, open spaces and publicly accessible trails.*

***Principle 2:** To promote and strengthen a community structure that protects the historic central neighbourhood and provides a sufficient supply of commercial lands, a full range of housing options that includes an appropriate amount that is more attainable and affordable, employment~~, business~~ opportunities and community/recreational services and amenities in a manner that is reflective and responsive to the needs of the local community.*

***Principle 3:** To create well designed, safe, attractive and sustainable 15-minute residential neighbourhoods where possible that are integrated with the existing community in a logical, compatible, efficient and cost-effective manner and support healthy and active living that meets people's daily living needs throughout an entire lifetime.*

***Principle 4:** To develop an urban community at a density that supports transit, and at a scale that reflective of a town rather than a larger city. ~~To recognize the long-term development potential of the adjacent Countryside within the Countryside Line as identified on Map 7 of the Regional Official Plan, but to also protect the existing agricultural operations in the interim by avoiding premature expansion of the Breslau Settlement Area.~~*

***Principle 5** To develop a well-connected, multi-modal and safe active transportation system that promotes walking, cycling, rolling and transit usage, as well as providing an efficient and connected 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 and contaminated soils as well as from other nuisance impacts including noise, odour, dust 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 staging of services, infrastructure and community amenities, achieves the Province's mandate of increasing the supply of housing, is balanced with employment, commercial and recreational opportunities and is reflective of the financial and administrative capabilities of the Township.*

What are the other policy changes to the Breslau Settlement Plan that is required to implement the Preferred Land Use Plan?

There are other key policy changes with respect to growth and land uses in the Official Plan and/or specifically related to the Breslau Settlement Plan which are summarized by the following:

- To modify the Commercial Mixed Use designation to promote such uses within local nodes and to provide greater
- flexibility in achieving a mixed use development either within a zoned area, property and/or building.
- Create new definitions and policies for neighbourhood, community and employment nodes at prominent and strategic intersections in Breslau. The nodes with become the focal point of the neighbourhood as well as locations for active transportation and transit routes/connections.
- Adjusting the minimum density requirements within low, medium and high density residential areas in order to achieve Breslau's overall population projection and prescribed density requirements.
- To delete certain existing designations in the current Breslau Settlement Plan, such as Commercial / Business Park and Village Main Street, with more generic designations, such Commercial / Mixed Use and Core Area, to better implement the Preferred Land Use Plan.
- To amend the staging policies and provide new growth rate targets for the Designated Greenfield Areas and a minimum intensification target within the Settlement boundary.
- To provide a commercial hierarchy and associated policies for Breslau which includes commercial floor space targets to satisfy the shopping needs of the community.
- To amend the Natural Heritage policies that acknowledges the gaps in the environmental analysis of certain portions of the new urban area and the need to complete the various required sub-watershed studies and hazard land analysis prior to growth occurring in these areas.
- To amend the housing policies to offer a full array of housing options that are attainable and affordable for all house-hold groups and income levels.
- To modify the transportation policies to align with the Transportation Network Strategy that is ultimately approved.
- To modify the servicing polices to align with the overall servicing scheme that is ultimately approved.
- To modify the staging and development polices, which includes identifying the sequential order of growth and rate by
- area within the Breslau urban limits to align with the staging plan that is ultimately approved.
- To amend the associate schedules/mapping to conform with the modified Breslau Settlement Plan policies, the
- Preferred Land Use Plan and the technical studies/plans..

What are the next steps?

1. Review the comments received and finalize the technical reports related to servicing and transportation.

2. Develop a strategy, work plan and policies in collaboration with the Region, municipal partners and the GRCA to address the environmental gaps.

3. Review the comments received from the 2nd Public Consultation Session, the recommendations in the technical reports and the environmental strategy that was developed as input in refining the Preferred Land Use Plan, Staging Plan and planning policies for the Breslau Settlement Plan.

4. Incorporate and present recommendations, plans and policies as part of the review of the Township's Official Plan being completed by NPG Planning Solutions (end of 2024).

5. Incorporate the recommended servicing and transportations strategies in the Township's Development Charges By-law and Background Study (2026+).