MHBC PLANNING URBAN DESIGN & LANDSCAPE ARCHITECTURE

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PLANNING JUSTIFICATION **REPORT**

OFFICIAL PLAN AND
ZONING BYLAW AMENDMENT

109, 115, and 133 Bridgeport Road East & 30 Weber Street North

City of Waterloo

Date:
August 2022

Prepared for:
115 Bridgeport Inc and 1648386 Ontario Limited

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1.0 INTRODUCTION

MacNaughton Hermsen Britton Clarkson Planning Limited ("MHBC") has been retained by 115 Bridgeport Inc and 1648386 Ontario Limited (the "Owner") to provide a planning opinion regarding an Official Plan Amendment and Zoning By-law Amendment to permit a mixed-use development ("development") on the lands municipally addressed as 109, 115, and 133 Bridgeport Road East and 30 Weber Street North ("the subject lands"). The purpose of this Planning Justification Report is to provide a planning summary and analysis of the relevant policy framework, planning considerations, and technical studies required to support an Official Plan and Zoning By-law Amendment application.

The subject lands comprise a total of 1.17 hectares (post road widening) and are located along the east side of Weber Street North, the south side of Bridgeport Road East, and the north side of Royal Street. The location of the subject lands is illustrated on **Figure 1**. The subject lands are primarily vacant with the exception of two single storey commercial buildings that front onto Weber Street North. The owner proposes to redevelop the lands by demolishing the existing commercial buildings and replacing them with a new mixed-use building with multiple towers situated on a podium with ground floor commercial space oriented towards Weber Street North.

This Planning Report has been prepared for submission to the City of Waterloo and includes the following:

- An introduction and general description of the subject lands, surrounding land uses and existing conditions to provide an understanding of the locational context;
- A description of the overall development concept and proposed Official Plan and Zoning By-law Amendments;
- A review and assessment of the existing and emerging Provincial, Regional and Municipal policy framework in relation to the proposed redevelopment;
- A review and summary of other technical reports prepared in support of the proposed planning applications.

An Official Plan Amendment and a Zoning By-law Amendment are required to permit the proposed development.

1.1 Complete Application

The Record of Pre-Submission Consultation provided by the City (following a meeting on October 19, 2021) identified the following documents as requirements for a complete application for Official Plan and Zoning By-law Amendment:

1. Complete Application Form, Permission to Enter Form, Owner Authorization Form;
2. Application fees;

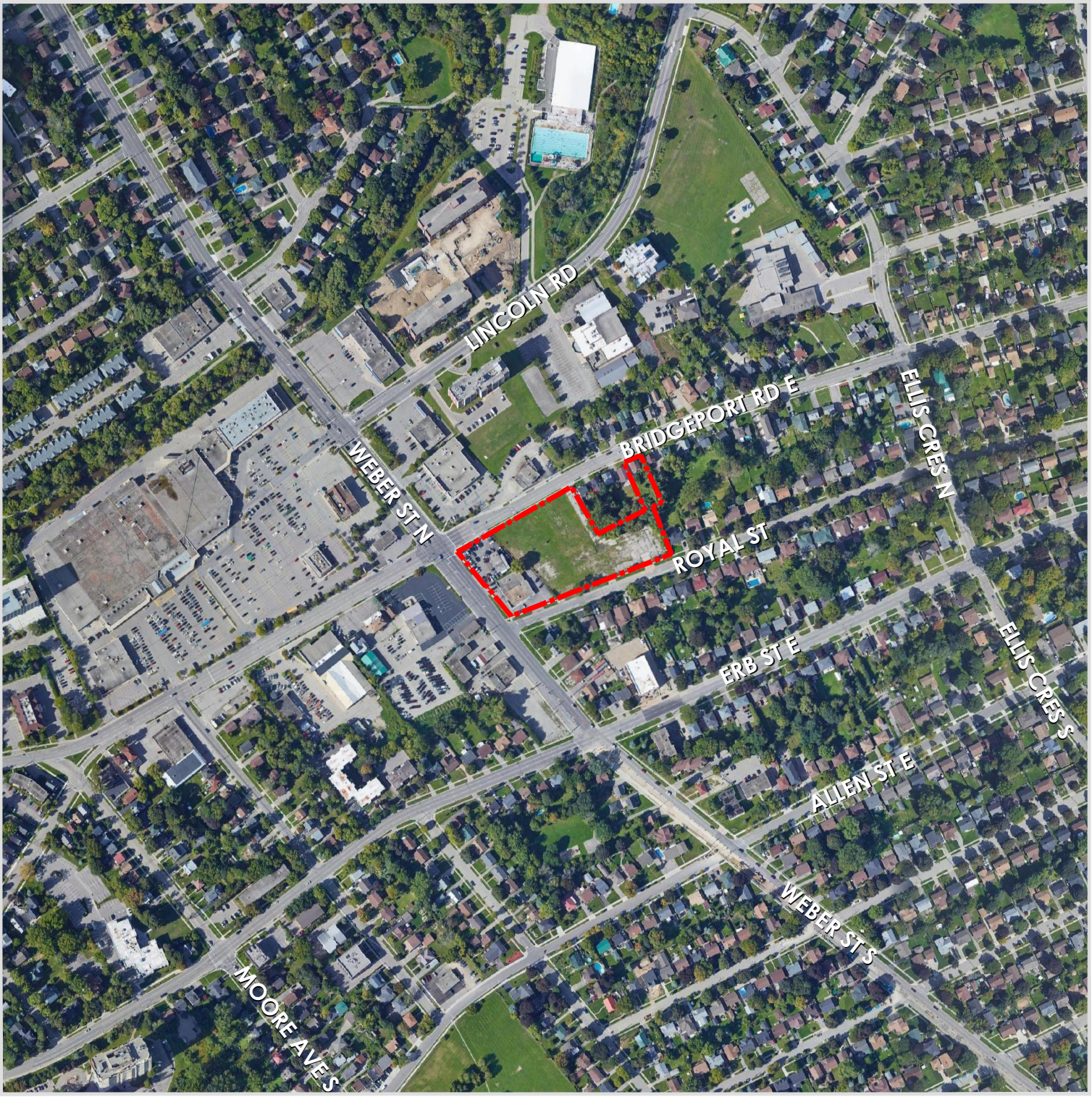


Figure 1
Location Map

LEGEND

Subject Lands

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109, 115, and 133 Bridgeport Rd and 30 Weber St N
City of Waterloo
Region of Waterloo

Source: Google Satellite Imagery

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3. Notice of Source Protection Plan Compliance;
4. Environmental Site Screening Questionnaire;
5. Conceptual Site Plan, Floor Plans, Site Servicing and Grading Plan, and Elevations and Renderings;
6. Planning Justification Report;
7. Urban Design Brief;
8. Shadow Study;
9. Wind Study;
10. Functional Servicing Report;
11. Preliminary Stormwater Management Report and Plan;
12. Energy Strategy;
13. Transportation Impact Study;
14. Parking Justification Study; and
15. Noise Study.

All required reports have been prepared and submitted concurrently with the planning applications. Summaries of the Reports are included in **Section 5** of this Report.

2.0 SITE DESCRIPTION AND SURROUNDING LAND USES

The subject lands are municipally addressed as 109, 115, and 133 Bridgeport Road East and 30 Weber Street North and are located in the City of Waterloo and Region of Waterloo. The lands have a combined total lot area of 1.17 hectares after road widening and have frontage on Bridgeport Road East, Weber Street North, and Royal Street.

The lands are primarily located within a Major Node and are in close proximity to a range of commercial uses, including a large commercial plaza on the northwest corner of the intersection of Weber Street and Bridgeport Road that includes a range of retail and service commercial uses, including two food stores (Wal-Mart and Sobeys).

The proposed development has principally been oriented to address all three streets. In this location, Weber Street has four through-lanes and a left turn lane (for access to Bridgeport Road East). Bridgeport Road East is three to four-lane Regional road that is one way (travelling west) and provides direct access to Uptown

Waterloo from the subject lands. Royal Street to the south of the subject lands is a two-lane local street that provides access to numerous residential properties between Weber Street and Margaret Avenue. The intersection of Bridgeport Road East and Weber Street North is signalized as is the intersection of Weber Street North and Erb Street East to the south.

Please refer to **Figure 2** for the Site Context Plan which illustrates the subject lands, surrounding uses, and nearby transit and active transportation networks. The surrounding area includes a mix of land uses including residential and a full range of commercial uses which are generally described below:

NORTH: Immediately to the north of the subject lands is Bridgeport Road. Single storey commercial uses, including a vehicle service station and a Shoppers Drug Mart, are located immediately across Bridgeport Road from the subject lands. There are several high rise residential and mixed-use buildings that occupy the lands further north of these commercial uses, generally along Lincoln Road.

EAST: Low-density residential uses occupy the area to the east of the subject lands, however some of the lands are in transition to mid-rise forms of housing. Further to the east are low density residential communities.

SOUTH: Immediately to the south of the subject lands is Royal Street. East of the subject lands, Royal Street is characterized by low-rise residential homes. Closer to Weber Street, the lands that front onto either Weber Street or Royal Street are planned for mid-rise mixed-use development. Beyond Royal Street, there are various low and medium density residential uses as well as commercial uses that front onto Weber Street.

WEST: To the west is Weber Street and along Bridgeport Road, a series of commercial uses that are generally auto oriented with large expanses of surface parking.

Grand River Transit: Route 5 – Erb Route: Provides bus transit from the Boardwalk to Bridgeport Sportsfield.

Route 8 - Weber Route: Provides bus transit from Fairview Park Mall to University Avenue and King Street in Waterloo.

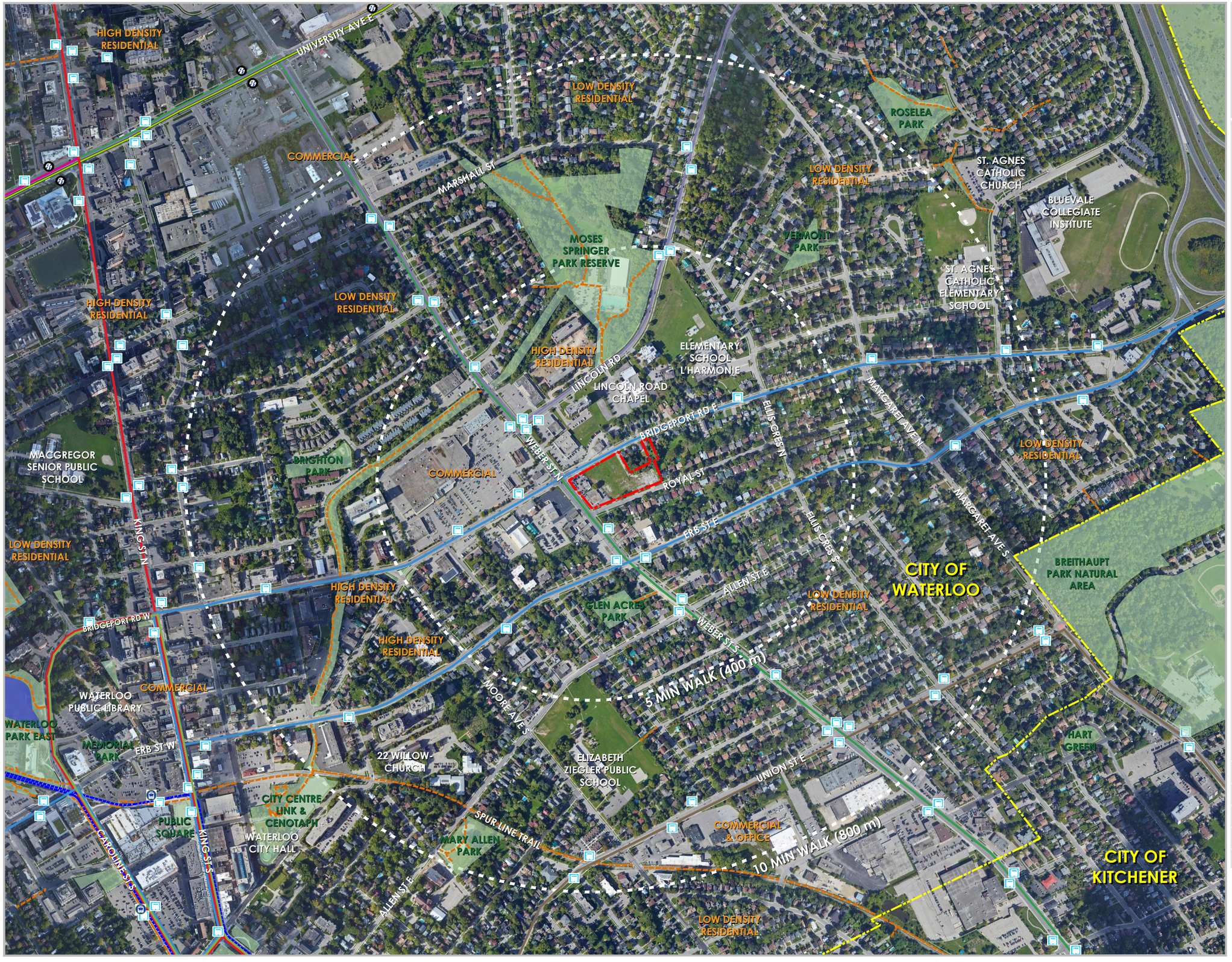
Route 29 – Keats-University Route: Provides bus transit from the Boardwalk to the Conestoga Station.

ION Light Rail: The Waterloo Public Square Station is approximately 1.0 km from the subject lands; access is provided to this Station via GRT Route 5.

In summary, the subject lands are located in an area with a broad mix of uses, including a wide range of commercial uses that serve the day-to-day and week-to-week needs of the community (and will serve the future residents of the proposed development). Furthermore, the lands are well served by transit and active transportation options and have access to the Moses Springer Community Centre located on Lincoln Drive.

Figure 2
Context Map

109, 115, and 133 Bridgeport Rd and 30 Weber St N
City of Waterloo
Region of Waterloo



LEGEND

- Subject Lands
- Municipal Boundary
- 5 & 10 Minute Walking Distance
- Parks
- Existing Trails
- Glasgow-Margaret Bus Route #4
- Erb Bus Route #5
- King Bus Route #7
- Weber Bus Route #8
- Westmount Bus Route #12
- Strasburg-Belmont Bus Route #16
- Keats-University Bus Route #29
- University iXpress Route #202
- ION Light Rail Transit Route #301
- GRT Bus Stop
- iXpress Bus Stop
- ION Light Rail Transit Stop #301

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Google Satellite Imagery

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The lands are ideally situated for the introduction of residential uses and the continuance of commercial uses along Weber Street.

3.0 DESCRIPTION OF PROPOSAL

The owner is proposing to demolish the existing buildings on the subject lands and develop a new multi-tower, mixed-use development that includes a shared podium with internal parking. The three towers range in height from 22 to 25 storeys (including the podium) and include a total of 622 residential units (785 bedrooms), 345 square metres of commercial space proposed at grade along the Weber Street North frontage, and a total of 569 vehicular parking spaces.

Access is proposed from two driveways on Bridgeport Road East and one driveway on Royal Street. Access points on Bridgeport Road East are intended to be left-in, left-out due to Bridgeport Road East being a one-way road. There are multiple access points to the structured parking as well as a driveway that bisects the subject lands and provides access from Bridgeport Road East and Royal Street, as well as access to loading areas and parking area. There are multiple pedestrian entrances facing Weber Street North, Bridgeport Road East, and Royal Street.

The site plan is included as **Figure 3** in the report and a copy of the floor plans and elevations are included with the application submission.

Podium

The six storey podium will provide a common base for the three residential towers. The podium includes residential units along the perimeter of three sides of the podium (where windows can be installed), commercial units on the ground floor facing Weber Street North, parking located internal to the podium on the first four storeys and to the east on all 6 storeys, and a rooftop amenity space on top of the fourth storey. There will be a mix of 1 and 2 bedroom units within the podium, offering a wide range of unit sizes that will appeal to a broad demographic, including families.

Towers

As discussed, three towers are proposed above the podium, as follows:

- Building A – 19 storeys (+ 6 in the podium);
- Building B – 18 storeys (+ 6 in the podium)
- Building C – 16 storeys (+ 6 in the podium)

The towers are spaced on the site to provide separation from one another, and from the adjacent lands. The height has been intentionally designed to have the tallest building oriented towards the west at the intersection of Weber Street and Bridgeport Road, while the height steps down towards Royal Street and moving across the site to the east. No tower is proposed on the easterly portion of the site.

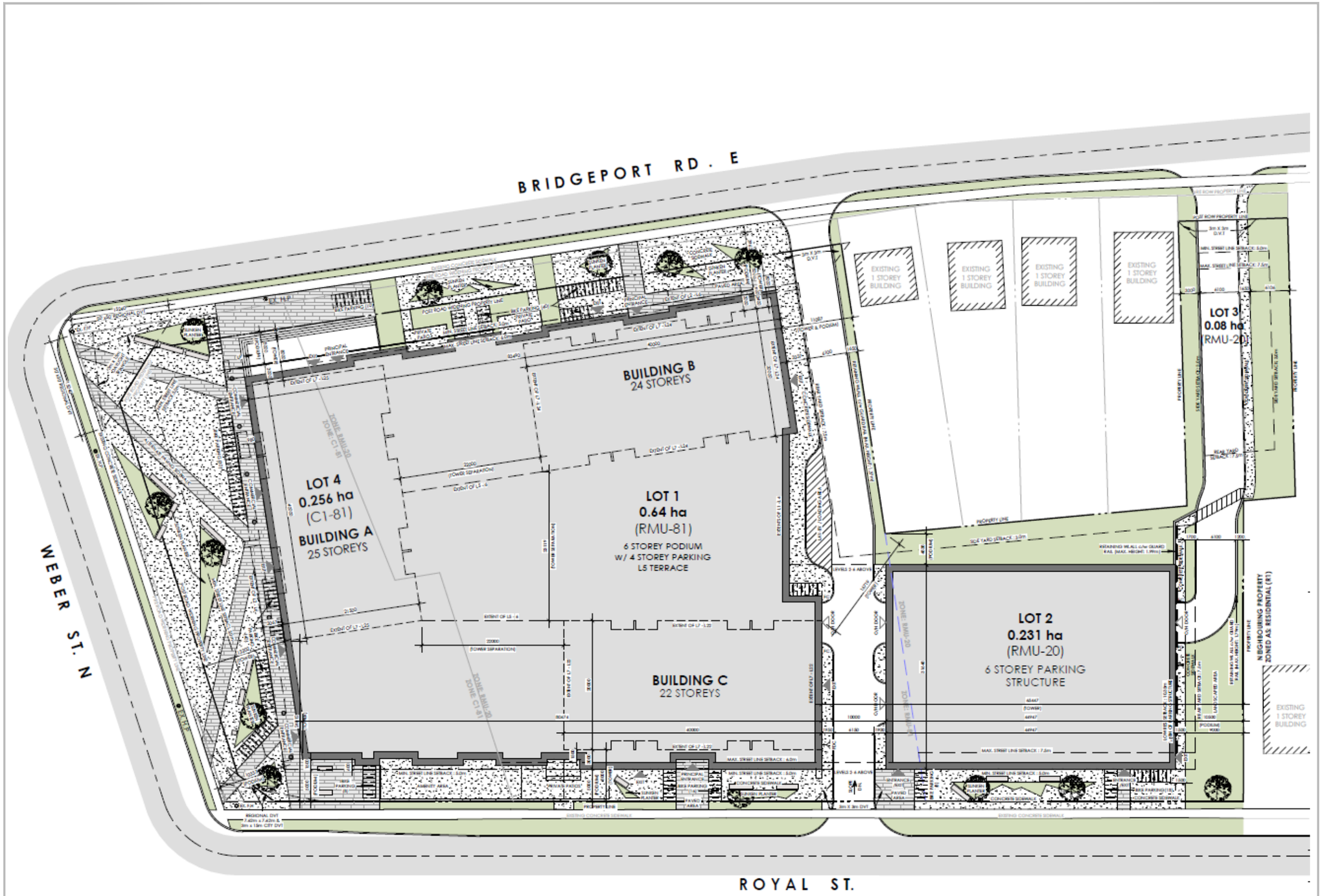


Figure 3
Site Plan

109, 115, and 133 Bridgeport Rd and 30 Weber St N
City of Waterloo
Region of Waterloo

LEGEND

Subject Lands

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Amenity Space

Each residential unit is proposed to have a balcony for private amenity space. Residential lobbies have been provided on the ground floor of the podium below each tower. A common indoor amenity space has also been provided on the ground floor of the westerly portion of the podium facing Royal Street. A large common outdoor amenity space has been provided on top of the fourth storey of the podium, allowing for outdoor gathering spaces that can be planned and designed through the more detailed consideration of the project. Residential units will face the outdoor area, creating an inviting space that is partially sheltered from westerly winds.

Parking and Access

The parking area will be accessed by two driveways on the Bridgeport Road East frontage and one access on the Royal Street frontage. The centrally located access driveway is connected and provides a connection through the site, to parking areas, and to loading areas. All proposed parking is contained within a structure.

A total of 569 parking spaces are proposed on site, generally divided as follows:

- 0.8 spaces per residential unit
- 0.1 spaces per residential unit for visitors; and
- 2.4 spaces per 100 m^2 of building floor area for non-residential uses.

The podium parking structure will be screened along the entire Weber Street North and Bridgeport Road east frontages by the commercial space, lobbies or residential units, while the majority of the structure parking is located behind residential units along the Royal Street frontage. The parking structure located on the easterly part of the site is screened from Royal Street by an interior bike parking room on the ground floor.

Bicycle parking is proposed in multiple locations, with the intention that secure spaces are easily accessed by cyclists. Additional outdoor bicycle parking spaces are proposed at the various building entrances on all three streets for visitors and patrons using the commercial component of the development.

4.0 PLANNING ANALYSIS

This section of the report reviews the policy framework as it applies to the subject lands and how the proposal is consistent with, and/or conforms to, this framework.

4.1 Provincial Policy Statement, 2020

The Provincial Policy Statement (PPS) was issued by the Province of Ontario in accordance with Section 3 of the Planning Act and came into effect on May 1, 2020. The PPS provides policy direction on matters of provincial interest related to land use planning and development.

The intent of the PPS is to provide a vision for land use planning in Ontario that encourages the efficient use of land, resources and public investment in infrastructure. A mix of land uses are encouraged to provide choice and diversity. A variety of transportation modes to facilitate pedestrian movement, less reliance on the automobile, and use of public transit are encouraged as a means of creating more sustainable, livable and healthy communities. The PPS encourages development that will provide for long-term prosperity, environmental health and social well-being.

Section 1.1.1 of the PPS provides direction for creating healthy, livable and safe communities.

a) promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term;

b) accommodating an appropriate affordable and market-based range and mix of residential types (including single-detached, additional residential units, multi-unit housing, affordable housing and housing for older persons), employment (including industrial and commercial), institutional (including places of worship, cemeteries and long-term care homes), recreation, park and open space, and other uses to meet long-term needs;

c) avoiding development and land use patterns which may cause environmental or public health and safety concerns;

d) avoiding development and land use patterns that would prevent the efficient expansion of settlement areas in those areas which are adjacent or close to settlement areas;

e) promoting the integration of land use planning, growth management, transit-supportive development, intensification and infrastructure planning to achieve cost-effective development patterns, optimization of transit investments, and standards to minimize land consumption and servicing costs;

f) improving accessibility for persons with disabilities and older persons by addressing land use barriers which restrict their full participation in society;

g) ensuring that necessary infrastructure and public service facilities are or will be available to meet current and projected needs;

h) promoting development and land use patterns that conserve biodiversity; and

i) preparing for the regional and local impacts of a changing climate.

The proposed development represents an efficient use of under-utilized land by replacing two auto-oriented uses and a large vacant lot with a high-rise mixed use development. The new development provides a variety of housing options to serve a range of users (1 and 2 bedroom units) including larger units that will be suitably sized for families. The development supports alternative modes of transportation given its proximity to a variety of employment, commercial, and service uses and proximity to transit.

Section 1.1.2 of the PPS states that sufficient land shall be made available through intensification and redevelopment and, if necessary, designated growth areas.

The definition of intensification as per the PPS is:

The development of a property, site or area at a higher density than currently exists through:

a) redevelopment, including the reuse of brownfield sites;

b) the development of vacant and/or underutilized lots within previously developed areas;

c) infill development; and

d) the expansion or conversion of existing buildings.

The proposed development provides for the intensification of an underutilized site which is primarily located within a designated Major Node that is planned for a mix of uses, including higher density uses.

Section 1.1.3 of the PPS provides that settlement areas shall be the focus of growth and development, and their vitality and regeneration shall be promoted. Land use patterns within settlement areas shall be based on densities and a mix of land uses which:

a) efficiently use land and resources;

b) are appropriate for, and efficiently use, the infrastructure and public service facilities which are planned or available, and avoid the need for their unjustified and/or uneconomical expansion;

c) minimize negative impacts to air quality and climate change, and promote energy efficiency;

d) prepare for the impacts of a changing climate;

e) support active transportation;

f) are transit-supportive, where transit is planned, exists or may be developed; and

g) are freight-supportive.

Land use patterns within settlement areas shall also be based on a range of uses and opportunities for intensification and redevelopment in accordance with the criteria in policy 1.1.3.3, where this can be accommodated.

Section 1.1.3.3 states that planning authorities shall identify appropriate locations and promote opportunities for transit-supportive development, accommodating a significant supply and range of housing options through intensification and redevelopment where this can be accommodated, taking into account existing building stock of areas, including brownfield sites, and the availability of suitable existing or planned infrastructure and public service facilities required to accommodate projected needs.

The proposed development provides for an increased density within a Major Node planned for higher density. Weber Street North, Bridgeport Road East, Erb Street, and Lincoln Street are serviced by Grand River Transit providing connections throughout the Region and to the ION Light Rail Transit. The development supports active transportation by creating an engaging streetscape along all three streets, by providing multiple walkway connections and by providing secure bicycle parking rooms within the building. The Laurel Trail and connections to the Spurline Trail are within close proximity.

Section 1.4.3 provides that an appropriate range and mix of housing types and densities shall be provided to meet projected requirements of current and future residents of the regional market area. This should be achieved by permitting and facilitating all forms of housing and all forms of residential intensification including second units and redevelopment. New housing development should also be directed to where there is appropriate levels of infrastructure and public service facilities available. Densities that promote efficient use of land, resources, infrastructure and public services should be promoted.

The proposed redevelopment supports residential intensification. The redevelopment of two single storey commercial buildings and a large vacant parcel with a multi-building, mixed-use high-rise development represents a more efficient use of land, resources and infrastructure. The proposed development offers a mix of one and two bedroom units in a compact housing form. The residential units will be desirable to a range of future residents given the site's location in close proximity to a wide range of commercial uses, schools, parks, trails and transit. The Functional Servicing Report has confirmed that adequate services exist to support the development.

Section 1.6.7 promotes a land use pattern, density and mix of uses that minimize the length and number of vehicle trips and supports current and future use of transit and active transportation. The proximity of the site to transit services, including GRT bus stops on Weber Street North, Bridgeport Road East and Erb Street East, provide access throughout Waterloo and into Kitchener. The future residents will have many nearby amenities and commercial services that can be accessed without use of a vehicle, further reducing impacts on the surrounding road network

In summary, the proposed Official Plan and Zoning By-law Amendment is consistent with the Provincial Policy Statement.

4.2 Growth Plan for the Greater Golden Horseshoe, 2020

The Growth Plan for the Greater Golden Horseshoe (A Place to Grow) was approved on May 16, 2019, and amended in 2020. The Growth Plan represents the long-term framework for implementing Ontario's vision for building strong, prosperous communities and managing growth within the Greater Golden Horseshoe. All land use planning decisions made by any authority that affect planning matters must conform to the Growth Plan.

The subject lands are designated 'Built Up Area' on Schedule 4 of the Growth Plan and implemented as a 'Built Up Area' in Map 3a of the Regional Official Plan (see **Figure 4**). The Growth Plan contains population projections for municipalities within the Plan area, including the Region of Waterloo. In this regard, the Region of Waterloo's population is projected to increase to 923,000 by 2051.

Section 2.2.1 Managing Growth

The Growth Plan states that forecasted growth will be allocated based on the following:

a) The vast majority of growth will be directed to settlement areas that:
   i) have a delineated built boundary,
   ii) have existing or planned municipal and wastewater systems; and
   iii) can support the achievement of complete communities.

c) Within settlement areas, growth will be focused in:
   i) delineated built-up areas;
   ii) strategic growth areas;
   iii) locations with existing or planned transit, with a priority on higher order transit where it exists or is planned; and
   iv) areas with existing or planned public service facilities.

The subject lands are located within the 'Built Up Area' as delineated on Map 3a of the Region of Waterloo Official Plan. The Built-Up Area is to be a focus area for growth. Furthermore, the majority of the lands are located within a Major Node, which is an identified and planned growth area within the City. The lands have access to multiple transit routes on the surrounding streets.

Subsection 2.2.1.3 states that upper-tier municipalities will undertake integrated planning to manage forecasted growth to the horizon of this Plan, which will …provide direction for an urban form that will optimize infrastructure, particularly along transit and transportation corridors, to support the achievement of complete communities through a more compact built-form. The Growth Plan defines compact built form as 'A land use pattern that encourages the efficient use of land, walkable neighbourhoods, mixed land uses (residential, retail, workplace and institutional) wall within one neighbourhood, proximity to transit and reduced need for infrastructure.' The subject lands will broaden the land uses in the neighbourhood,



Figure 4

Region of Waterloo Official Plan Map 3a - Urban Area

(June 18, 2015)

109, 115, and 133 Bridgeport Rd and 30 Weber St N
City of Waterloo
Region of Waterloo

LEGEND

- Subject Lands
- Built-Up Area*
- Urban Designated Greenfield Areas
- Prime Industrial/Strategic Reserve (Serviced)
- Urban Growth Centres
- Reurbanization Corridors **
- Major Transit Station Areas **
- Central Transit Corridor Environmental Assessment Study Area

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efficiently utilize the lands and provide housing in a walkable area, with multiple supporting land uses in the immediate vicinity.

The redevelopment of the subject lands will result in the more efficient use of the lands, replacing two single storey automobile-oriented buildings and a large vacant lot with a multi-building, high-rise mixed-use development in an area with direct access to multiple transit routes.

Section 2.2.1.4 states that applying the policies of the Growth Plan will support the achievement of complete communities. Complete communities feature a diverse mix of uses, including residential and employment, and convenient access to local stores, services and public service facilities. The proposed development will assist in contributing towards a complete community by providing a mix of residential units within a planned Major Node that contains predominantly commercial uses. The wide variety of commercial uses, combined with public amenities (Moses Springer Community Centre) will offer services and community amenities to the future residents.

Section 2.2.2 (Delineated Built-Up Areas) states that, by the time the next municipal comprehensive review is approved and in effect, the Region of Waterloo will be subject to a minimum intensification target of 50% which serves to monitor the development of lands within the delineated Built-Up Area. The subject lands are located within the delineated Built-Up Area and will assist the City and Region in achieving the Growth Plan targets.

Furthermore, the Region is planned to grow to a population of 923,000 by 2051. The Region is nearing completion of their Municipal Comprehensive Review and has completed their Land Needs Assessment (LNA). The Region is recommending minimal expansions to the Urban Area, without any expansion in Waterloo – the majority of the Region's growth and all of the City's growth are to be accommodated within the existing Urban Area. A significant portion of this new growth will need to be accommodated within the Built-Up Area and more specifically, within areas planned for intensification, such as Major Nodes. The intensification of the subject lands provides an opportunity to accommodate residential growth within a planned intensification area, assisting the Region in accommodating the projected and planned residential growth.

In summary, the proposed Official Plan and Zoning By-law Amendment conforms to the Growth Plan for the Greater Golden Horseshoe.

4.3 Region of Waterloo Official Plan

The Region of Waterloo Official Plan (ROP) was approved by the Ministry of Municipal Affairs and Housing (MMAH) with modifications on December 22, 2010, and approved with amendments by the Ontario Municipal Board on June 18, 2015.

The Regional Official Plan provides policy direction at the regional level (upper-tier), with the general objectives of supporting transit, developing complete communities, protecting the natural environment

and resources, conserving cultural heritage, and the respecting scale, physical character and context of established neighbourhoods.

The following Maps in the ROP apply to the subject lands:

Map	Map Title	Designation
Map 3a	Urban Area	Designated Built-Up Area (please refer to **Figure 4**)
Map 5a	Regional Transit Network	Located on an Existing Transit Corridor (Weber Street North) and a Planned Transit Corridor (Bridgeport Road East) (**Figure 5**)
Map 5b	Existing Planned and Proposed Roads and Corridors	Located on two Existing Regional Roads (Weber Street North and Bridgeport Road East) (**Figure 6**)
Map 5c	Regional Cycling Routes	Located on two Planned Cycling Routes (Weber Street North and Bridgeport Road East) (**Figure 7**)

4.3.1 Urban Areas

The Region's growth is to be balanced by directing growth to the existing Built-Up Area, by contributing to complete communities, and by promoting transit oriented development. The subject lands are located within the Built-Up Area (see **Figure 4**), adjacent to an Existing and a Planned Transit Corridor, adjacent to two Existing Regional Roads and adjacent to two Planned Cycling Routes (Weber Street North and Bridgeport Road East). The subject lands are in close proximity to a very broad range of commercial uses that support the daily needs of future residents.

Section 2.B of the Plan indicates that lands within the Urban Area are intended to accommodate the majority of the Region's growth, with a substantial portion directed to the existing Built-Up Area through re-urbanization. Focal points for re-urbanization include the Urban Growth Centres, Major Transit Station areas, Re-urbanization Corridors and Major Local Nodes. These focal points are intended to more efficiently use existing urbanized land and infrastructure and thereby reduce development pressure on farmland and other sensitive areas. As discussed earlier, the subject lands are primarily located within a Major Node, which is planned to be a focal point of growth. The majority of the site's development, including all of the residential units, is focused on the westerly portion of the site, which is located within the Node.

Section 2.D.1 of the ROP sets out general development policies for the Urban Area. In summary, development occurring within the Urban Area is to be planned and developed in a manner that:

a) Supports the Planned Community Structure described in this Plan;
b) Is serviced by a municipal drinking-water supply system and a municipal wastewater system;
c) Contributes to the creation of complete communities with development patterns, densities and appropriate mix of land uses that supports walking, cycling and the use of transit;
d) Protects the natural environment and surface water and groundwater resources;

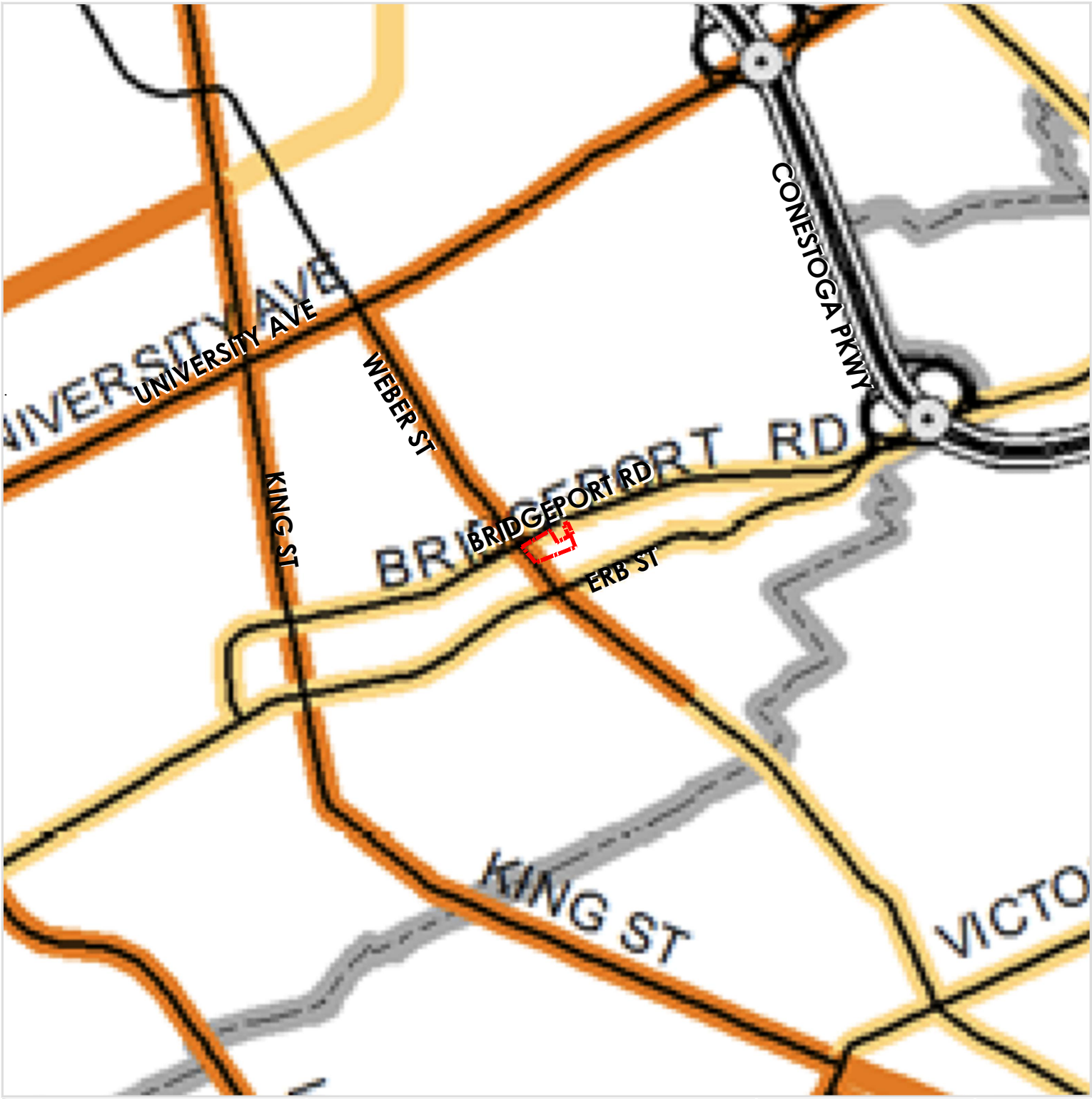


Figure 5

Region of Waterloo Official Plan Map 5a - Regional Transit Network

(June 18, 2015)

LEGEND

- Subject Lands
- Existing Transit Corridors
- Planned Transit Corridors

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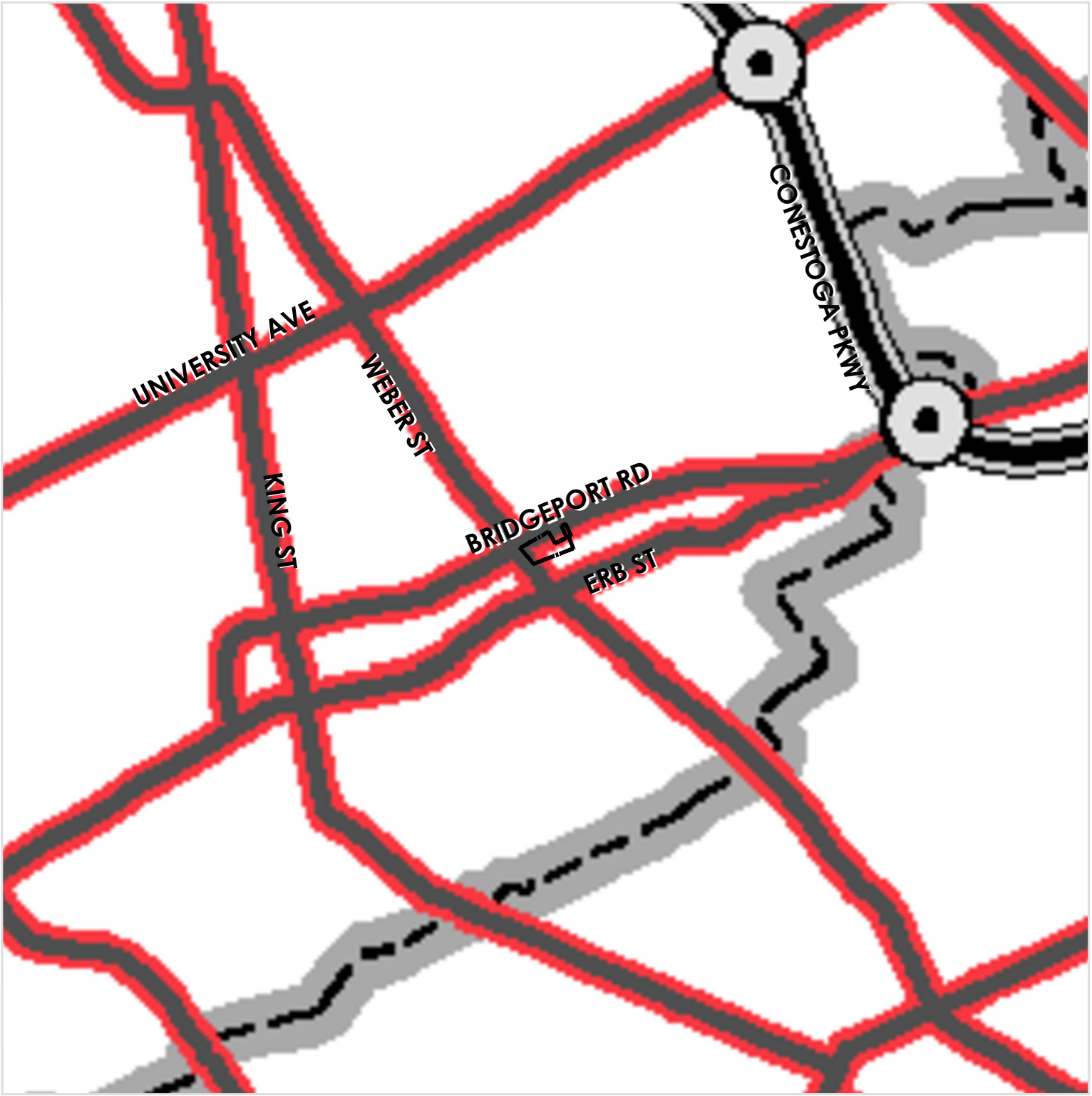


Figure 6

Region of Waterloo Official Plan Map 5b - Existing, Planned and Proposed Roads and Corridors

(June 18, 2015)

109, 115, and 133 Bridgeport Rd and 30 Weber St N
City of Waterloo
Region of Waterloo

LEGEND

- Subject Lands
- Existing Regional Roads
- Planned Regional Roads
- Proposed Regional Corridors
- Planned Provincial Highway

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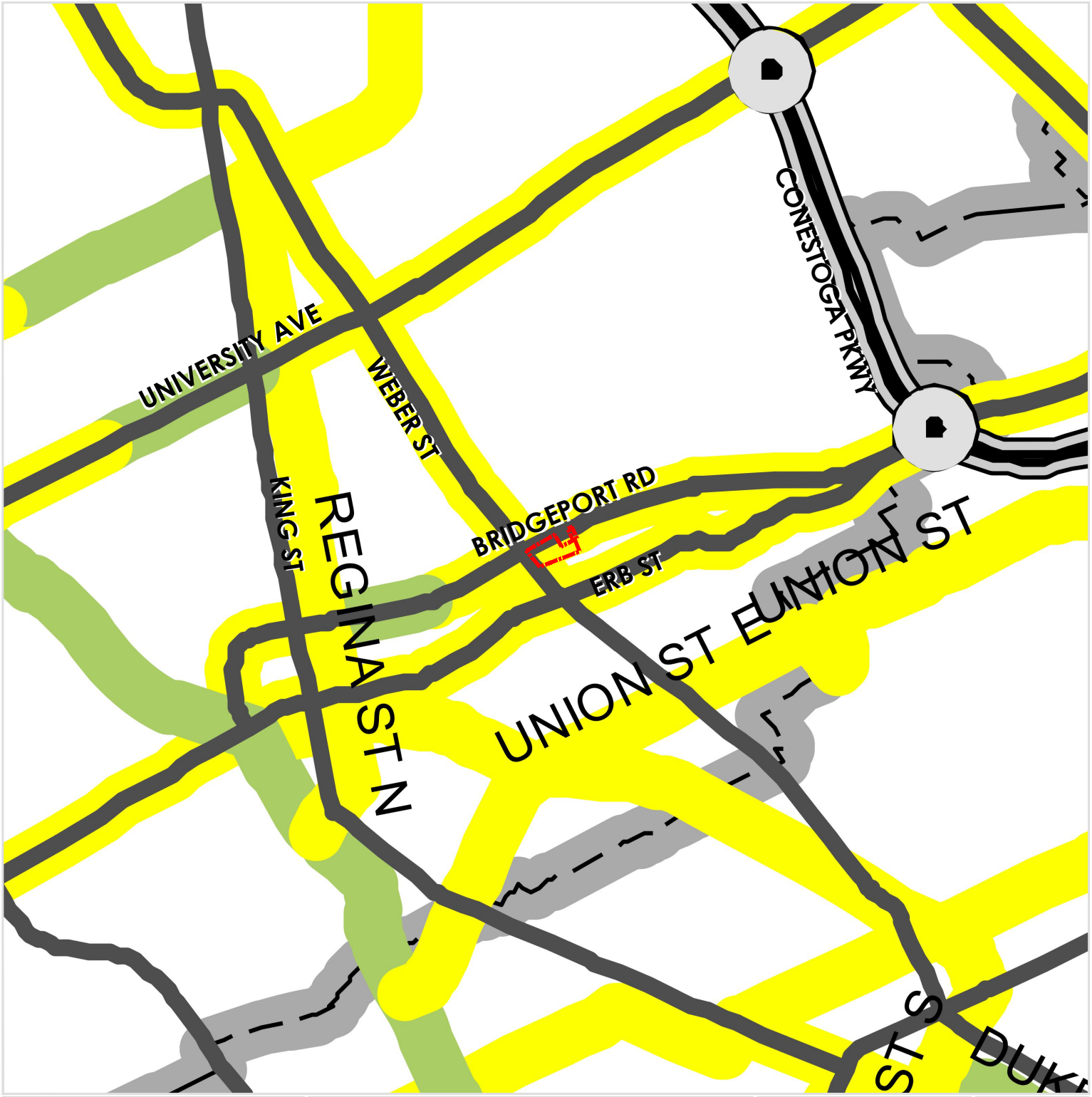


Figure 7

Region of Waterloo Official Plan Map 5c - Regional Cycling Routes

(June 18, 2015)

LEGEND

- Subject Lands
- Existing Cycling Routes*
- Planned Cycling Routes*

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e) Conserves cultural heritage resources and supports the adaptive reuse of historical buildings;

f) Respects the scale, physical character and context of established neighbourhoods in areas where reurbanization is planned to occur;

g) Facilitates residents access to locally grown and other healthy foods in neighbourhoods; and

h) Promotes building designs and orientations that incorporate energy conservation features and the use of alternative and/or renewable energy systems.

The proposed development satisfies the Urban Area development policies for the following reasons:

- The subject lands will result in the re-urbanization of lands located primarily within a Major Node which is planned to accommodate intensification;
- The proposed development will contribute to a pedestrian friendly environment by locating the buildings close to Weber Street North, Bridgeport Road East, and Royal Street;
- The proposed development supports the use of transit given the multiple GRT bus stops that are located within a 5 minute walk of the subject lands, as shown in **Figure 2**;
- The proposed development is located in an area that is well served by a broad range of commercial uses, nearby schools, a community recreation facility and active transportation routes.

4.3.2 Transit Oriented Development

Section 2.D.2 of the ROP includes policies that plan for Transit Oriented Development for sites that are served by existing or planned rapid transit or higher frequency transit. Transit routes exist on Weber Street North, Bridgeport Road East, Erb Street and Lincoln Street in close proximity to the subject lands, (as shown in **Figure 2**)**.**

The following outlines the Transit Oriented Development policies and their applicability to the proposed development:

(a) creates an interconnected and multi-modal street pattern that encourages walking, cycling or the use of transit and supports mixed-use development;

The subject lands are located in an area with a modified grid pattern of streets, providing access in all four directions. The site has frontage on Weber Street North, Bridgeport Road East, and Royal Street which have municipal sidewalks. The two Regional roads of Weber Street North and Bridgeport Road East are additionally planned cycling routes. Furthermore, cycling is encouraged through the inclusion of large indoor secure bike parking. The site design includes a central access that connects Bridgeport Road East with Royal Street allowing for pedestrian, cyclist and vehicular movement in either direction from the development.

(b) supports a more compact urban form that locates the majority of transit supportive uses within a comfortable walking distance of the transit stop or Major Transit Station Area;

The proposed development replaces an automotive service operation and furniture store and a large vacant lot with a mixed-use higher-density development that more efficiently utilizes the lands. Future residents will have direct access to transit routes on Weber Street North, Bridgeport Road East, Erb Street East and Lincoln Road, all within walking distance. Furthermore, the Waterloo Public Square Station is approximately 1000 metres from the subject lands and access is provided to this Station by the Route 5, which has a transit stop approximately 100 metres west of the subject lands on Bridgeport Road East.

(c) provides an appropriate mix of land uses, including a range of food destinations, that allows people to walk or take transit to work, and also provides for a variety of services and amenities that foster vibrant, transit supportive neighbourhoods;

The development is planned to include commercial uses on the ground floor oriented to Weber Street North. The commercial uses will provide amenities to the residents and also the immediate surrounding community. The site is located in close proximity to an existing large scale commercial development that offers a wide range of uses, including two full size food stores.

(d) promotes medium and higher density development as close as possible to the transit stop to support higher frequency transit service and optimize transit rider convenience;

The proposed high density development is located in close proximity to multiple existing GRT bus stops along Weber Street North and Bridgeport Road East. Furthermore, transit stops on Erb Street and Lincoln Road are within a very short walk, as shown on **Figure 2**. The buildings are located close to the street with multiple pedestrian entrances/exits to allow for convenient access to bus stops.

(e) fosters walkability by creating pedestrian-friendly environments that allow walking to be a safe, comfortable, barrier-free and convenient form of urban travel;

The introduction of the proposed development will improve the Weber Street North and Bridgeport Road East streetscapes by locating massing closer to the streets, framing the public realm and locating the parking within a structure. In the current condition, these streetscapes are dominated by surface parking, automotive oriented uses and significant building setbacks that may detract from the public realm. A significant portion of the subject lands, including large portions of the Bridgeport Road and Royal Street frontage are currently vacant.

(f) supports a high quality public realm to enhance the identity of the area and create gathering points for social interaction, community events and other activities;

The design includes a strong building base, with multiple entrances and a planned outdoor gathering area protected from the elements. The building will improve the public realm, and facilitate a more active and engaging streetscape.

In summary, the proposed development conforms to the Region of Waterloo Official Plan by providing for a high density mixed-use development within the Built-Up Area, located within a Major Node in an area well served by existing transit.

4.4 City of Waterloo Official Plan

The City of Waterloo Official Plan represents the City's vision for growth and change within the community. The Official Plan sets out principles, objectives and policies designed to direct the form, extent, nature and rate of growth and change within the City to 2031. The following outlines the applicable Schedules as contained in the Official Plan:

Map	Map Title	Designation
Schedule A:	Land Use	Commercial; Mixed-Use Medium High Density Residential; Mixed-Use Medium Density Residential (please refer to **Figure 8**)
Schedule A1:	Commercial Land Uses	Mixed-Use Community Commercial (please refer to **Figure 9**)
Schedule B:	City Structure	Major Node (west portion) (please refer to **Figure 10**)
Schedule B1:	Height and Density	Medium High Density; Medium Density (please refer to **Figure 11**)
Schedule E:	Road Classification System	Regional Arterial Roads (Weber Street North and Bridgeport Road East) (please refer to **Figure 12**)
Schedule F:	Active Transportation Framework	City-Wide Cycling and Multi-Use Routes (Weber Street North and Bridgeport Road East) (please refer to **Figure 13**)
Schedule I:	Industrial Transition Areas	Industrial Transition Area (please refer to **Figure 14**)

4.4.1. Built-Up Area

The subject lands are located within the Built-Up Area. Section 2.3(1) highlights that one of the main objectives of the Official Plan is to accommodate growth in a manner that promotes the efficient use of land. The majority of the City's population and employment growth is expected to be accommodated through intensification within the existing Built-Up Area, resulting in changes to height and density in existing areas. As discussed earlier, the Growth Plan projects a significant increase in the Region's population over the planning horizon. Waterloo, like the other larger urban areas, will be expected to accommodate significant new growth. As the City's urban area boundary is not expected to expand, that growth will largely occur through intensification and redevelopment.

The majority of this intensification is to be provided in the Uptown Waterloo Urban Growth Centre, and other designated Nodes, Corridors, and Major Transit Station Areas. Recognizing that the subject lands are located within a Major Node (see **Figure 10**), they are planned (together with other lands in key designations) to accommodate the majority of the City's future growth.

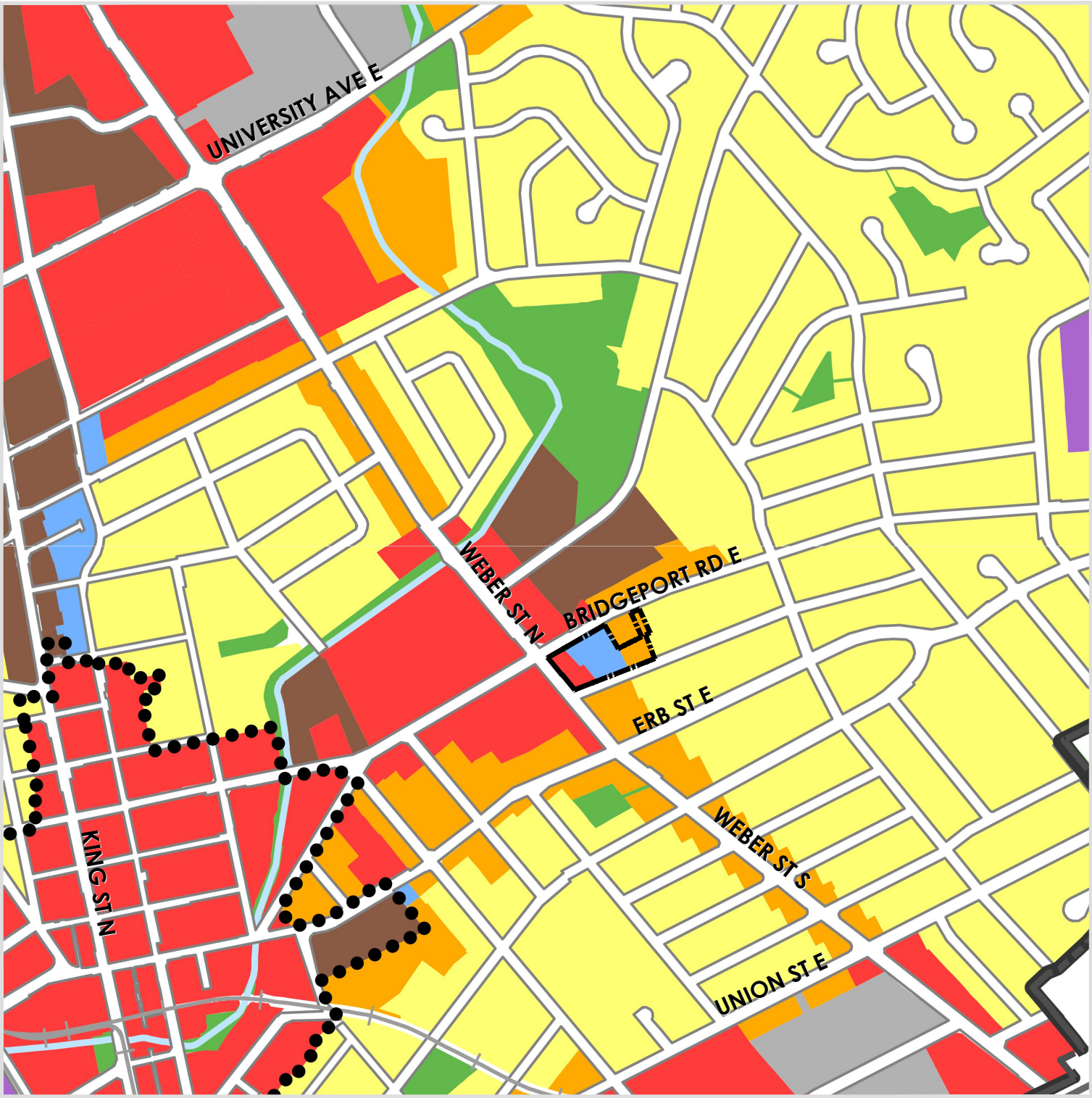


Figure 8

City of Waterloo Official Plan Schedule A - Land Use Plan

109, 115, and 133 Bridgeport Rd and 30 Weber St N
City of Waterloo
Region of Waterloo

LEGEND

- Subject Lands
- Low Density Residential
- Mixed-Use Medium Density Residential
- Mixed-Use Medium High Density Residential
- Mixed-Use High Density Residential
- Commercial
- Employment
- Major Institutional
- Open Space
- Uptown Waterloo Urban Growth Centre

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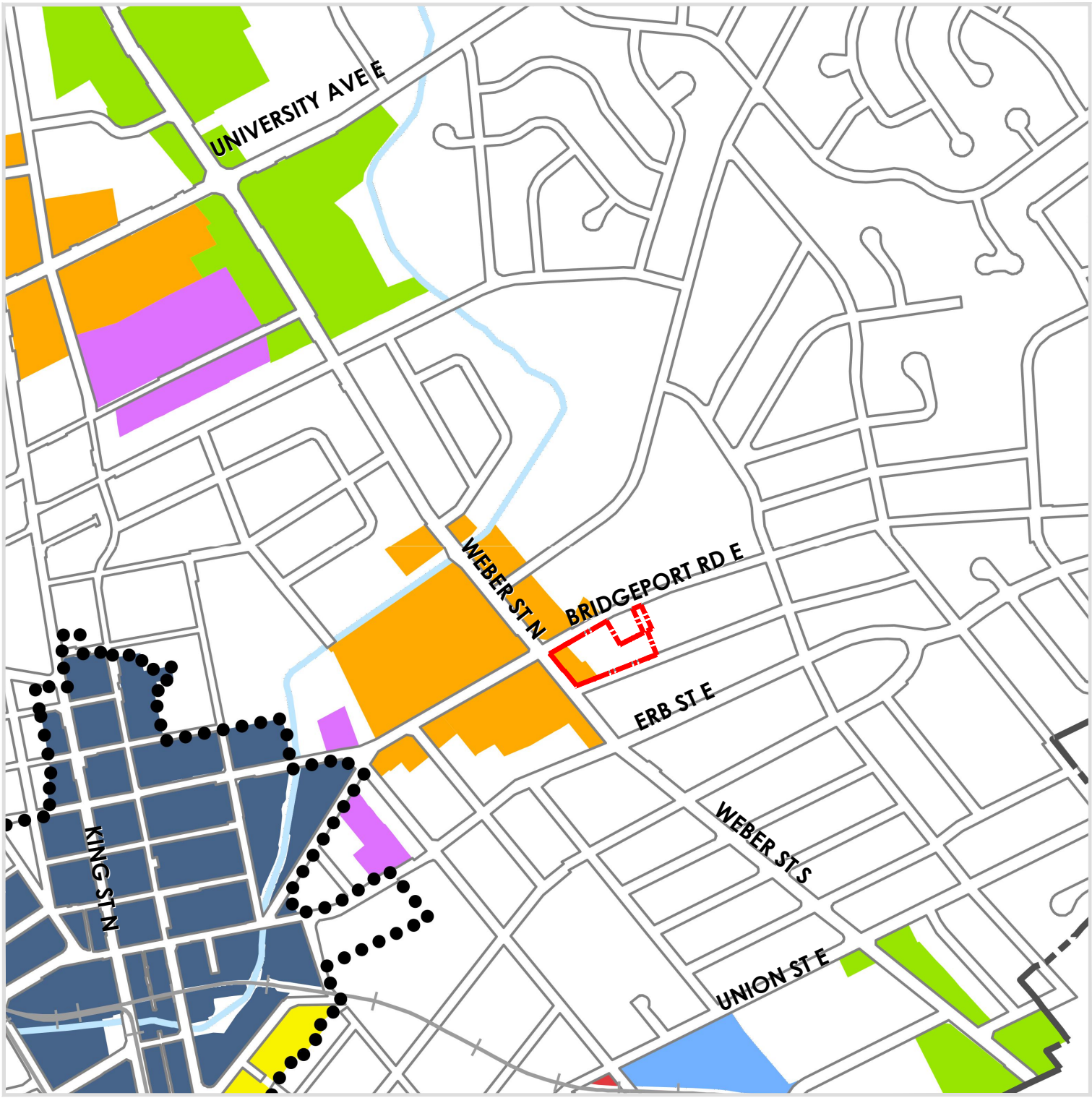


Figure 9

City of Waterloo Official Plan Schedule A1 - Commercial Land Uses

109, 115, and 133 Bridgeport Rd and 30 Weber St N
City of Waterloo
Region of Waterloo

LEGEND

- Subject Lands
- Uptown Waterloo Urban Growth Centre
- Uptown Commercial Core
- Uptown Mixed-Use
- West Side Mixed-Use Commercial Centre
- Mixed-Use Community Commercial
- Mixed-Use Neighbourhood Commercial
- Mixed-Use Office
- Corridor Commercial

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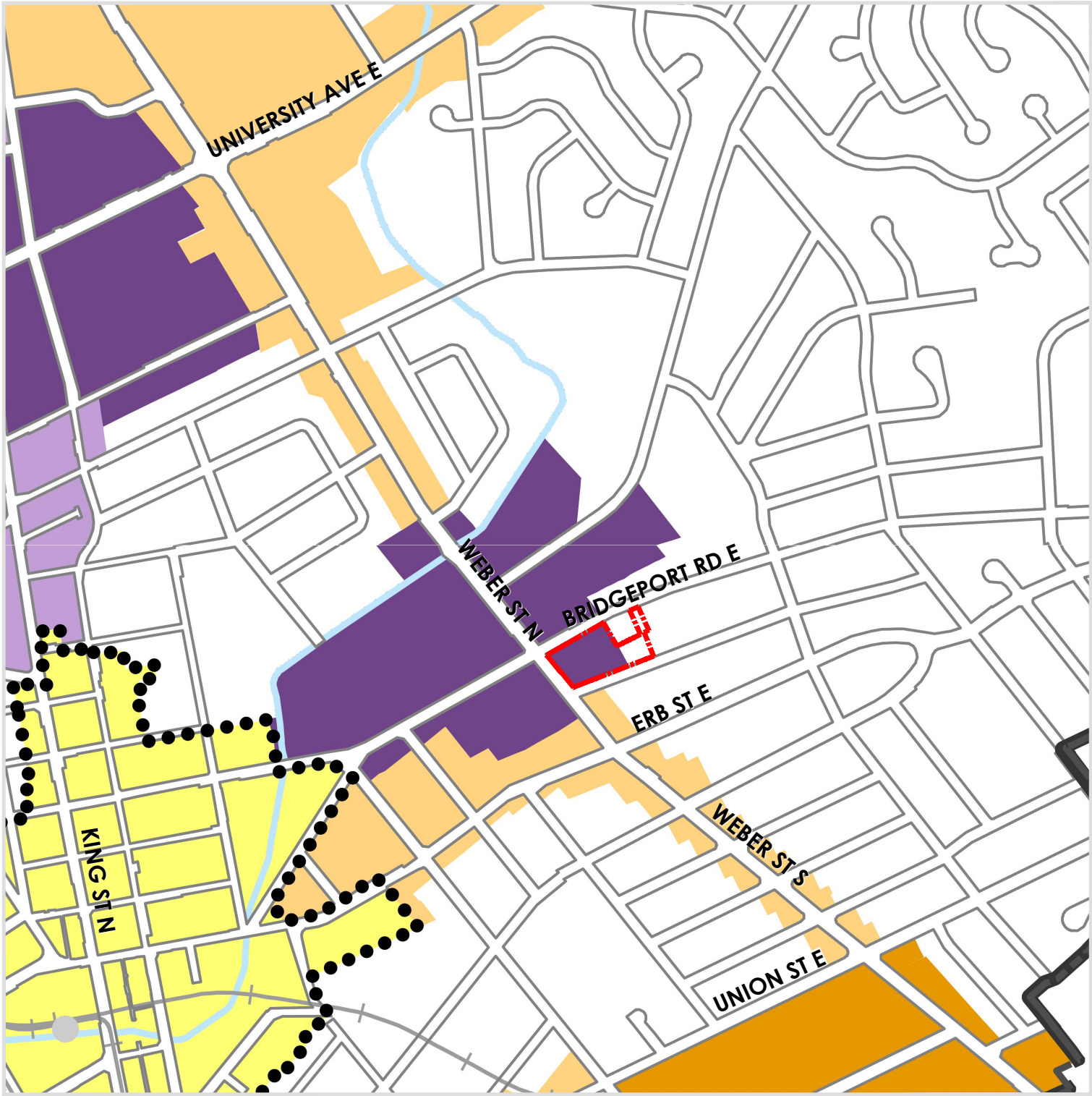


Figure 10

City of Waterloo Official Plan Schedule B - City Structure

109, 115, and 133 Bridgeport Rd and 30 Weber St N
City of Waterloo
Region of Waterloo

LEGEND

- Subject Lands
- Primary Node
- Major Node
- Minor Node
- Future Node
- Major Corridor
- Minor Corridor
- Uptown Waterloo Urban Growth Centre

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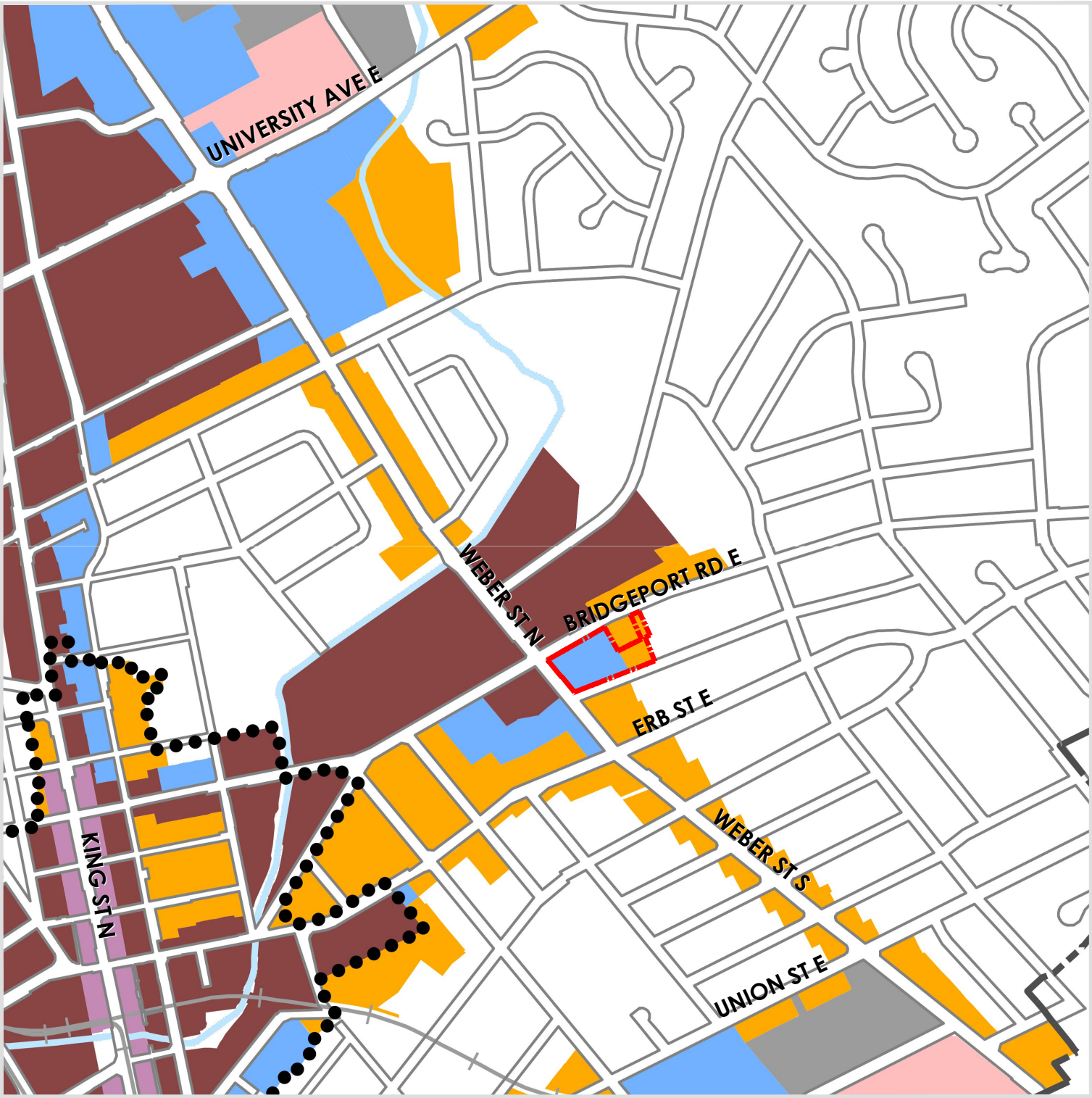


Figure 11

City of Waterloo Official Plan Schedule B1 - Height and Density

109, 115, and 133 Bridgeport Rd and 30 Weber St N
City of Waterloo
Region of Waterloo

LEGEND

- Subject Lands
- Low Density, 10 metres (Northdale: Low Density, 6 storeys)
- Medium Density, 20 metres (Northdale: Medium Density, 8 storeys)
- Medium High Density, 40 metres (Northdale: Medium High Density, 12 storeys)
- High Density, 81 metres (Northdale: High Density, 25 storeys)
- Main Street, 6 metres to 16 metres
- Medium Density Employment, 27 metres
- Medium-High Density Employment, 40 metres
- High Density Employment, 81 metres

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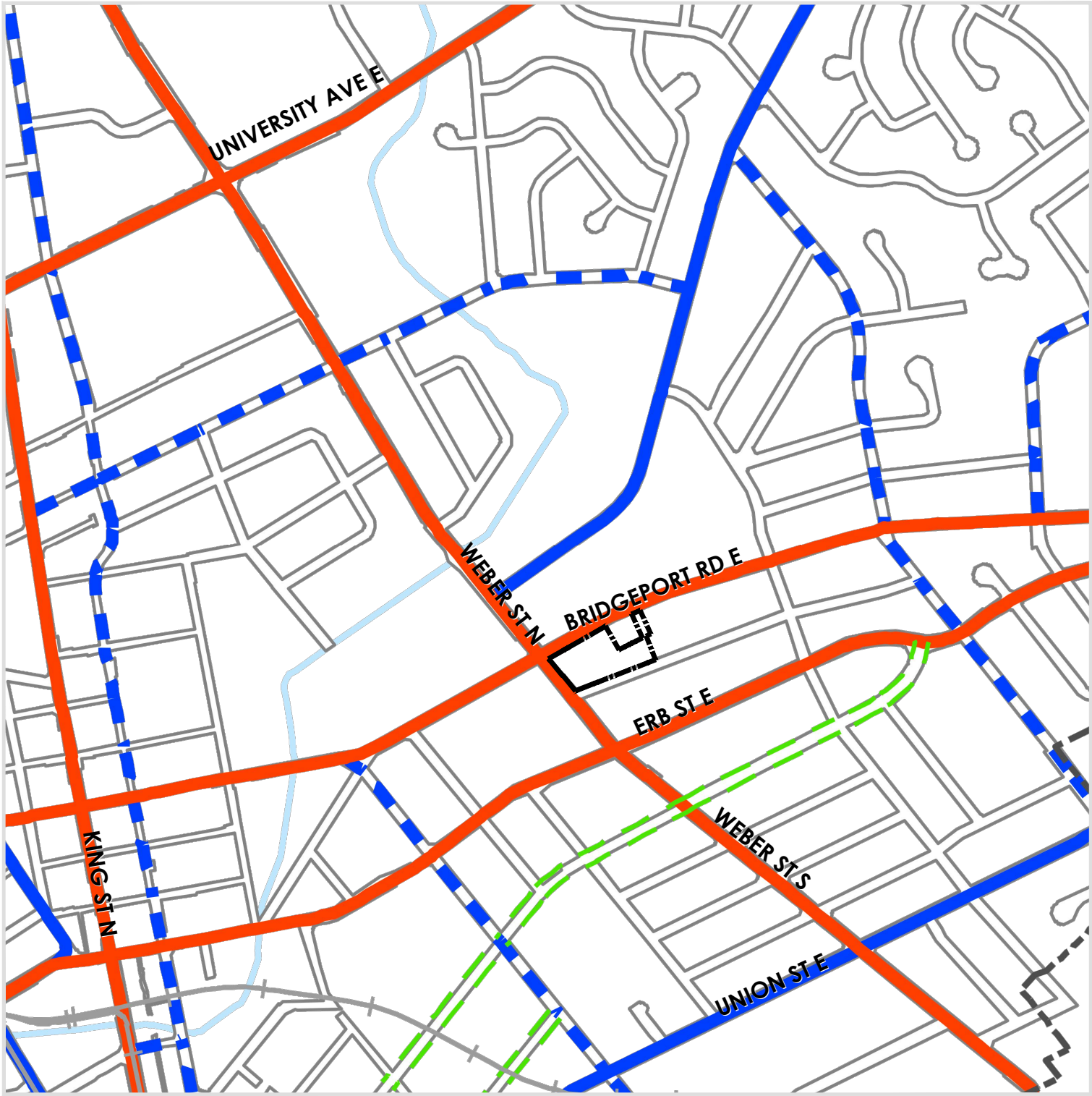


Figure 12

City of Waterloo Official Plan Schedule E - Road Classification System

109, 115, and 133 Bridgeport Rd and 30 Weber St N
City of Waterloo
Region of Waterloo

LEGEND

- Subject Lands
- City Arterial
- Regional Arterial
- Local Roads
- Potential Future Local Roads
- Minor Collector
- Proposed Major Collector
- Major Collector
- Deferred

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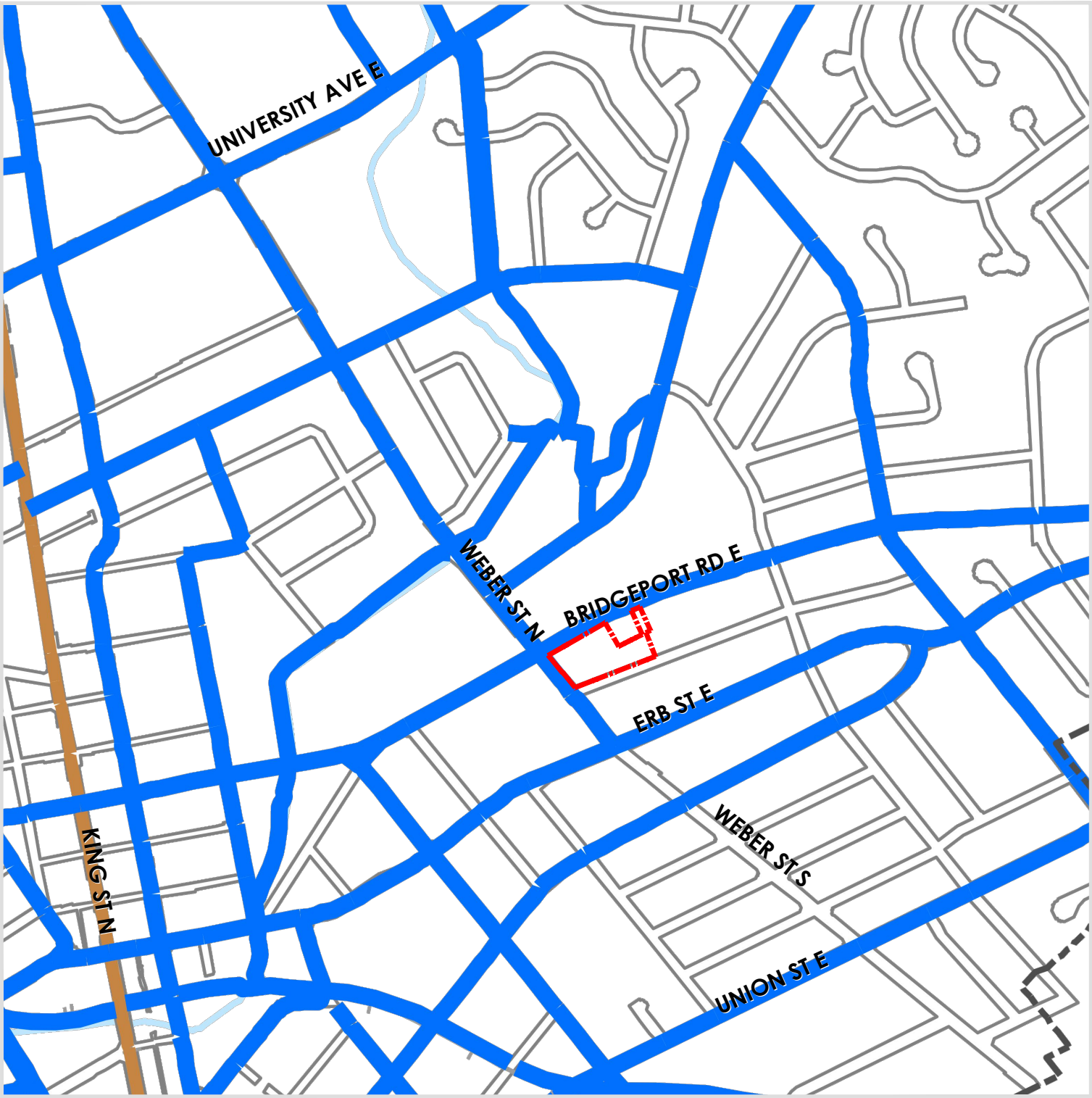


Figure 13

City of Waterloo Official Plan Schedule F - Active Transportation Framework

109, 115, and 133 Bridgeport Rd and 30 Weber St N
City of Waterloo
Region of Waterloo

LEGEND

- Subject Lands
- City-Wide Cycling and Multi-Use Routes
- King Street Corridor

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Figure 14

City of Waterloo Official Plan Schedule I - Industrial Transitional Areas

109, 115, and 133 Bridgeport Rd and 30 Weber St N
City of Waterloo
Region of Waterloo

LEGEND

- Subject Lands
- Industrial Transitional Areas

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4.4.2 Major Node

Section 3.6 provides policy direction for development within Nodes. More specifically, Section 3.6(2) states that Major Nodes are planned as medium high to high density mixed-use areas to accommodate a range of uses, which may include residential, commercial, employment, social, cultural, recreational and institutional uses. The proposed mixed-use development that includes a mix of residential unit sizes will broaden the land uses within the Node and assist in transitioning the lands from auto-oriented uses to a mixed-use development that aligns with the policy direction for Major Nodes.

Section 3.6.5 states that intensification will be encouraged within Nodes and Corridors through the application of land use designations that permit medium to high density uses. The Plan encourages mixed-use developments within the designated Nodes and Corridors (where supported by the land use designation). Both land use-designations that apply to the subject lands permit mixed-use buildings, and commercial uses are proposed on the ground floor of the podium, facing Weber Street North.

Subsection (2) states that 'High Density, Medium-High Density and Medium Density land uses will be encouraged to locate in designated Nodes and Corridors and therefore in proximity to major roads, major community infrastructure, public transit routes, and other supporting land uses.' In this case, the subject lands are located within a Major Node, abutting two Regional Roads (major roads), with access to multiple transit routes, active transportation and community uses (Moses Springer Community Centre). Subsection (5) encourages lot consolidation to provide properties of sufficient size – the subject lands include the consolidation of multiple properties to create a larger parcel of land, suitably sized for the proposed development.

Section 3.6.6 indicates that development should plan for the reduced reliance on automobiles by implementing transportation demand management and transit and active transportation supportive measures. It also indicates that underground and structured parking is encouraged. The development:

- Provides structured parking that is largely shielded from the public realm;
- Has secure bicycle storage;
- Is located on two Regional roads with existing transit;
- Is located in proximity to key active transportation routes; and
- Is located in close proximity to a wide range of commercial and employment land uses that will also reduce reliance on the automobile.

Further discussion regarding the supply of parking is included in Section 4.5 of this Report.

4.4.3 Height and Density

The subject lands are designated 'Medium High Density' and 'Medium Density' (see **Figure 8** and **Figure 11**), which permits up to 40 metres or 20 metres in height and a maximum density of 600 bedrooms or 450 bedrooms per hectare. The majority of the lands are located within a Major Node – the other lands within the Node are designated High Density (81 metres and 750 bedrooms per hectare), while lands to the south along Weber Street North and a portion of Royal Street are designated Medium Density. Lands to the east are designated Low Density Residential.

An Official Plan Amendment is proposed to re-designate the westerly portion of the lands from Medium High Density to High Density (and the residential portion to Mixed-Use High Density Residential) to permit a range of building heights (22 to 25 storeys). No change to the portion of the site designated Medium Density is proposed. Further discussion regarding the Official Plan Amendment is included below.

Subsection 10.1.1(12) provides policy direction for development applications proposing to re-designate lands from one designation (e.g. Medium-High Density Residential) to another designation that permits greater height and density. The following table includes the criteria listed in the Official Plan and how the proposed Amendment satisfies them:

Official Plan criteria	**Response**
The proposed density is deemed appropriate for the neighbourhood and contributes to an appropriate height and density transition by buffering or being buffered from lands designated Low Density Residential	There is no change to the easterly portions of the site that is designated Medium Density Residential. As such, the transition in height is maintained to the lands to the east. The towers are situated on the westerly portion of the site where greater height and density is planned, particularly along Weber Street North and Bridgeport Road in the Node. The adjacent lands along Bridgeport Road (addressed as 125-131) are designated Medium High Density and are planned for intensification. These lands, combined with 133 Bridgeport provide an appropriate transition from the proposed 24-storey Building B to the lands further to the east.
There is a demonstrated community benefit associated with additional medium, medium-high or high density uses to accommodate additional population in the context of Waterloo's population forecast and the supply of lands within existing designated Nodes and Corridors	The City's population forecast is in transition due to the Growth Plan forecasts and the Region's Official Plan Review and Land Needs Assessment, which is to be considered by Council in August 2022. However, it is expected that the City will be required to accommodate additional growth over the planning horizon and that an expansion of the urban boundary is not anticipated. As such, accommodating additional growth within planned Major Nodes benefits the community by locating high density developments in areas with available transit, commercial uses, infrastructure and active transportation systems and by avoiding the need for expansions into the protected countryside.
Lands are proposed to be located within a designated Node or Corridor and satisfy all relevant policies of the City Form Chapter	The lands proposed for residential units are located within a Major Node. No change in land use designation is proposed for the lands outside of the Major Node. The development satisfies the policies for Major Nodes in Section 3 of the Official Plan and the Urban Design policies, as demonstrated in the Urban Design Brief.

The proposal achieves the applicable performance standards set out in this Official Plan and implementing Zoning By-Law	The proposed built form complies with the required performance standards (e.g. setbacks, tower regulations). A site specific parking rate is proposed to provide for a uniform parking requirement across the entire property.
Surface parking is minimized in favour of more intensive forms of parking	No surface parking is proposed.
Cultural heritage resources are conserved	There are no cultural heritage resources on the site.
The proposal demonstrates a high standard of urban design;	The development represents a high standard of design, as demonstrated in the Urban Design Brief.
The proposal identifies and implements any required transportation improvements, with a particular focus on transportation demand management measures	No transportation improvements are required. The Parking Study recommends TDM measures, which will be implemented through future planning processes.
Medium to high density residential uses are located with direct vehicular access to arterial or collector roads to the extent possible. Where such access is deemed by the City to be undesirable or not feasible, vehicular access may be provided by local streets if traffic is directed to the nearest arterial or collector road via a route that minimizes vehicular travel within the low density residential neighbourhood	The development proposes two accesses onto Bridgeport Road East, a Regional Road. A third access is proposed from Royal Street, close to its intersection with Weber Street North. The two adjacent Regional roads provide excellent access to the surrounding destinations, including west into Uptown, south into Kitchener, and east towards Highway 85 (via Erb Street).
Infrastructure capacity is not exceeded	The Functional Servicing Report demonstrates that there is sufficient capacity in the municipal infrastructure to accommodate the development.
If applicable, safe access, flood protection and geotechnical stability is achieved to the satisfaction of the City and the Grand River Conservation Authority	There are no floodplain constraints associated with the lands. It is important to note that other lands within this Major Node, the Urban Growth Centre, and other Nodes in the City (Weber/University and University/Westmount) are significantly constrained due flooding hazards.
The proposal satisfies all other applicable policies of this Official Plan	No amendments to other applicable policies are required.

In our opinion, the proposed Official Plan Amendment satisfies the policies in subsection 10.1.1(12).

4.4.4 Mixed-Use Community Commercial

The most westerly portion of the subject lands is designated Commercial (see **Figure 8),** and more specifically Mixed-Use Community Commercial (see **Figure 9**). Residential uses may be permitted through zoning, and if permitted, shall generally be located in storeys above the ground floor within multi-storey, mixed-use buildings. Subsection 10.2.2.4(5) states that lands designated Mixed-Use Community Commercial may be zoned to permit residential uses above the ground floor of a multi-storey mixed-use building provided further that:

- Parking required for residential uses will be encouraged to be provided in a parking structure;
    - The development includes all of the parking within a structure.

- The Zoning By-Law will define performance standards specific to residential development, including but not necessarily restricted to location, amenity space, density, and parking regulations;
    - The Bylaw contains such regulations. All of the performance standards will be met, except for a request to apply a uniform parking rate across the site.
- Freestanding residential uses may be permitted through a comprehensive municipal zoning process or through a site-specific Zoning By-law Amendment application where it is determined by the City through either process that freestanding residential uses are feasible and appropriate and that the commercial planned function of the centre or area will not be adversely impacted. Such residential development shall only be considered where lands are of sufficient size to accommodate multiple buildings, including one or more buildings adjacent to the street devoted primarily to retail, service commercial and/or office commercial uses.
    - Free standing residential uses are not proposed within the Commercial designation.

Subsection (6) states that lands designated Mixed-Use Community Commercial shall contain a minimum of 13,500 square metres of gross leasable area devoted to primary uses, excluding offices and medical clinics, and gross leasable area devoted to primary uses, excluding offices and medical clinics, shall not exceed 36,000 square metres. Where multiple properties contain the same land use designation, the Plan acknowledges that each individual property cannot provide all of the uses planned for the Mixed-Use Community Commercial designation or achieve the required gross leasable area. In this regard, a significant commercial plaza with a wide range of commercial uses, as well as office uses is located immediately to the northwest, and the Major Node generally already includes other similar commercial uses in multi-unit or single purpose developments (e.g. Shoppers Drug Mart, Beer Store). The subject lands are uniquely positioned to provide residential uses to support the Commercial uses in the Major Node and to assist in transitioning the land uses in the area from auto-oriented uses to a broader mix of uses that support transit and active transportation. Consistent with the Official Plan, commercial uses are proposed on the ground floor, oriented to Weber Street North, while residential uses are proposed above the ground floor.

In our opinion, the proposed mix of ground floor commercial and residential units above is permitted in the Official Plan.

4.4.5 Mixed-Use Medium Density Residential and Mixed-Use Medium High Density Residential

The balance of the lands are designated either Mixed-Use Medium High Density Residential or Mixed-Use Medium Density Residential. Both designations permit mixed-use and standalone residential buildings. No change to the land use permissions is proposed. The portion of the lands designated Mixed-Use Medium Density Residential is limited to a maximum height of 20 metres and no increase in height (or density) is proposed. Subsection 10.1.4 notes that the intent of the designation is to encourage medium density, mixed-use, primarily residential development within Minor Corridors, recognizing that properties may also function as a transition from low density areas to medium high and high density areas. As no change to this designation is proposed, its planned function as a transition from low density areas to high density areas is maintained. The portion of the building located within this designation is 6 storeys and has been situated more than 10 metres from the lot line to the east. No ancillary uses are proposed within this portion of the building.

As previously discussed, the portion of the site designated Mixed-Use Medium High Density Residential is proposed to be re-designated Mixed-Use High Density Residential. The proposed development conforms to the policies regarding development within the Mixed-Use High Density Residential designation.

4.4.6 Industrial Transition Area

Section 10.7.2 provides policy direction for lands identified on Schedule I as "Industrial Transition Areas." The entire property, except for 133 Bridgeport Road East is identified as an Industrial Transition Area (see **Figure 14**). The Official Plan recognizes that it is appropriate for some areas within the City to transition from industrial areas, usually to mixed-use, higher density areas. The proposed redevelopment of the lands for commercial and residential uses is consistent with the policies for Industrial Transition Areas.

4.4.7 Official Plan Amendment Request

The Official Plan Amendment proposes to amend the Official Plan as follows:

1. Re-designate a portion of the lands from 'Mixed-Use Medium High Density Residential' to 'Mixed-Use High Density Residential' on Schedule 'A'; and
2. Re-designate a portion of the lands from 'Medium High Density, 40 Metres' to "High Density, 81 Metres.' On Schedule 'B1' (see **Figure 15**)

The easterly portion of the site, which is currently designated 'Medium Density, 20 Metres' and 'Mixed-Use Medium Density Residential' is not proposed to change. Similarly, the portion of the site designated 'Commercial' and 'Mixed-Use Community Commercial' is not proposed to change (as it relates to Schedules A and A1).

As discussed earlier, the lands are located within a Major Node – one of the key areas within the City planned to accommodate a greater share of growth. The lands are surrounded by properties designated for 6, 12 and 25 storeys of height – the three other corners of the Node are all designated High Density, as is the entire commercial plaza on Bridgeport Road.

Bridgeport Road is a Regional Arterial Road, planned to accommodate higher volumes of traffic, generally from Hwy 85 in the east through to Uptown Waterloo. Weber Street North is also a Regional Arterial Road, which connects Downtown Kitchener and various parts of Waterloo through to the St. Jacobs Market. The lands are ideally situated to accommodate greater height and density, as they:

1. Are located within a Major Node (the portion subject to the Amendment);
2. Have excellent access to the Regional road network, including Bridgeport Road, Erb Street and Weber Street;
3. Are located within 400 metres of the Urban Growth Centre and walking distance to the wide range of commercial, cultural and employment uses within the Uptown;
4. Are located directly across the street from a large commercial development that offers a full range of retail and service commercial uses, including a department store and food store;

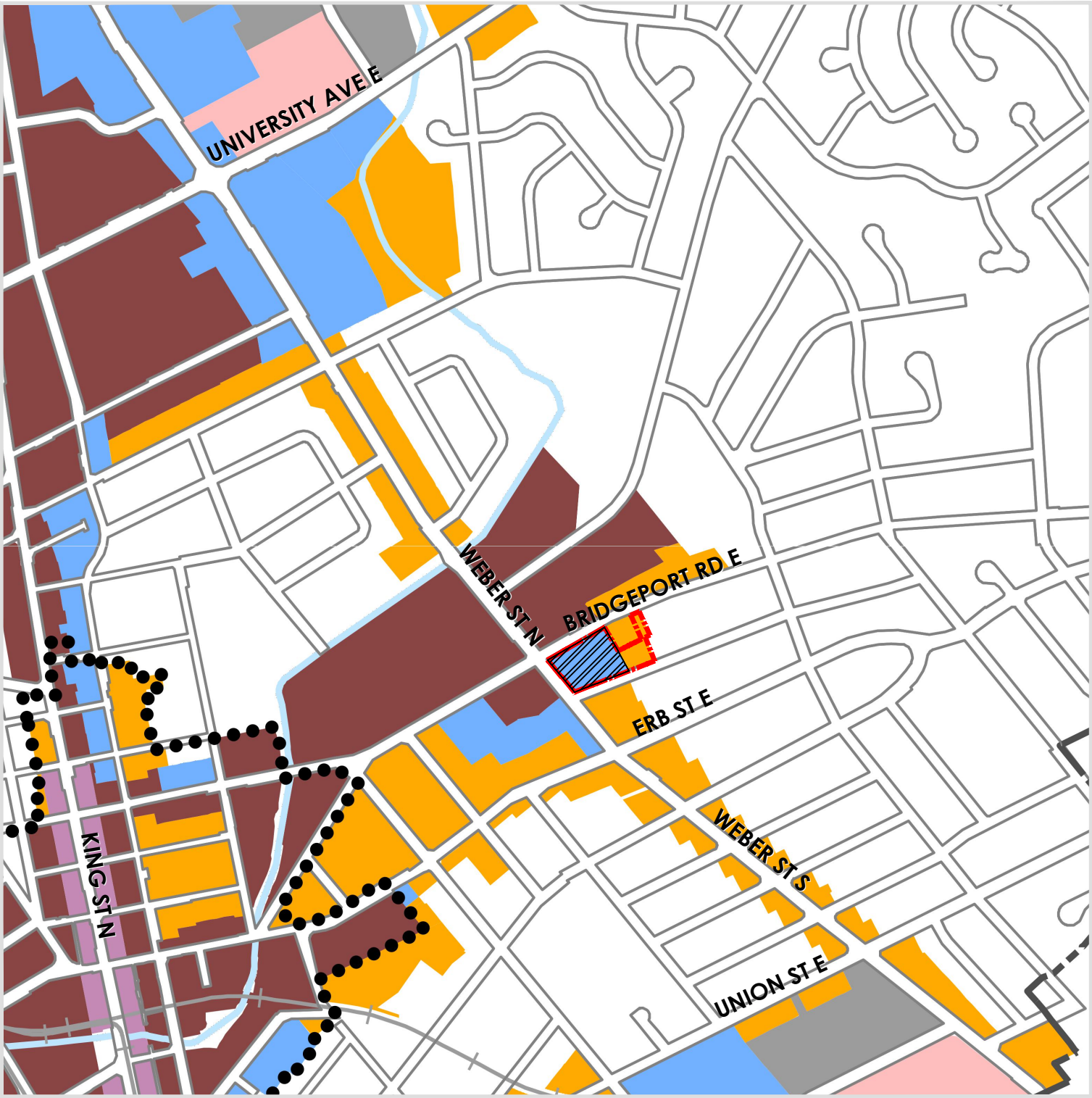


Figure 15

Proposed Official Plan Amendment

109, 115, and 133 Bridgeport Rd and 30 Weber St N
City of Waterloo
Region of Waterloo

LEGEND

- Subject Lands
- Area proposed to be re-designated to High Density, 81 metres
- Medium Density, 20 metres (Northdale: Medium Density, 8 storeys)
- Medium High Density, 40 metres (Northdale: Medium High Density, 12 storeys)
- High Density, 81 metres (Northdale: High Density, 25 storeys)

DATE:	January 2022
SCALE	1 : 10,000
FILE:	16222B
DRAWN:	PL

north

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5. Have excellent access to the GRT network, including bus stops on Bridgeport Road, Erb Street and Weber Street, as well as Lincoln Avenue to the north;
6. Have access to the ION LRT station in the Uptown Waterloo Public Square, which is less than a 20 minute walk from the subject lands;
7. Have access to the City's Active Transportation network, including the Laurel Trail and the Spurline Trail, which provide access to key destinations in Waterloo and Kitchener;
8. Are within walking distance of Elizabeth Ziegler Public School and Glen Acres Park; and
9. Are located within walking distance of Moses Springer Community Centre.

Building Design and Transition to Adjacent Lands

The site design has considered the surrounding lands, their planned land uses and heights and has provided a concept site plan that locates the greatest height on the north-westerly portion of the site (Building A). The other lands near the intersection of Weber Street North and Bridgeport Road East are designated High Density. The height transitions to the east, including Building D which is proposed at 6 storeys – the same permission that already exists. In this manner, appropriate transitions in height are achieved west to east. The south side of Royal Street – opposite the lands proposed as High Density, are designated Medium Density and are planned for 6-storeys. The width of the road combined with both the podium and tower setbacks create separation from the planned and existing built form along Royal Street.

Lands to the east of Building B are planned for Medium Density development. It is common throughout the City for lands planned for High Density to be located adjacent to lands planned for Medium Density. In this way, the development of the Medium Density lands can provide a built form transition from the high density development.

As the Shadow Study also demonstrates, the shadows fall to the north and northeast, largely onto commercial uses before later in the afternoon falling to the east as the sun sets. Importantly, moving the towers further to the west on the site significantly reduces shadow impacts on the residential dwellings on Royal Street.

In summary the site design has considered building placement and building height to provide for an appropriate transition to the surrounding lands, while also providing appropriate physical separation to allow the lands on Bridgeport Road East designated Medium Density to develop/intensify in the future.

4.4.8 Official Plan Summary

In summary, the Official Plan Amendment to re-designate a portion of the lands from 'Medium High Density, 40 Metres' to 'High Density, 81 Metres' and from 'Mixed-Use Medium Density Residential' to 'Mixed-Use High Density Residential' is appropriate for the subject lands. The site design has considered the context and the planned and existing development patterns in the surrounding area. The lands are located within a Major Node, which is planned to accommodate higher densities. Furthermore, the lands are located close to the City's Urban Growth Centre and are directly across the street from a significant commercial development that includes a full range of retail and service commercial uses, including two

full size food stores. Finally, the lands have excellent access to the Regional transit network, nearby active transportation routes (Laurel Trail, Spurline Trail) and the broader road network.

4.5 City of Waterloo Zoning By-law 2018-050

The subject lands are zoned Mixed-Use Community Commercial 40 (C1-40), Mixed-Use Medium High Density Residential (RMU-40) and Mixed-Use Medium Density Residential (RMU-20) in Bylaw 2018-050 (see **Figure 16**). The subject lands are also within Parking Area E (westerly portion) as depicted on Schedule A1 (see **Figure 17**).

To implement the Official Plan Amendment, a Zoning Bylaw Amendment is proposed to rezone the lands to the C1-81 and RMU-81 zones (see **Figure 19**), save for the portion of the site zoned RMU-20, which is not proposed to change. The development complies with the regulations of the C1-81, RMU-81 and RMU-20 zones, except for parking, which applies multiple rates for the site, outlined below:

Lands Zones C1-81 within Area E

- 1 space per residential unit
- 0.1 spaces per unit for visitors
- 3.2 spaces per 100 m^2 of non-residential building floor area

Lands Zoned RMU-81 within Area E

- 0.8 spaces per residential unit
- 0.1 spaces per unit for visitors
- 2.4 spaces per 100 m^2 of non-residential building floor area

Lands Zoned RMU-20

- 1.1 spaces per residential unit
- 0.1 spaces per unit for visitors
- 2.7 spaces per 100 m^2 of non-residential building floor area

Properties immediately surrounding the subject lands to the north, west, and east are primarily zoned C1 or RMU as well, with various height variations (20 to 81 metres), including 81 metres directly across Bridgeport Road and Weber Street North.

4.5.1 Site Data Table for Zoning Compliance

The following tables summarize the regulations of the Mixed-Use Community Commercial Zone (C1-81) and the Residential Mixed-Use (RMU-81/RMU-20) zones and identifies, in bold, where relief from the Bylaw regulations is required.

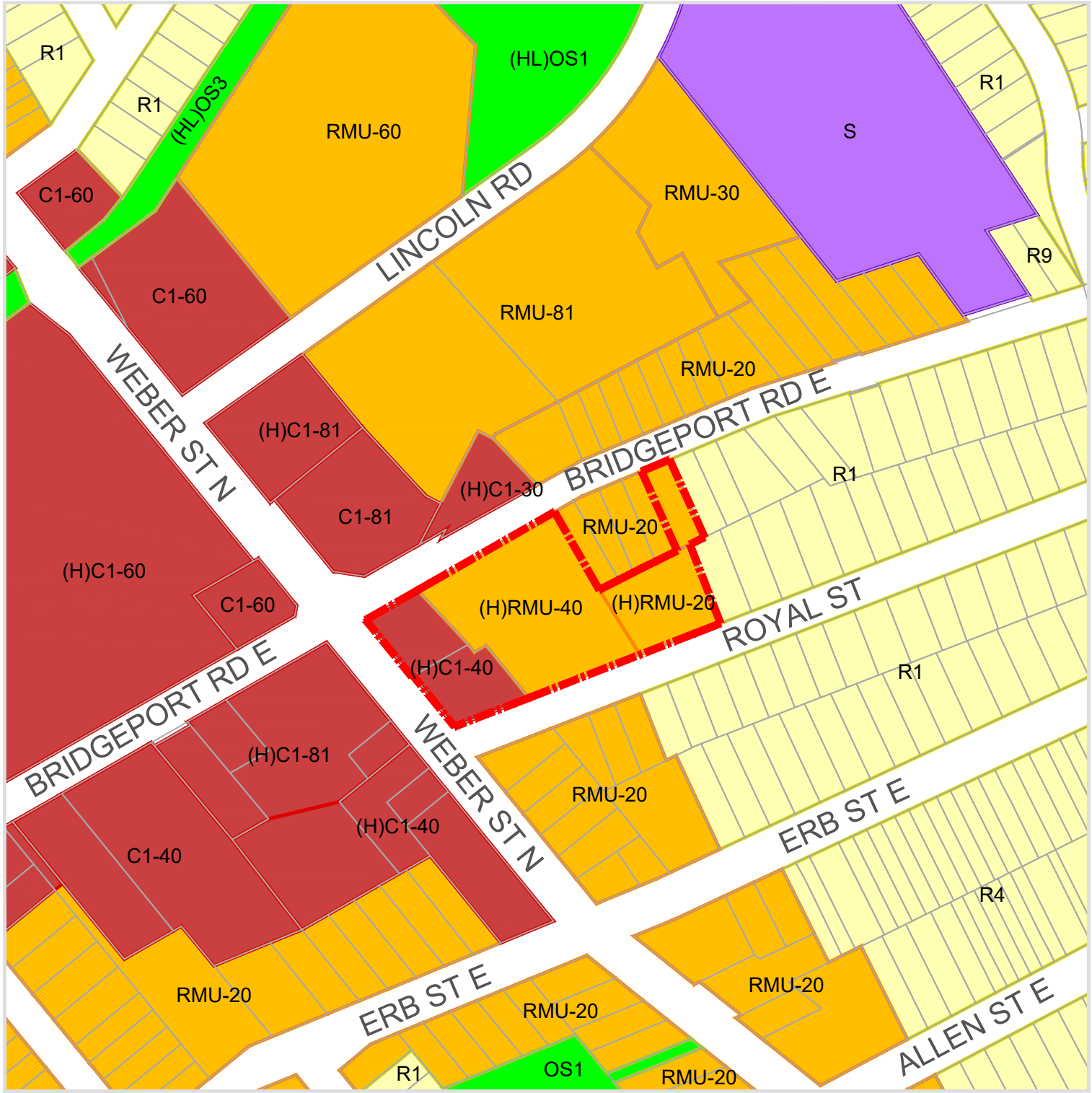


Figure 16

City of Waterloo Zoning By-Law Schedule A

109, 115, and 133 Bridgeport Rd and 30 Weber St N
City of Waterloo
Region of Waterloo

LEGEND

- Subject Lands
- School
- Residential
- Residential Mixed-Use
- Open Space
- Commercial

DATE:	January 2022
SCALE:	1:3,000
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DRAWN:	PL

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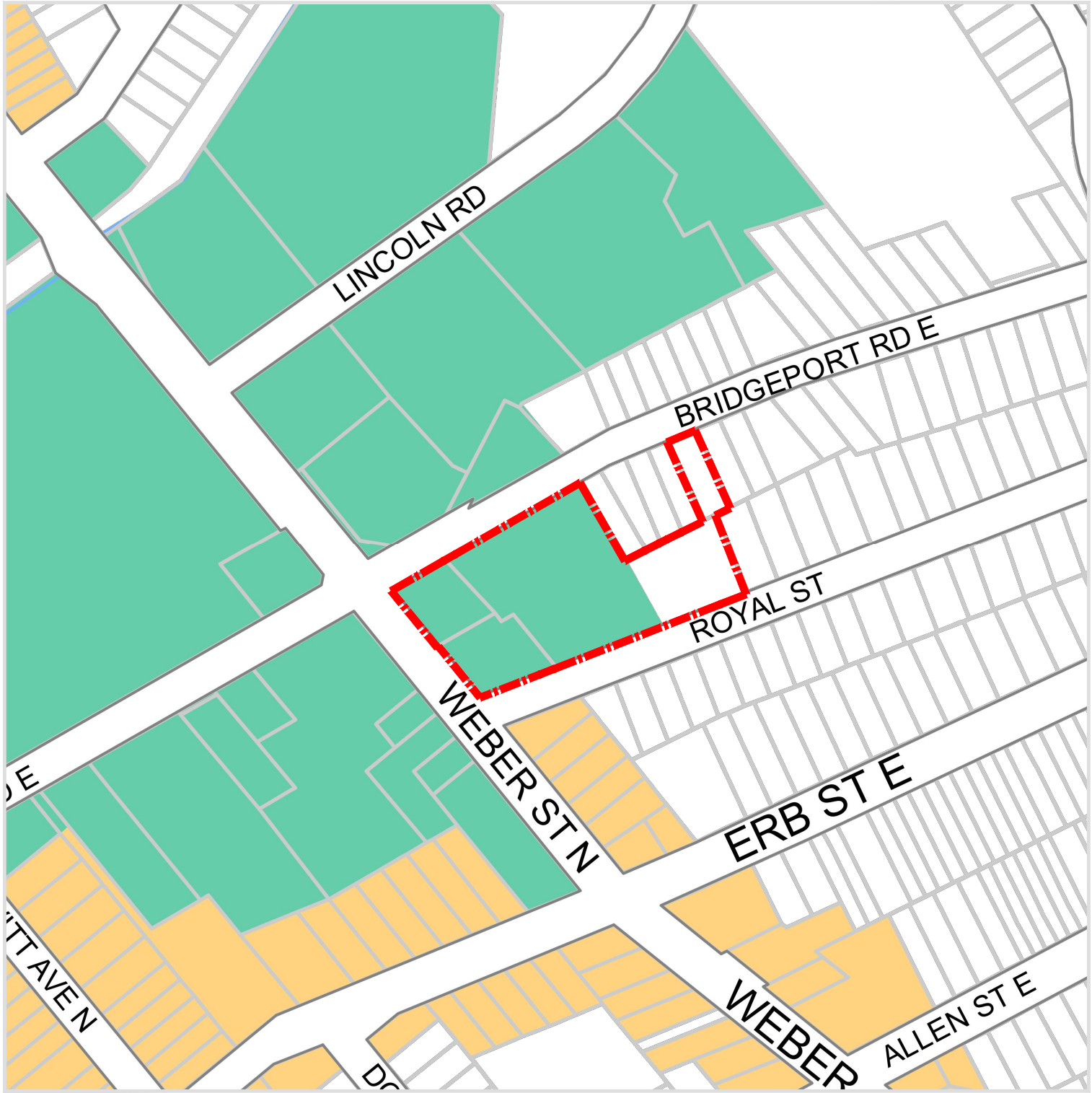


Figure 17

City of Waterloo Zoning By-Law Schedule A1 - Parking Overlay

109, 115, and 133 Bridgeport Rd and 30 Weber St N
City of Waterloo
Region of Waterloo

LEGEND

- Subject Lands
- Parking Area E
- Parking Area F

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Figure 18

City of Waterloo Zoning By-Law Schedule C1 - Site Specific Zoning

109, 115, and 133 Bridgeport Rd and 30 Weber St N
City of Waterloo
Region of Waterloo

LEGEND

Subject Lands

Site Specific Zoning

DATE:	January 2022
SCALE:	1:3,000
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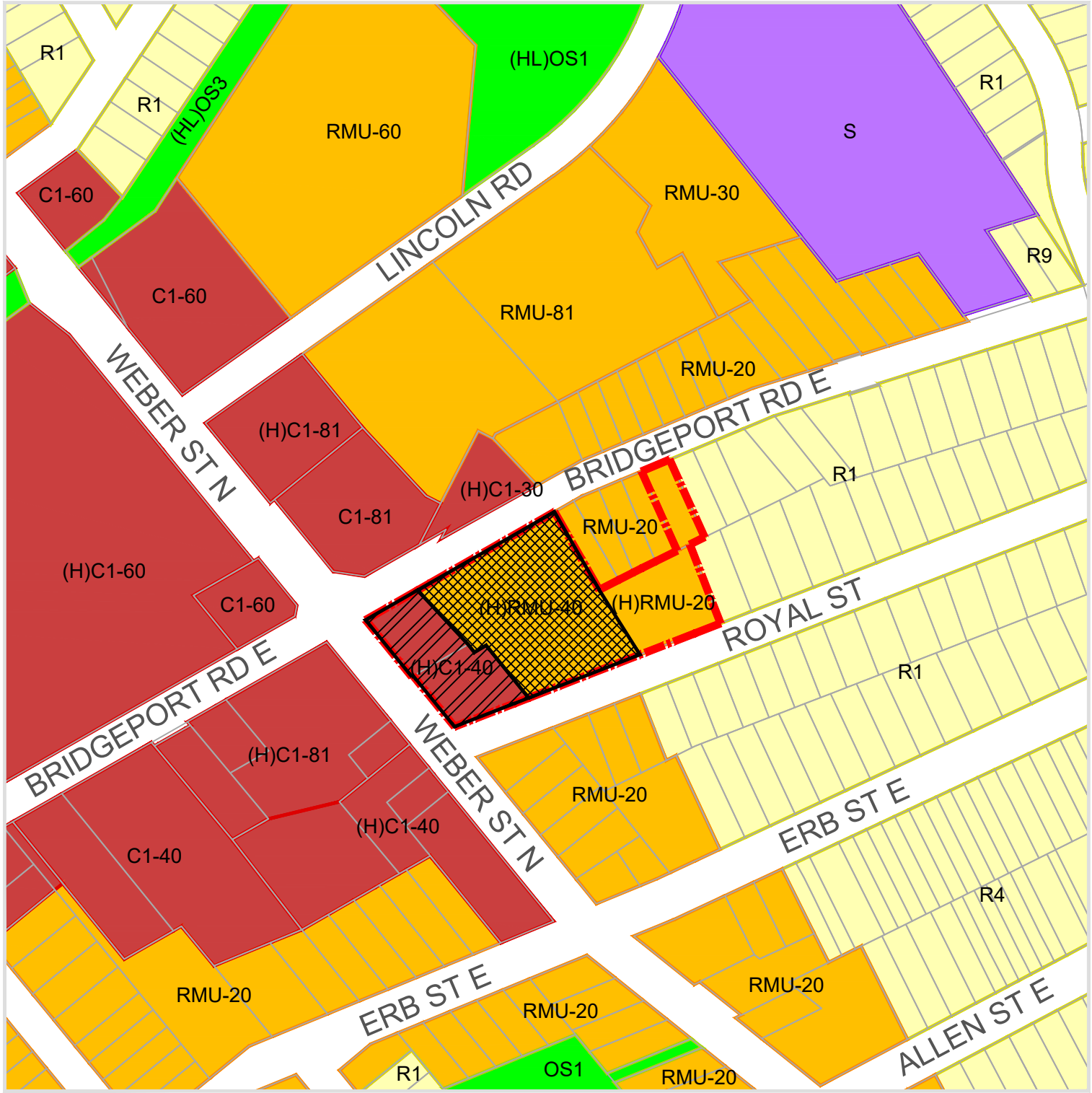


Figure 19

Proposed Zoning By-Law Amendment

109, 115, and 133 Bridgeport Rd and 30 Weber St N
City of Waterloo
Region of Waterloo

LEGEND

- Subject Lands
- Area proposed to be rezoned from C1-40 to C1-81
- Area proposed to be rezoned from RMU-40 to RMU-81
- School
- Residential
- Residential Mixed-Use
- Open Space
- Commercial

DATE:	January 2022
SCALE:	1:3,000
FILE:	16222B
DRAWN:	PL

north

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Mixed-Use Community Commercial and Residential Mixed-Use Zone Provisions

Regulation	Required	Provided
Street Line Setback (min) Street Line Setback (max)	5.0 metres 75% of the Front Building Façade within 7.5 metres (RMU-20) or 6.0 metres (RMU-81)	5.0 metres
Side Yard Setback (min)	5.0 metres (C1-81) 3.0 metres (RMU)	No side yard on portion of the site zoned C1-81 3.0 m RMU
Rear Yard Setback (min)	5.0 metres (C1-81) 7.5 metres (RMU-20) 5.0 metres (RMU-81)	No rear yard on portion of the site zoned C1-81 11 m (RMU)
Number of Buildings on a Lot	More than one (1) main building permitted	Three towers, one podium proposed

C1-81 regulations

Regulation	Required	Provided
Building Height (maximum)	81 metres and 25 storeys (C1-81 and RMU-81) 20 metres and 6 storeys (RMU-20)	Building A – 25 storeys, 81 metres Building B – 24 storeys, 78 metres Building C – 22 storeys, 72 metres Building B – 6 storeys and 20 metres
Podium Height (maximum)	21 metres	20.7 metres
Tower Separation (minimum)	22 metres from a tower on the same lot; and/or 11 metres from an interior lot line Combined 22 metres from internal side lot line, provided a minimum of 6 metres is provided on one side	Building A to Building B = 22 m Building A to Building C = 22 m Building B to Building C = 23 m
Horizontal Tower Dimension (maximum)	40 metres	All towers = 40 metres

Tower Footprint (maximum)	1,000 square metres	Building A = 821.4 m^2 Building B = 761.4 m^2 Building C = 761.4 m^2
Tower Stepback above Podium (including front building façade and flankage building façade) (minimum)	3 metres	All towers = 3.0 metres
Amenity Area	3 square metres for the first bedrooms and 2 square metres for each additional bedroom in the dwelling unit (2,192 m^2)	Indoor ground floor amenity = 200.2m^2 Indoor amenity level 5 = 124.8 m^2 Balconies = 3,896 m^2 Total = 4,221 m^2
Maximum Commercial Building Floor Area	0.33 floor area ratio (3,859 m^2)	345 m^2

Parking Regulations:

Regulation	Required	Provided
Parking (Area E on Schedule A1)	Residential use – 1 space/unit Residential visitor – 0.1 spaces/unit Non-Residential – 3.20 spaces/100m^2 building floor area Total required = 697 spaces	**0.8 spaces/unit (residents)** 0.1 spaces/unit (visitors) **2.4 spaces/100 m^2 (non-residential)** **Total provided = 569 spaces**
Structured Parking on First Storey	a.) A minimum twenty five percent (25%) of the first storey shall be comprised of one or more of the following uses: commercial uses; institutional uses; entrance / foyers; lobby, reception area; seating area, and the like; circulation spaces, such as hallways, elevators, and the like; hydro transformer room	>25% The parking is located internal to the development on the first storey
	b.) Located entirely behind the area devoted to the uses specified is section a.).	complies
	c.) For an interior lot, the building floor area devoted to the uses specified in section a.) shall abut the entire front building facade.	complies
Bicycle Parking	A minimum zero-point-three (0.3) Type A spaces shall be provided for each dwelling unit;	188 Type A spaces 188 Type B spaces

	and a minimum zero-point-three (0.3) Type B spaces shall be provided for each dwelling unit. For non-residential uses, bicycle spaces shall be provided at a minimum rate of 25% of the motor vehicle parking spaces Total required = 376	376 total
Loading Space	For a non-residential use with a floor area of 250-2,500 square metres, 1 Type B Space is required. For Residential buildings with 76-900 bedrooms, 1 Type A space is required	1 Type B space provided

4.5.2 Special Provisions

As the above tables demonstrate, the proposed development complies with all of regulations in the C1-81, RMU-81 and RMU-20 zones, except for the minimum amount of required parking. The following site specific provisions are required to permit the development:

- A residential parking rate of 0.8 spaces per unit; and
- A non-residential parking rate of 2.4 spaces per 100 m^2.

4.5.3 Parking

The majority of the subject lands are located within Area E on the Parking Overlay (Schedule A1 to the Zoning Bylaw). Area E applies to various areas in the City, including the Major Node at Weber and Bridgeport. Lands within Area E that are zoned C1 require the following parking rates:

- 1.0 spaces per unit for residents
- 0.1 spaces per unit for visitors
- 3.2 spaces per 100m^2 of non-residential floor area

Lands within Area E that are zoned RMU-81 require the following parking rates:

- 0.8 spaces per unit for residents
- 0.1 spaces per unit for visitors
- 2.4 spaces per 100m^2 of non-residential floor area

The portion of the site that is zoned RMU-20 is outside of the parking overlay. The applicable parking rates are:

- 1.0 spaces per unit for residents
- 0.1 spaces per unit for visitors
- 2.4 spaces per 100m^2 of non-residential floor area

There are lands within the same Major Nodes that are zoned RMU-81 and that are within the Area E parking overlay (on Lincoln Road north of the subject lands). Area E also applies in other areas of the City, in more suburban locations, including Minor Nodes in the west (Erb/Ira Needles and Erbsville/Laurelwood) and in the northeast near RIM Park.

The development is proposing to apply the RMU-81 parking rate to the entire development – currently 3 different parking rates apply to the same parcel of land. A site specific regulation is required, though no reduction from the requirement of the RMU-81 zone is proposed. Notwithstanding that a reduction from the standard requirement of the RMU-81 is not proposed, a Parking Justification Study has been prepared in support of the request that recommends the proposed parking rate.

Given the alternative transportation options (active transportation and transit stops) in the area and proximity of the lands to a wide range of commercial and employment uses, the lands are well situated to reduce the reliance on the automobile for all users. Furthermore, Uptown Waterloo is located a short distance to the west, within walking distance, which provides additional commercial and employment uses and multiple additional transit routes, include the ION LRT.

4.5.4 Zoning By-law Amendment Summary

The Zoning Bylaw Amendment proposes to zone the lands C1-81 to align with the Mixed-Use Community Commercial designation; RMU-81 to align with the Mixed-Use High Density Residential designation and to maintain the existing RMU-20 zone which aligns with the Mixed-Use Medium Density Residential designation.

The proposed development complies with the permitted uses and the regulations, except for parking, due to the three different parking rates that apply to the single parcel of land. The Zoning By-law Amendment proposes to apply the RMU-81 parking requirement to the entire development. A Parking Justification Study was provided in support of the request, concluding that the RMU-81 parking requirements are appropriate for the subject lands.

It's important to note that the portion of the site that is currently zoned RMU-20 is not proposed to change. On the lands with the municipal address 133 Bridgeport Road East, no building is proposed – only a driveway entrance and landscaping. On the easterly portion of 115 Bridgeport Road East, a 6 storey building is proposed, which will contain a bicycle room and structured parking. The building is set back from the easterly lot line in compliance with the Bylaw.

The development complies with the majority of the regulations, including tower separation, tower step backs and tower footprint. In our opinion, the Zoning Bylaw Amendment is appropriate for the subject lands, and will permit the redevelopment of an underutilized auto-oriented commercial use and large vacant parcel into a high density development that is compatible with the surrounding land uses and that locates growth in an area planned to accommodate intensification.

5.0 SUMMARY OF SUPPORTING STUDIES

5.1 Functional Servicing and Preliminary Stormwater Management Report

C. F. Crozier & Associates Inc. prepared a Functional Servicing & Preliminary Stormwater Management Report. The Report concludes:

- Water demand for the proposed development will be met by connecting a 150 mm diameter PVC water service to the existing 150 mm diameter water service on Royal Street. The proposed watermain will split into a 150 mm diameter fire line and 100 mm diameter domestic line to service the proposed development
- Sanitary services for the proposed development will be provided using two 200 mm diameter PVC sanitary laterals which will connect to the existing sanitary sewer stubs on Royal Street. A 200 mm diameter sanitary service lateral has been provided for the residential building and a separate service lateral for the above-grade parking structure.
- The Site's stormwater runoff will be collected in catchbasins and conveyed through the storm sewer system for events up to and including the 5-year storm event before discharging into the existing sewer on Royal Street. Stormwater runoff from the northern, western, and southern extents of the site will flow uncontrolled towards the Bridgeport Road East, Weber Street North and Royal Street rights-of-way, respectively.
- Stormwater quantity controls are not required for the site as the stormwater runoff from the site is generally reduced for all storm events up to and including the 100-year storm event under post-development conditions.
- Stormwater quality controls for the site will be provided by an in-line-oil-grit separator (Stormceptor EFO6 or approved equivalent) unit installed prior to discharging to the existing storm sewer on Royal Street

The Report concludes with a recommendation to approve the Official Plan and Zoning Bylaw Amendment from a functional servicing and stormwater management perspective.

Please see the Report for further details.

5.2 Pedestrian Wind Assessment

SLR completed a Pedestrian Wind Assessment that evaluated the wind conditions on and around the site, and provided recommendations to mitigate wind impacts in key outdoor areas. The Assessment concluded:

- Wind conditions on the site, including entrances, are generally expected to be suitable for the intended use year-round. Wind control measures are recommended for the northwest and southwest corners of the proposed development
- On the sidewalks surrounding the proposed development, wind conditions are suitable for the intended usage (leisurely walking or better)
- Wind conditions on the 5th floor amenity terrace are predicted to be comfortable for sitting or standing throughout the year, which is considered suitable for the intended usage
- The wind safety criterion is met at all locations surrounding the development in both the Existing and Proposed Configuration.

Please see the Assessment for further details.

5.3 Energy Strategy

ABA has prepared an Energy Strategy which considers preliminary opportunities for energy conservation, alternative sources of heating and cooling and other tools to reduce greenhouse gas emissions. Please refer to the Energy Strategy for more details.

5.4 Transportation Impact Study

C.F. Crozier & Associates Inc. prepared a TIS in support of the Official Plan and Zoning Bylaw Amendment applications. The Study concludes that:

- Under 2022 existing conditions, all study intersections operate with a Level of Service of "C" or better with no movements overcapacity or queuing concerns
- Scenarios 1 and 2 were presented to consider the roadway impacts of the site with and without reconfiguration of Bridgeport Road East and Erb Street East, respectively. Scenario 2 includes the removal of one lane for both roads. The future background and future total intersection analyses have been conducted with the scenarios
- The trips expected to generate are 165 two-way (58 inbound and 107 outbound) trips during the A.M. peak hour and 209 two-way (116 inbound and 93 outbound) trips during the P.M. peak hour
- Under future background and future total conditions during the 2027 horizon year for Scenario 1 and 2, all the intersections are expected to operate with a Level of Service "C" or better. There are no queuing issues
- During the Scenario 2 of future total conditions, the volume-to-capacity is expected to be 1.05 in the southbound left turn movement for the intersection of Weber Street North and Erb Street East. By optimizing the splits, the volume-to-capacity ratio decreases to 0.98
- There is minimal change in traffic operations between the future background and future total conditions. This indicates that the site generated traffic does not materially impact the operations at the surrounding intersections

- The proposed site accesses meet the TAC GDGCR requirements for sight distance, corner clearance and access spacing.

Please see the Study for further details

5.5 Parking Justification Letter

C.F. Crozier & Associates Inc. prepared a Parking Justification Letter in support of the Official Plan and Zoning Bylaw Amendment applications. The purpose of this letter is to assess the parking requirements associated with the proposed development, and to determine the feasibility of the proposed parking supply, which is slightly lower than the City of Waterloo By-law requirements for the site.

The Letter concludes that the proposed supply of parking is appropriate for the development, in their context and in consideration of recommended Transportation Demand Measures.

Please see the Letter for further details.

5.6 Environmental Noise Assessment

SLR completed an Environmental Noise Assessment, which evaluated both road and stationary noise impacts. The Assessment considered impacts of the environment on the development, the development on itself and the development on the surrounding area. The Assessment concluded that:

a) Based on predicted transportation façade sound levels, upgraded glazing is not required for the development;

b) Noise impacts at the common outdoor amenity area are predicted to be within acceptable levels without the need for mitigation measures

c) The provision for air conditioning and a Type C warning clause are required due to road noise;

d) Noise impacts from the surrounding stationary sources are predicted to meet applicable guideline limits at all building façade and at outdoor living area locations without the need for noise control measures.

e) Impacts of the proposed development on itself are not anticipated and can be adequately controlled by following the design guidance outlined in the report;

f) Impacts of the proposed development on the surroundings are expected to meet the applicable guideline limits and can be adequately controlled by following the design guidance outlined in the report.

Please see the Assessment for further details.

6.0 CONCLUSION

This Planning Justification Report concludes that the proposed Official Plan Amendment and Zoning By-law Amendment applications for 109, 115 and 133 Bridgeport Road East and 30 Weber Street North to permit the proposed development is in the public interest and represents good planning on the site for the following reasons:

1. The Official Plan and Zoning Bylaw Amendments are consistent with the *Provincial Policy Statement*. The development represents the intensification of an underutilized site, in an area planned to accommodate a greater proportion of the City's future growth;
2. The Official Plan and Zoning Bylaw Amendments conform to the *Growth Plan for the Greater Golden Horseshoe*. The majority of the lands are located within a Major Node, within the City's Built-Up Area and are located in an area well served by existing transit and active transportation. The introduction of high density residential uses will broaden the land uses in the area, which contains a wide range of commercial and employment uses;
3. The Official Plan and Zoning Bylaw Amendments conform to the *Region of Waterloo Official Plan*. The proposed development is compatible with surrounding planned land uses, and represents transit-oriented development;
4. The Official Plan Amendment does not propose any changes to the land use framework. The change from the Medium-High to the High Density (and the equivalent Mixed-Use High Density Residential designation) designation is appropriate for the portion of the lands that are subject to the Amendment;
5. The development complies with the majority of the performance standards in the C1-81, RMU-81 and RMU-20 zones, including regulations for tower separation, tower footprint and tower stepbacks and low-rise residential setbacks;
6. The site specific parking rates are appropriate for the lands, in their context and given the smaller non-residential use proposed for the lands. The Parking Justification Letter prepared by C.F. Crozier Engineering supports the proposed parking supply;
7. The technical studies support the redevelopment, and conclude that the proposed development is appropriate for the subject lands.

Respectfully submitted,

MHBC



Trevor Hawkins, M.PL, MCIP, RPP
Partner