

SUPPLEMENTAL PLANNING JUSTIFICATION REPORT

OFFICIAL PLAN AND
ZONING BYLAW AMENDMENT –
REVISED DEVELOPMENT PROPOSAL

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

Date:

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Prepared for:

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1.0 INTRODUCTION

MacNaughton Hermesen Britton Clarkson Planning Limited (“MHBC”) has been retained by 115 Bridgeport Inc. and 1648386 Ontario Ltd. to provide land use planning services with respect to the proposed mixed-use development of their lands, located at 109, 115 and 133 Bridgeport Road East and 30 Weber Street North (the “subject lands”). To permit the proposed development, an Official Plan Amendment (OPA) and Zoning By-law Amendment (ZBA) are required. An application for an Official Plan and Zoning By-law Amendment were submitted to the City of Waterloo on August 10, 2022 and deemed completed by the City on September 23, 2022.

The intent of the proposed OPA was to permit greater height and density on the portion of the lands located within a Major Node, while maintaining the existing land uses (Mixed-Use Community Commercial and Mixed-Use Residential). No change was proposed to the portion of the lands located outside of the Major Node and designated Medium Density 20 Metres to assist with the transition in height and massing from the westerly portion of the site to the adjacent lands planned for medium or low-density residential uses.

The intent of the proposed ZBA was to implement the greater density requested through the OPA and establish a site-specific parking rate for the entire site (despite the different zones), which was consistent with the minimum required rate for the RMU-81 zone, as follows:

- 0.8 spaces per residential unit;
- 0.1 spaces per residential unit for visitors; and
- 2.4 spaces per 100 m² of non-residential building floor area.

Comments were received from the City on February 8, 2023, which also included comments from the Region of Waterloo and Enova Power (formerly Waterloo North Hydro). The purpose of this Report is to support a revised development proposal that considers City and agency comments received in response to the original OPA/ZBA submission, and that also considers the evolving context of development in Waterloo and the Region. This Report has been prepared for submission to the City of Waterloo and includes the following:

- A brief description of the subject lands and surrounding uses, to be read in conjunction with the August 2022 Planning Justification Report;
- A review of the original development concept;
- A description of the revised development concept and revised proposed Official Plan and Zoning By-law Amendments;
- A review and assessment of the existing municipal policy framework in relation to the revised proposed development, to be read in conjunction with the land use planning analysis as contained in the August 2022 Planning Justification Report; and
- A review of the revised technical reports prepared in support of the revised development proposal.

1.1 Submitted Materials

The following materials were also prepared in support of the revised development and were considered in the preparation of this Supplemental Planning Justification Report:

- Architectural Plans, Elevations and Perspectives prepared by ABA
- An Addendum to the Functional Servicing and Stormwater Management Report, prepared by Crozier
- An Addendum to the Transportation Impact and Parking Study prepared by Crozier
- Shadow Analysis prepared by ABA

1.2 Site Description and Surrounding Uses

The subject lands are municipally addressed as 109, 115, and 133 Bridgeport Road East and 30 Weber Street North. The subject lands have a combined total lot area of 1.17 hectares after road widening conveyances and have frontage on two Regional Arterial Roads – Bridgeport Road East and Weber Street North, as well as frontage on Royal Street.

The majority of the subject lands form the southeast corner of the Major Node located at the intersection of Bridgeport Road East and Weber Street North. The balance of this Major Node is characterized by commercial uses, including Bridgeport Plaza immediately to the northwest, which contains wide range of commercial uses, including Sobeys,

Walmart and several restaurants, amongst other commercial uses. A commercial development is also located immediately north of the subject lands, with a Shoppers Drug Mart and surface parking. Additional commercial uses, including financial services and personal service uses, are located further north within the Node across Lincoln Road. The Moses Springer Community Centre is also located along Lincoln Road within walking distance of the subject lands.

To the east of the subject lands are existing residential uses along Bridgeport Road and Royal Street. The immediately adjacent lots along Bridgeport Road are planned for medium density uses. To the south of the subject lands are residential uses that either front upon Royal Street or Weber Street. The lands along Weber Street are planned for medium density uses, while the lands along Royal Street are planned for medium or low-density residential uses.

Immediately west of the subject lands are existing commercial uses, with large surface parking lots and auto-oriented uses. Residential uses are located to the southwest along Erb Street East. It is noted that the lands fronting the west side of Weber Street between Royal Street and Erb Street are designated and zoned for medium-high density mixed-use community commercial uses given their location within the Major Node and Minor Corridor that extends to the south along Weber Street.

Generally, 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. Furthermore, the lands are within walking distance of Uptown Waterloo and numerous employers, are well served by transit and have access to the Moses Springer Community Centre located on Lincoln Road.

2.0 PROPOSED DEVELOPMENT

2.1 Original Development Proposal (2022)

The original development proposal included the following:

- Three towers situated on a shared podium, with ground floor commercial uses within the podium facing Weber Street North;
- The three towers are described below with reference to their height (inclusive of the podium):
 - Tower A – 25 storeys
 - Tower B – 24 storeys
 - Tower C – 22 storeys
- A 6-storey parking structure attached to the remainder of the development on the east side of the site;
- A total of 622 units (785 bedrooms), including 459 one-bedroom units (74% of total units) and 163 two-bedroom units (26% of total units);
- 345 m² of commercial floor area;
- A total of 569 parking spaces;
- A proposed plaza space along the Weber Street frontage; and
- Vehicular access from Bridgeport Road East in two locations and a single full movement access on Royal Street.

The original development proposal complied with the built form regulations of the proposed Mixed-Use Community Commercial (C1-81) and Residential Mixed Use (RMU-81) zone categories, and also complied with the existing RMU-20 zone regulations that apply to the eastern portion of the site.

2.2 City and Agency Comments

The City of Waterloo provided detailed comments in February 2023, which also included comments from circulated agencies (notably the Region of Waterloo). The comments can be summarized into the following general categories:

1. Commercial uses – the amount of floor area for commercial use within the lands designated Mixed-Use Community Commercial.
2. The transition of building height towards lands to the east (which are either planned for 6 storeys or which are low-rise residential).
3. The need to demonstrate a 'community benefit' for any increase in density or height.
4. Matters related to Urban Design and the architectural appearance of the buildings.
5. Open space/amenity area and parkland.
6. Split Zoning.
7. Structured Parking and the First Storey.
8. Tower Step backs.
9. Landscaped Open Space and Low Rise Residential Buffer.
10. Site Plan and Floor Plans (additional information requested to be shown)

2.3 Revised Development Proposal

The proposed development has been revised in consideration of City and agency comments received regarding the original submission and the evolving development context within the City, including Council approvals for additional height and density in multiple locations. The following provides an overview of the proposal, including revisions to the development that were considered with specific reference to City and Agency comments. The Site Plan, Site Statistics and Floor Plans associated with the revised proposal, along with the Landscaped Open Space Diagrams, are enclosed within ABA Architect Inc.'s Drawing Package, submitted concurrently with this Report.

A multi-tower, mixed use development that includes a shared podium with internal parking remains the focus of the revised development proposal – the general layout of the site and situation of the three towers remains similar to the original concept. The following provides a summary of the changes:

- The building has been shifted to the west (towards Weber) by 5.5 m, thereby improving the height transition within the site and to the lands to the east and increasing the physical separation and amount of landscaping along the shared lot lines with the low-rise residential dwellings to the east;
- The ground floor commercial area has been increased (from 342.9 m² to 645 m²) – consistent with staff comments - and relocated to the southwest corner, oriented primarily to Weber Street with additional frontage along Royal Street within the portion of the lands designated Mixed-Use Community Commercial;
- In recognition of changes to the definition of Landscape Open Space in the Zoning Bylaw made after the OPA/ZBA were processed, the amount of hard surface within Bridgeport Road streetscape has been reduced – all three street frontages are landscaped, with an emphasis on an enhanced 'public realm' along Weber Street North and at the corner of Weber Street North and Bridgeport Road East, consistent with staff's comments regarding a 'community benefit';
- Tower A – which is located at the corner of Weber Street North and Bridgeport Road East, furthest from the low-rise residential uses to the east, was increased from 25 Storeys to 35 storeys with the inclusion of a recession in the tower length above the 27th floor (approximately 9m) on the south elevation. The tower portion up to the 27th floor was lengthened from 40 to 44 metres, while the length of the tower above the 27th floor is 35 metres. The taller building:
 - assists in varying the heights on the site, creating a more interesting skyline
 - defines the corner as an entry point into the Major Node, and by extension, the Urban Growth Centre to the west
 - allows for transition in massing within the site, both to the south and east, with shorter towers located along Bridgeport Road and Royal Street
- Tower B – was 24 storeys and is unchanged, save for the tower moving further to the west, increasing the separation from 125 Bridgeport Road East.
- Tower C – Was reduced in height from 22 storeys to 19 storeys and shifted further to the west to better align with the zoning boundary on the south side of Royal Street (RMU-20, which permits 6 storey buildings)
- The parking structure on the east side of the site, which forms part of the overall building podium was shifted further to the west and increased in height from 6 storeys (20.7 metres) to 8 storeys (24.5 metres) – a 3.8 m increase.

- Podium – was 6 storeys and is unchanged, save for the increased height to the parking structure which forms the easterly portion of the podium.
- Total number of units was increased from 622 units to 706 units; the number of bedrooms was increased from 785 to 1,014 – there are more two-bedroom units in the revised plan and there are now three-bedroom units, whereas previously, there were no three-bedroom units.
- The total amount of amenity area was increased from 4,221 m² to 6,741 m².
- The supply of parking per residential unit was revised from 0.8/unit for residents (+0.1/unit for visitors + 2.4/100 m² commercial - 569 spaces total) to 0.75/unit for residents (+ 0.1/unit for visitors + 2.4/100 m² for commercial - 619 spaces total)

Overall, the revised development proposal provides for the following:

	Provided
Commercial Floor Area	645 m ²
1- bedroom Units (56.7 – 85m ² /610 – 914ft ²)	404 units
2- bedroom Units (77.4 – 121.4m ² /833– 1,307ft ²)	296 units
3- bedroom Units (118.2–138.7m ² /1,272–1,493ft ²)	6 units
Total Units	706 units
Total Bedrooms	1,014 units
Indoor Amenity Area	1,385.6 m ²
Rooftop Amenity Area	1,459.7 m ²
Balconies	3,896 m ²
Total Amenity Area	6,714 m ²
Structured Parking	619 spaces

Podium

The podium has been shifted further to the west towards Weber Street North to provide additional separation from the lands to the east on Royal Street. The podium now also cantilevers over the westerly driveway access from Bridgeport Road to provide additional massing facing the street. The parking structure component of the podium, east of the driveway access along Royal Street, has been increased to 8 storeys (24.5 metres) in height to provide additional parking in support of the development. The westerly shift of

the podium has increased building setbacks along the easterly property line to 16 metres from 196 Royal Street, allowing for additional landscape areas and physical separation.

Uses within the podium have also been reconfigured to ensure active uses are situated along the street frontages, including amenity space, commercial space, and lobby entrances – there are no garbage rooms proposed along the street frontages. The ground-floor commercial space (proposed at the corner of Weber and Royal) has been increased to 645 m² in area or approximately double the previous amount. Ground floor amenity rooms are oriented to either the Weber, Bridgeport, or Royal Street frontages, along with lobbies for each residential tower and associated common areas (mail rooms, vestibules, etc.) Three dwelling units are proposed at-grade within the podium facing Bridgeport Road East outside of the portion of the site designated Mixed-Use Community Commercial. Garbage rooms, have been located behind the above-noted active uses at grade and required transformers are included within vaults located within the podium. Parking along with secure bicycle storage internal to the podium comprise the ground floor as well as the Royal Street parking structure component. Bicycle storage remains proposed for the frontage of the Royal Street parking structure component to screen vehicular parking at grade and to provide a convenient location for cyclists.

Components of the podium have also been revised as follows:

- The addition of a sizeable (518 m²) indoor amenity area to the second level, oriented to Weber and Royal Streets;
- Incorporation of additional bicycle storage internal to the podium on the second level;
- Addition of two indoor amenity rooms each on the fifth and sixth levels of the podium, which anchor the western limit of the rooftop amenity area and provide 432 m² of common amenity area between the two floors;
- Broadening the range and mix of unit types and sizes, including the addition of three-bedroom units and increasing the ratio of two-bedroom units.

In response to comments from the City, the architectural projections within the podium, which defined the podium element and distinguished it from the tower above, have been reduced in scale and generally focused on the corner of podium, wrapping around the corner at Weber Street and Bridgeport Road. The shifting of the building (including the podium) further to the west results in a minor reduction in the streetline setback for one

portion of the podium facing Weber Street. As such, a site-specific regulation is required to permit a reduced streetline setback for the podium.

Towers

Generally, the proposed towers remain in similar locations atop the podium, with the massing shifted to the west in the same manner as the podium. Tower A is proposed to be extended to a 44 metre horizontal tower dimension (up to the 27th floor) to accommodate a greater number of two-bedroom units per floor and provide greater diversity in unit sizes. The proposed height of Tower A is now 35 storeys, with a stepping back of the Tower by 9.3 metres at Floor 28 on the south side facing Royal Street. At Floor 28, Tower A has a horizontal tower dimension of 34.6 metres, which is well below the maximum permitted in the Zoning Bylaw (40 metres).

The proposed height of Tower C has decreased from 22 to 19 storeys, with tower dimensions remaining unchanged from the original proposal. Tower C has been shifted further to the west, to provide additional separation from the low-rise dwellings along Royal Street and to align the building placement with the RMU-20 zoned lands on the south side of Royal Street. The proposed height and dimensions of Tower B have not changed from the original proposal, however the separation from 125 Bridgeport Road East has increased from 11 metres to 16.8 metres.

With the overall shifting of the massing to the west, minor reductions in tower separation are required for portions of the towers where they are closest to one another. The following describes the separation:

- Tower A to Tower B – separation at closest point is 20.5 metres (whereas the Bylaw requires 22 metres)
- Tower A to Tower C – separation at closest point is 20.1 metres (whereas the Bylaw requires 22 metres)
- Tower B to Tower C – separate ranges from 18.9 metres to 24.9 metres (whereas the Bylaw requires 22 metres)

Parking and Access

The easternmost driveway along the Bridgeport Road frontage has been changed to a left-in, one-way access into the proposed development and the Royal Street parking structure component of the podium. The width of the access has been reduced to 3.5

metres to recognize the change in function. The second access to Bridgeport Road remains a left-in, left-out access, recognizing the one-way direction of this Regional road. The Royal Street access is proposed to function as a right-in/left-in and right-out only driveway, directing traffic leaving the development west to Weber Street, away from the existing residential neighbourhood east of the development. The revision to the access on Royal Street is consistent with City Transportation staff's comment in the February 8, 2023 letter, which stated as follows:

The Royal Street access should restrict exiting movements to be right-out only, while allowing full access into the site.

As previously mentioned, the Royal Street parking structure component of the podium is proposed to increase to 24.5 metres in height to provide additional parking to support the revised development. The top level of this structure will function as a parking deck and as such will not have a roof enclosure. Vehicles will be screened from view through architectural treatments.

The shifting of the podium to the west and realignment of the two-way access from Bridgeport Road East allows for the provision of 11 partially covered parking spaces along the eastern property line. These spaces are envisioned to be used for visitor parking and short term deliveries and would be screened from the street by a landscaped area along Bridgeport and the partial cantilever of the podium. The loading area is located across from the surface parking area, adjacent to the podium.

A total of 619 parking spaces are proposed on site, generally divided as follows:

- 0.75 spaces per residential unit (total 532 spaces)
- 0.1 spaces per residential unit for visitors (total 71 spaces)
- 2.4 spaces per 100m² of building floor area for non-residential uses (total 16 spaces)

In the February 8, 2023 letter City staff stated as follows:

Planning staff have reviewed the Parking Justification Letter (Crozier Consulting Engineers, July 5, 2022) submitted in support of the applications and are generally supportive of the proposed parking rates for reasons including:

- *There are currently 3 different parking rates that apply to the lands. Given the challenges of implementation, staff support the principle of establishing one parking rate for the entire development.*
- *The consultant notes that the characteristics of the proposed development, being primarily residential in nature, better aligns with a residential-based parking rate (per the RMU-81 zone) rather than a commercial based parking rate (per the C1-81 zone). Staff concur with this assessment, though have noted the need for additional commercial floor space to maintain the intended function of the lands designated and zoned for commercial purposes.*
- *The parking rates established for RMU-81 zone (using Parking Overlay E) are based on the location and context of the site, the availability of transit services that is proximal to the proposed development, and the mix of uses proposed on-site and in the immediate area (including grocery store, pharmacy, large and small retail, and offices). The context and characteristics of this site align with the proposed parking rates.*
- *The property fronts onto Bridgeport Road East and Weber Street North which are a Regional Arterial Road, and Royal Street which is a Local Road (Schedule 'E'). Regional Arterial Roads are intended to provide regional scale service. Bridgeport Road East is also identified as a City-Wide Cycling & Multi-Use Route (Schedule 'F').*

The minor reduction in parking for residential units (from 0.8 spaces/unit to 0.75 spaces per unit) is supported by an update to the Parking Justification Study prepared by Crozier Engineering and the supply of parking is consistent with the reasons outlined in the City's February 8th letter.

As previously mentioned, parking internal to the podium is screened at the street by commercial space, residential dwellings units, indoor amenity areas for future residents, or functional spaces such as lobbies and vestibules. The Royal Street parking structure component will be screened by at-grade secure bicycle parking along the Royal Street frontage.

Landscape Open Space

As illustrated in the enclosed drawing set, the amount of greenspace adjacent to the podium has been increased, providing for larger planting areas among plaza walkways, and reducing the amount of hard surfaces along the north and south sides of the podium.

Building entrances along these frontages primarily rely on walkway extensions from the public sidewalk. The plaza element along the Weber Street frontage has been maintained, whereas the enhanced plaza entrance at the northeast corner of the podium has been reduced and planting areas adjacent to the podium enlarged in recognition of recent changes to the definition of Landscape Open Space in the City's Zoning Bylaw, which no longer consider certain forms as hardscaping as landscaped area. The calculations have been provided in consideration of the City's comment in the February 8th letter, which stated that 'Not enough information has been provided to determine if this requirement has been met.'

City landscape staff also provided the following comments (among others that are better addressed through a future site plan application submission):

1. Rear/Side Yard Landscape Buffer:

- a. The proposed minimum yard setback of 1.2 metres along the east property line does not allow sufficient room for vegetation to grow. As this property limit is adjacent to existing low rise residential homes, a landscape buffer is necessary.
- b. Per the City's Zoning By-law, the buffer width shall be average 3.0 metres, and at no point less than 1.5 metres. The plant materials provided will form a visual screen and will not be less than 1.5 m in height. Buildings, structures, enclosures, parking areas, driveways, retaining walls, ramps, and impervious areas shall be prohibited within the buffer. Sufficient space to include all-season planting to provide a year-round buffer is required.
- c. The slope in this yard buffer should allow for maintenance and encourage vegetation growth.

2. Consider enhanced planting in street-facing yards at building foundations. Plant material shall be of sufficient height to reduce the perceived scale of the building from the public realm.

The westerly shift of the podium has facilitated an increased landscaped area along the easterly property lines as follows:

- the proposed surface parking area is located 3.1 metres from 125 Bridgeport Road East property line (whereas previously it was 1.6 metres);
- the one-way driveway access along Bridgeport Road East is located 7.5 metres from 135 Bridgeport Road East lot line (whereas previously it was 6.1 metres);

- The driveway adjacent to the R1 zoned property (196 Royal Street) is now 1.5 metres from the shared lot line, consistent with the By-law requirement;
- The average width of the landscape buffer exceeds 3.0 metres and allows for plantings of sufficient size and depth to provide the intended screening;
- The Royal Street parking structure component of the podium is 16 metres from the 196 Royal Street lot line, whereas previously it was 10.5 metres; and
- All three street facing yards contain a mixture of soft and hard landscaping, with greater amounts of soft landscaping along Royal Street consistent with its residential character.

The most notable improvements to the landscaped open space within the site as a result of the revised development proposal is along the eastern limit of the site, where a significant portion of the property is intended for landscaped area and is of a sufficient size and configuration to accommodate variety of mature trees, shrubs, and other vegetation to screen the development from adjacent properties.

With respect to landscaped open space and buffer requirements, the revised proposal accommodates 36% landscaped open space on the C1-zoned portion of the site (which does not have a minimum landscape open space requirement) and 24.6% on the RMU-zoned portion of the site, under the recently revised landscaped open space definition as illustrated on the enclosed plan labelled “Landscaped Open Space Diagram.” Overall, the revised development accommodates a landscaped open space of 27.1%. It is noted that proposed development possesses an overall landscape open space of 32.1% when considering the original definition of landscaped open space in By-law 2018-050, which was the definition in force at the time of the application submission.

2.4 Zoning Bylaw 2018-050

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 By-law regulations is required.

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

Regulation	Required	Provided
Street Line Setback (min)	5.0 metres	5.0 m, except for a portion of the building closest to

Regulation	Required	Provided
Street Line Setback (max)	75% of the Front Building Façade within 7.5 metres (RMU-20) or 6.0 metres (RMU-81)	the corner of Royal Street and Weber Street where the street line setback is 2.5 metres for floors 2-6
Side Yard Setback (min)	5.0 metres (C1-81) 3.0 metres (RMU)	No side yard on portion of the site zoned C1-81 7.5 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 7.5 m (RMU)
Number of Buildings on a Lot	More than one (1) main building permitted	Three towers, one podium proposed
Building Height (maximum)	81 metres and 25 storeys (C1-81 and RMU-81) 20 metres and 6 storeys (RMU-20)	Tower A – 35 storeys, 115 m Tower B – 24 storeys, 79 m Tower C – 19 storeys, 63 m Parking Structure – 25 m and 8 storeys
Podium Height (maximum)	21 metres	21 metres; Parking structure portion of the podium -25 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	Tower A to Tower B: 20.5 m Tower A to Tower C: 20.1 m Tower B to Tower C: 18.9 m Tower B to Interior Lot Line: 16.8 m Tower C to Interior Lot Line: ± 18 m
Horizontal Tower Dimension (maximum)	40 metres	Tower A: 44 m Tower B: 40 m Tower C: 40 m
Tower Footprint (maximum)	1,000 square metres	Tower A = 908.2 m ² Tower B = 813 m ² Tower C = 813 m ²

Regulation	Required	Provided
Tower Stepback above Podium (including front building façade and flankage building façade) (minimum)	3 metres	All towers = 3.0 m
Amenity Area	3 square metres for the first bedrooms and 2 square metres for each additional bedroom in the dwelling unit (2,734 m ²)	Indoor Amenity: ○ Ground Floor: 435.8 m² ○ Level 2: 518 m² ○ Level 5: 215.9 m² ○ Level 6: 215.9 m² Balconies: 3,896 m ² Total: 5,254.7 m ²
Maximum Commercial Building Floor Area	0.33 FAR (847 m ² , based on lot area of C1-zoned lands)	645 m ²

Parking Regulations

Regulation	Required	Provided
Parking (Area E on Schedule A1)	C1-81 Residential use – 1 space/unit Residential visitor – 0.1 spaces/unit Non-Residential – 3.20 spaces/100m ² building floor area (for C1-81) RMU-81 Residential use – 0.8 spaces/unit Residential visitor – 0.1/unit Non-residential – 2.4 spaces /100 m ² building floor area	0.75 spaces/unit (residents) 0.1 spaces/unit (visitors) 2.4 spaces/100 m ² (non-residential) Total provided: 619 spaces
	a.) A minimum twenty five percent (25%) of the first	The development includes approximately 40% ground

Regulation	Required	Provided
Structured Parking on First Storey	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	floor 'active uses' (excluding the bicycle room and garbage rooms) The parking is located internal to the development on the first storey, except for along Royal Street where it is located behind bicycle parking
	b.) Located entirely behind the area devoted to the uses specified in section a.).	Secure bicycle parking is proposed along the ground floor façade of the parking structure along Royal Street to screen vehicular parking spaces
	c.) For an interior lot, the building floor area devoted to the uses specified in section a.) shall abut the entire front building facade. <i>25% of ground floor podium: 1,697.1 m²</i>	
Bicycle Parking	A minimum zero-point-three (0.3) Type A spaces shall be provided for each dwelling unit; 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	Type A spaces: - Podium Level 1: 311 spaces - Podium Level 2: 155 spaces Type B spaces: 56 spaces Total provided: 522 spaces

Regulation	Required	Provided
	Total required = 428 spaces	
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 901 or more bedrooms, 2 Type A spaces are required Type B spaces can count towards a required Type A space in a mixed-use building	1 Type B space provided

2.5 Revised Official Plan and Zoning Bylaw Amendments

To implement the revised development proposal, a change in the scope of the original requested Official Plan and Zoning By-law Amendments are required. The following provides an overview of the revised amendments.

Revised Official Plan Amendment

A revised Official Plan Amendment is required to:

- Redesignate the portion of the lands within the Major Node to High Density, 81 metres (same as the previous OPA); and
- Establish a new Specific Provision Area to regulate maximum building heights across the site and establish a maximum permitted residential density for the entirety of the subject lands.

In this regard, the revised Official Plan Amendment seeks the following:

- Amend Schedule 'B1' *Height and Density* to re-designate the lands within the Major Node from 'Medium-High Density, 40 metres' to 'High Density, 81 metres'; and

- Amend Schedule 'A6' *Specific Provision Areas* to apply a new Specific Provision Area (SPA XX) to the subject lands that:
 - Permits the following maximum building heights:
 - Tower A: 35 storeys and 115 metres, inclusive of the podium;
 - Tower B: 24 storeys and 80 metres, inclusive of the podium;
 - Tower C: 19 storeys and 63 metres, inclusive of the podium; and
 - Parking Structure: 8 storeys and 25 metres.
 - Permits a maximum density for the combined lands of 870 bedrooms per hectare after road widening conveyances.

Revised Zoning By-law Amendment

The revised Zoning By-law Amendment implements the revised Official Plan Amendment and establishes site-specific provisions to regulate the proposed development, as follows:

- Rezone 109 Bridgeport Road East and 30 Weber Street North from Mixed-Use Community Commercial (C1-40) to Mixed-Use Community Commercial (C1-81);
- Rezone the balance of the lands with the Major Node from Residential Mixed Use (RMU-40) to Residential Mixed-Use 81 (RMU-81); and
- Establish a new Exception (CXX) for the entirety of the subject lands with site-specific regulations that:
 - Establish a maximum permitted density of 870 bedrooms per hectare;
 - Permits the following maximum building heights:
 - Tower A – 35 storeys and 115 metres
 - Tower B – 24 storeys and 80 metres
 - Tower C – 19 storeys and 63 metres
 - Parking Structure – 8 storeys and 25 metres
 - Permits a maximum horizontal tower dimension of 44 metres for Tower A up to and including the 27th floor;
 - Establishes the following minimum tower separation requirements:
 - 19 metres between Tower B and Tower C
 - 20 metres between Tower A and Tower C
 - 20 metres between Tower A and Tower B
 - Does not consider the 8-storey parking structure as a 'tower' for the purposes of applying zoning regulations;

- Exempts the development from the regulations of Section 3.S.5 ('Split Zoning');
- Establishes an overall minimum landscaped open space for the combined lands of 27% of the lot area;
- Permits a portion of the ground floor structured parking to be located behind the bicycle room within the easterly portion of the parking structure;
- For the purposes of Section 7.10.10 (Structured Parking on the First Storey in the RMU Zone), secure bicycle parking shall be included in the list of uses identified in Section 7.10.10.a);
- Establishes minimum parking requirements as follows:
 - 0.75 spaces/unit for Resident
 - 0.1 spaces/unit for Visitor
 - Non-residential parking rate of 2.4 spaces/100m²
 - Loading space requirements shall be satisfied with one Type B loading space

3.0 ANALYSIS

The revised development proposal remains consistent with the Provincial Policy Statement, 2020 and conforms the Growth Plan for the Greater Golden Horseshoe, as demonstrated in the August 2022 Planning Justification Report. Since the submission of the original OPA/ZBA application in 2022, the Region of Waterloo adopted Regional Official Plan Amendment No. 6, which was subsequently approved by the Minister of Municipal Affairs and Housing in April 2023 (though the Minister subsequently proposed changes to that approval, which are still under consideration). The following sections of this Report reviews the ROPA 6 policy framework as it applies to the subject lands and how the proposal conforms to that framework, as well as provides a supplemental analysis of the City of Waterloo Official Plan framework as it applies to the revised development proposal.

3.1 Regional Official Plan Amendment No. 6

The first phase of the Region's Official Plan Review process, which culminated in the adoption of ROPA 6, included a Municipal Comprehensive Review in accordance with Schedule 3 of the Growth Plan. The proposed development has been reviewed under the policy framework of ROPA 6 as it represents the desired policy direction of the Region with respect to guiding growth and development.

Urban Areas

The subject lands are located within the Urban Area, which is intended to accommodate the majority of the Region's forecasted growth to 2051 as per Policy 2.C.2.1. The majority of growth within the Urban Area is to be directed to strategic growth areas such as Urban Growth Centres, Major Transit Station Areas, Regional Intensification Corridors, Local Centres and Intensification Corridors, as well as other lands within the Delineated Built-Up Area.

Policy 2.C.2.2 sets out general policies to guide development within the Urban Area. Generally, development within the Urban Area is to be planned and developed in a manner that:

- implements the Regional Urban System;

- advances the community's transition into an energy-efficient, resilient, low-carbon community;
- is municipally serviced;
- protects the natural environment;
- provides a diverse range and mix of housing options;
- conserves cultural heritage resources;
- avoids development and land use patterns that may pose a risk to public health, safety and the environment;
- improves accessibility for persons of all ages and abilities;
- ensures the development of high-quality urban form;
- considers the wellbeing and belonging of all children and youth; and
- expands residents' access to a range of transportation options, public service facilities, urban greenlands and open spaces, and affordable food options in neighbourhoods.

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

- The proposed development will result in the re-urbanization of lands located within a Major Node (a strategic growth area);
- The proposed development will provide for a compact form that contributes to a pedestrian friendly environment by locating buildings close to the street and establishing a plaza space along Weber Street, as well as multiple building entrances along Bridgeport Road and Royal Street;
- The proposed development provides for a range of dwelling unit sizes and types, providing housing options for residents of varying life stages and income levels;
- The development is located within an area well served by existing Grand River Transit (GRT); and
- The proposed development is located in an area well served with a broad range of commercial uses, nearby schools and community facilities, assisting in the establishment of a 15-minute neighbourhood in the vicinity of Bridgeport and Weber.

Local Centres and Local Intensification Corridors

The subject lands are located primarily within a Major Node identified in the City of Waterloo Official Plan and as such are intended to accommodate medium to high density uses. While Area Municipalities are to identify and delineate Local Centres and Local Intensification Corridors in their Official Plans under the policy direction of ROPA 6, given the location of the subject lands within the aforementioned Node the proposed development has been reviewed under the policies of Section 2.D.4.

As per Policy 2.D.4.1, Local Centres and Intensification Corridors are to be planned in a manner that address the following:

- a) Accommodate a level of intensification reflective of local context and consistent with existing or planned transit service;
- b) Support the achievement of 15-minute neighbourhoods with an appropriate scale and form that serve the surrounding community;
- c) Is consistent with the relevant transit-supportive development policies of Section 2.D.6;
- d) Provide a consistent setback and frontage to encourage a continuous building form adjacent to the street right-of-way; and
- e) Connect efficiently with, and contribute to, the vitality of the surrounding area by providing safe and convenient access for walking, cycling and rolling.

The proposed development is located on two Regional roads, in proximity to multiple existing transit stops, and within walking distance of Uptown Waterloo. The greatest building height is proposed at the intersection of two Regional roads, with building heights decreasing to the east and south providing appropriate transition to adjacent lands. The proposed podium will establish a consistent and defined building form along street frontages and reinforce the public realm. The development proposes a density supportive of public transit use, with multiple pedestrian connections from the building to the public sidewalks where the transit stops are already located. The new residential population will be supported by adjacent, well-established commercial and retail uses in the Major Node, ultimately contributing to the evolution of the area as a 15-minute neighbourhood.

Transit-Supportive Development Policies

The Transit-Supportive Development policies of Section 2.D.6 remain generally unchanged from the policies contained in the 2015 Regional Official Plan. As per Section

4.3.2 of the 2022 Planning Justification Report, in our opinion, the mixed-use development proposed both in 2022 and the revised 2023 development, is consistent with the TOD objectives.

Intensification Targets in Delineated Built-Up Areas

Section 2.F of ROPA 6 establishes the policy framework to achieve the objectives of meeting or exceeding minimum intensification targets to make better use of land and infrastructure and support the gradual transition of existing neighbourhoods into 15-minute neighbourhoods. Table 3 of ROPA 6 establishes a minimum intensification target of 83% for the City of Waterloo, with a minimum of 19,740 additional units to be accommodated within the Delineated Built-U Area between 2022-2051. Policy 2.I.5.1 states that the minimum intensification and density targets are minimum standards and area municipalities are encouraged to go beyond these minimum targets, where appropriate. The proposed development will provide 706 dwelling units on lands within the Built-Up Area that are well supported by transit, commercial uses, community facilities and schools, which will assist the City in achieving and/or exceeding the minimum intensification target.

In our opinion, the revised development conforms to the Regional Official Plan and Regional Official Plan Amendment No. 6.

3.2 City of Waterloo Official Plan

Major Nodes and Mixed-Use Community Commercial Lands

The Post-Circulation Comments noted that the original development proposal provided insufficient commercial floor area considering its location within a Major Node and the Mixed-Use Community Commercial policy framework that applies to 30 Weber Street and 109 Bridgeport Road East. In response, the revised development proposal provides 645 m² of commercial floor area; an 87% increase in floor area over the original proposal.

The following policy excerpts from the Official Plan provide direction for the provision of commercial uses within Nodes, and further on lands designated for Mixed-Use Community Commercial purposes:

- 3.6.1 *"...While lands within Nodes will generally be planned as mixed-use areas, it is not the intent of this plan to permit a full range of uses*

on all lands within Nodes. Permitted uses will be defined as set out in the land use policies of the Plan and this Plan includes limitations on the nature and scale of ancillary or complementary uses permitted in order to maintain the intended planned function of lands within Nodes...

3.6.1(2) ***"Major Nodes are planned as medium high to high density mixed-use areas that accommodate range of uses which may include residential, commercial, employment, social, cultural, recreation and institutional uses. Commercial uses that provide for the day-to-day and weekly shopping needs of several surrounding neighbourhoods will be encouraged, and ..."***

10.2.2.4 ***"To ensure that lands designated Mixed-Use Community Commercial will be planned to have a strong commercial focus, the policies of this plan as well as the Zoning By-law will include provisions to ensure that a minimum amount [of] commercial space is provided within areas designated Mixed-Use Community Commercial..."***

...Areas designated Mixed-Use Community Commercial can take a variety of forms, but generally include a cluster of properties and are usually centred around a large site or sites that have historically been planned to accommodate a commercial shopping centre... It is the intent of this Plan that these clusters of properties will evolve to include a broader mix of uses, including residential, that will be oriented toward the major intersection within a Major Node, while retaining the primary commercial function..."

10.2.2.4(6)(a) ***"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 shall not exceed 36,000 square metres, provided further that for the lands designated Mixed-Use Community Commercial at the Bridgeport Road East/Weber Street intersection, gross leasable area devoted to primary uses, excluding offices, may exceed 36,000 square metres to a maximum of 40,000 square metres, recognizing the number of***

properties and the amount of land area included within the designation.”

10.2.2.4(7)(a)(iii) *"The following additional provisions related to gross leasable area apply to lands designated Mixed-Use Community Commercial: With respect to the lands designated Mixed-Use Community Commercial at: the Bridgeport Road East/Weber Street intersection...**The implementing Zoning By-law may also apply floor space caps, using gross leasable area as a measure, on the remaining lands within the cluster.**"*

The majority of the subject lands are designated for residential purposes, with the exception of 30 Weber Street and 109 Bridgeport Road East, which are designated Mixed-Use Community Commercial. Taken together, it is the intent of the Official Plan that the subject lands perform both a residential and commercial function by nature of the underlying land use designations. Commercial uses have been accommodated on the ground floor of the podium within the portion of the land designated Mixed-Use Community Commercial, which, combined with existing commercial uses and potential commercial uses within the Major Node, can accommodate the daily and weekly needs of residents within the Node as well as within the surrounding neighbourhood (consistent with Policy 3.6.1(2)). The proposed development also accommodates residential uses at a high density which will assist in broadening the uses within the Major Node, while providing housing close to community amenities and existing commercial uses.

The subject lands are representative of the 'cluster of properties' mentioned in Policy 10.2.2.4. Schedule A1 establishes the extent of the Mixed-Use Community Commercial designation within the Major Node. The majority of the Commercially designated lands are concentrated at the northwest, northeast, and southwest quadrants of the major intersection (Bridgeport and Weber) within the Major Node. Conversely, the subject lands are otherwise isolated from the concentration of commercial lands within the Node as a result of Weber Street and Bridgeport Road and being adjacent to residentially-designated land. The subject lands, as a result of their designation for both commercial and residential land uses, are in a unique position to provide increased population to support the commercial function of the Node while also accommodating commercial floor area to define the entrance to the Node from the south and east.

While Policy 10.2.2.4 provides the policy direction with respect to minimum and maximum floor areas accommodating commercial uses, Policy 10.2.2.4(7)(a)(iii) specifically speaks

in part to the limiting of commercial floor area within Nodes, including the Bridgeport Node.

Section 8.3.7 of the Zoning By-law implements Policy 10.2.2.4(7). That subsection of the Zoning Bylaw establishes a *maximum* commercial building Floor Area Ratio (FAR) of 0.33 for lots zoned Mixed-Use Community Commercial (C-1) within 450 metres of the Bridgeport Road East and Weber Street intersection, which includes the subject lands; it does not *require* the maximum commercial building floor area be achieved on all lots within the C-1 zone category.

The total area of the subject lands zoned C-1 is approximately 2,567 m²; when applying the 0.33 FAR, a *maximum* of 847 m² commercial floor area is permitted on the 30 Weber and 109 Bridgeport properties, while 645 m² of commercial floor area, is proposed. The proposed mixed-use development therefore provides 75% of the maximum commercial floor area permitted on the subject lands. In our opinion, the proposed mixed-use development, and the commercial floor area provided is consistent with the Major Node and Mixed-Use Community Commercial policy framework of the Official Plan.

Height and Density

The changes to the height of the buildings relates to Tower A, which has increased in height, and to Tower C, which has decreased in height. Generally, the shifting of the proposed podium further towards the Weber Street North frontage results in increased setbacks adjacent to lands designated and zoned for medium and low-density residential uses. The height of Tower C, which is the only tower located along Royal Street, has been reduced and moved opposite the lands zoned RMU-6. Tower A, which is closest to the corner of Weber Street and Bridgeport Road has been increased in height, and lengthened for a portion of its height, to both accommodate the units removed from Tower C and to include more 2 bedroom units, which are larger. Tower B remains unchanged in height, but it has also been shifted further from the adjacent property on Bridgeport Road (125 Bridgeport Road – which is planned for 6-storeys in height) to provide additional physical separation and opportunities for landscaping.

The transition in height remains, with the greatest height at the corner, and lower heights further to the east and southeast. Increasing the height of Tower A to 35 storeys, which is stepped back 9 metres on the south side at Floor 28, and oriented to Bridgeport and Weber, reinforces the site as a prominent gateway into the Major Node. The proposed step back of Tower A also facilitates transitions in height to Royal Street in conjunction with the podium, recognizing that lands directly south of the podium are located in a

Minor Corridor and planned for 6 storey building heights and medium density residential land uses. The reduced height of Tower C to 19 storeys facilitates an improved transition in building height along Royal Street to the proposed parking structure and further to the adjacent low-rise residential neighbourhood to the east and lands within the Minor Corridor to the south.

While the proposed height of Tower B has not changed, the extension of the proposed podium over the westernmost driveway access from Bridgeport Road and the greater setback for the tower provides an improved transition in building height and massing along the Bridgeport Road frontage and to lands to the east. The building heights as proposed also provide improved definition for each tower atop of the podium, with noticeable differences in profile when viewing the development from a variety of vantage points – the varying heights of the building will improve the view of the project from greater distances, including the entry into the City from Highway 85 and from Weber Street to the south, while the podium retains its function as the anchor of the development with a strong pedestrian scale and relationship to the public realm.

The revised development proposal has a residential density of 867 bedrooms per hectare, resulting in part from the increase in two- and three-bedroom units accommodated within the mixed-use building. The increased density of the revised proposal will assist in the achievement of the intensification rate and contribute to the construction of the planned additional residential units to be accommodated within Waterloo to 2051. The lands are of sufficient size to accommodate the proposed scale of development, and the varying building heights improve the design, while focusing the greater height closest to the corner of the two Regional Roads, allowing for appropriate in-site height transitions and additional physical separation from the lands zoned RMU-20 and R1.

4.0 REVISED SUPPORTING TECHNICAL STUDIES

The Technical Studies have been updated, as required, to reflect the revised development. The following summarizes the conclusions of the Studies/Reports.

Functional Servicing & Preliminary Stormwater Management Report

The proposed development can be serviced for water, sanitary, and stormwater management in accordance with the City and the Region requirements. Our conclusions and recommendations include:

Proposed Water Services

1. The domestic peak hourly water demand for the proposed development is 12.5 L/s. The design fire flow is 150 L/s for 2.0 hours.
2. Water demand for the proposed development will be met by connecting a 150 mm diameter PVC water service to the existing 150 mm diameter watermain 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.

Proposed Sanitary Services

1. Total peak sanitary flow for the proposed development is 14.2 L/s.
2. 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 has been provided for the above-grade parking structure

Stormwater Management

1. The site's stormwater runoff will be collected in catchbasins and conveyed through the internal storm sewer network 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.

2. 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.
3. 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

Salt Management Plan

The proposed Salt Management Plan aims to reduce the use of road salt on the property to minimize infiltration of the salt into the subsurface. The site has been designed to drain runoff into the internal storm sewer system and outlet to the storm sewers located within Royal Street. Snow removal/disposal methods shall be implemented accordingly. De-icing agents should be used at appropriate application rates and tracked on a regular basis during the winter season. Although this plan is an attempt to limit the application of road salt, it should be noted that individual safety takes priority. During extreme weather events, the winter maintenance contractor should use their best judgement to ensure that sufficient ice/snow control is provided for the safety of all individuals at the site.

The implementation of this plan will help prevent the environmental impacts of excessive salt application and identify opportunities for more effective winter maintenance to ensure long term chlorine reduction for this site.

Transportation Impact Study & Parking Justification Study

Transportation

Under 2022 existing conditions, all study intersections operate with a Level of Service of “C” or better with no movements over capacity 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 191 two-way (69 inbound and 122 outbound) trips during the A.M. peak hour and 253 two-way (139 inbound and 114 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.

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 requirements for sight distance, corner clearance and access spacing.

In conclusion, the prop proposed mixed-use residential and commercial development at 109, 115, & 133 Bridgeport Road East and 30-32 Weber Street North can generally be supported from a transportation perspective.

Parking

When applying the RMU-81 rates only to the site, the proposed parking supply would only be in a deficit of 33 spaces, approximately 5% deficit of the Zoning By-Law requirement. Considering the opportunities for Transportation Demand Management measures have been provided at the site per the Checklist per Region of Waterloo guidelines. A total parking supply of 619 spaces can be justified and supported for the proposed development.

5.0 CONCLUSION

This Supplemental Planning Justification Report should be read in conjunction with the August 2022 Planning Justification Report that accompanied the Official Plan and Zoning Bylaw Amendment application. In our opinion, the revised plans and revised 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 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, while the portion of the site designated Mixed-Use Community Commercial includes ground floor commercial uses oriented to Weber Street North. Furthermore, the development of the lands with high density uses will optimize the use of the lands, and represents a more efficient use of the existing available municipal infrastructure and public service facilities;
3. The Official Plan and Zoning Bylaw Amendments conform to the *Region of Waterloo Official Plan*, including consideration of Regional Official Plan Amendment No. 6 (ROPA 6). 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 designation, with a Specific Provision Area policy for site-specific height and density permissions is appropriate, particularly in consideration of the location of the

buildings, the physical separation from lands to the east and the transition in height from west to east.

5. The development complies with the majority of the performance standards in the C1-81, RMU-81 and RMU-20 zones, including exceeding the required setbacks from the lands to the east. The towers are all situated on a shared podium with step backs, appropriate separation and each tower is less than 1,000 m².
6. The site-specific parking rates are appropriate for the lands, in their context. The Parking Justification Study prepared by C.F. Crozier Engineering supports the proposed parking supply.
7. The Transportation Study and Functional Engineering and Preliminary Stormwater Management Report confirm that existing infrastructure can accommodate the development, and the inclusion of a right-out limitation for vehicles exiting the site onto Royal Street will mitigate any traffic related impacts on the low-rise residential properties further to the east.

Respectfully submitted,

MHBC

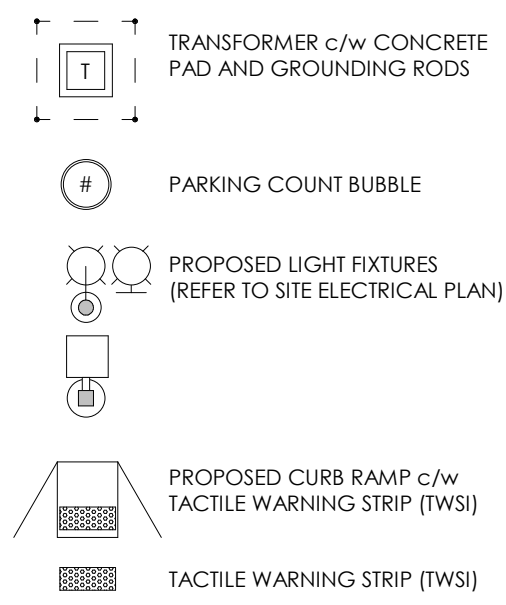
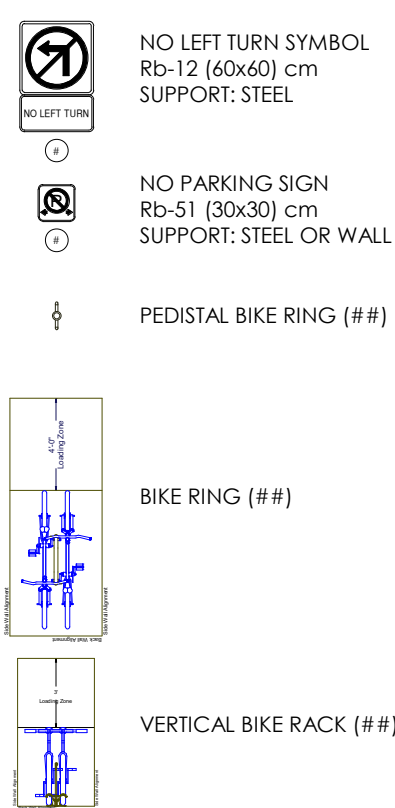
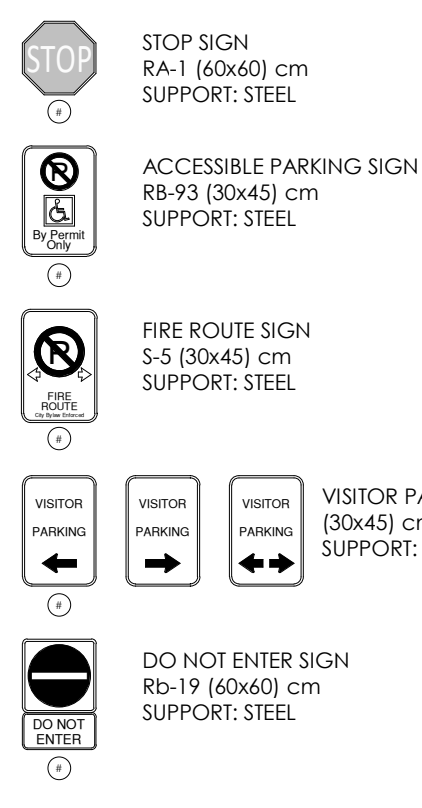


Trevor Hawkins, M.PL, MCIP, RPP
Partner



Meghan Lippert, MA
Intermediate Planner

	EXISTING HYDRO POLE
	EXISTING HYDRO POLE
	EXISTING SIGN
	EXISTING BELL BOX
	CATCHBASIN
	MANHOLE
	EXISTING STANDARD IRON BAR
	ENTRANCE ARROW
	FIRE DEPARTMENT CONNECTION
	FIRE HYDRANT
	BARRIER FREE PARKING SPACE
	FLUSH CURBING (FC)
	CONCRETE CURB
	PROPERTY LINE
	PROPOSED FENCE
	LANDSCAPED AREA
	CONCRETE AREA



1. LEGAL DESCRIPTION:
2. SITE INFORMATION TAKEN FROM ACI SURVEY
3. FOR SITE GRADING, SERVICES & STORM WATER MANAGEMENT REFER TO DRAWINGS PREPARED BY CROZIER
4. CONSULTING ENGINEERS
5. FOR LANDSCAPE WORK REFER TO DRAWINGS PREPARED BY MHBC CONSULTANTS
6. FOR SITE LIGHTING REFER TO DRAWINGS PREPARED BY MIGHTON ENGINEERING
7. ALL ROADS & ISLANDS SHALL HAVE 150mm CURBS UNLESS NOTED OTHERWISE.
8. CURB RADIUS = 120m UNLESS OTHERWISE DIMENSIONED.
9. STANDARD PARKING STALLS TO BE 2.8m x 5.5m. BARRIER FREE PARKING STALLS TO MEET CITY OF WATERLOO
10. REQUIREMENTS FOR TYPE 'A' (3.4m x 5.5m) AND TYPE 'B' (2.4m x 5.5m) INCLUDING ALL APPLICABLE ACCESS ASSES (1.5m
11. WIDE)
12. ALL OUTDOOR LIGHTING MUST BE FULL CUT-OFF AND HAVE NO GLARE.
13. TREE PROTECTION FENCING SHOULD BE ERRECTED AROUND ALL EXISTING LANDSCAPED AREAS AND SHOULD REMAIN ON
14. SITE FOR THE DURATION OF THE CONSTRUCTION
15. ALL ROOF-TOP EQUIPMENT TO BE SCREENED AND/OR LOCATED SO THAT IT CANNOT BE VIEWED FROM THE STREET.
16. SIGNAGE (BUILDING, PYLON & OTHERWISE) NOT APPROVED VIA THE SITE PLAN APPROVAL PROCESS.
17. THERE WILL BE NO OUTDOOR STORAGE OF ANY ITEMS ON SITE.
18. ALL GARBAGE TO BE STORED INTERNALLY AND ROLLED OUT FOR PICKUP.
19. LIGHT FIXTURES & BOLLARDS ARE NOT TO OBSTRUCT PEDESTRIAN MOVEMENT.
20. ALL THINGS TO BE REMOVED FROM SITE.
21. LIGHTING IN PARKING GARAGE TO BE RECESSED AND MUST NOT SPILL OUT. SHOULD NOT "GLARE" OVER TO STREET OR
22. PROPERTIES NOR SHOULD THE LIGHTING BE VISIBLE FROM THE STREET.

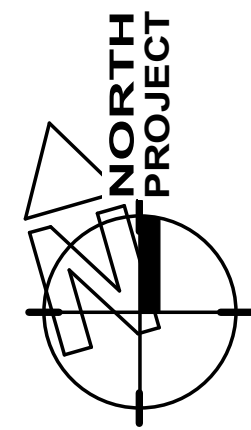
Diagram illustrating the dimensions for a single side rack and a double side rack.

Single Side Rack Dimensions:

- Length (Single Side Rack): 2000
- Access Aisle Width: 1750
- Width: 600

Double Side Rack Dimensions:

- Length (Double Side Rack): 3000
- Access Aisle Width: 1750
- Width: VARIES



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ISSUED FOR SITE PLAN APPLICATION	2023.03.08
CHRONOLOGY	DATE



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115 BRIDGEPORT INC.

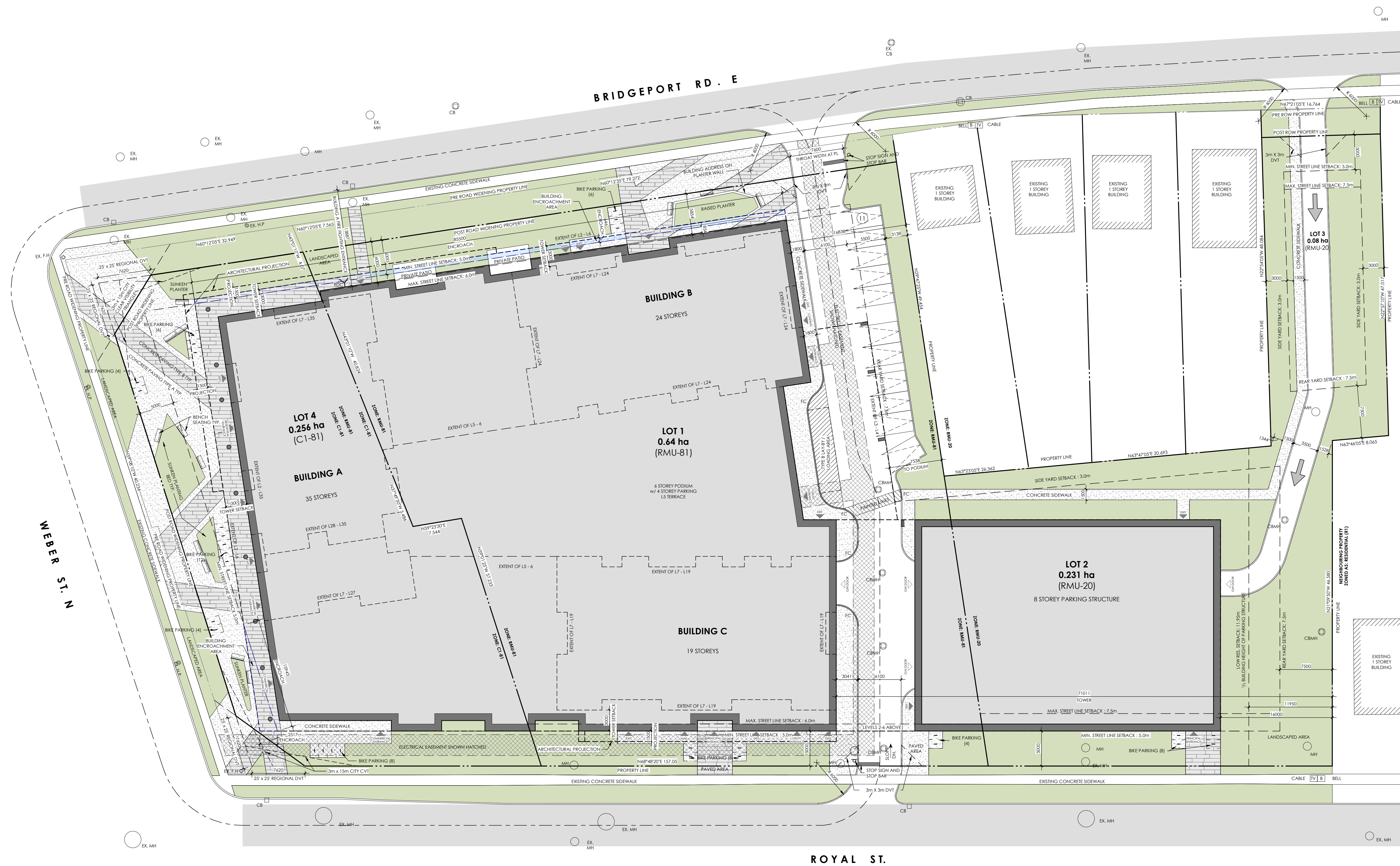
PROJECT NAME

BRIDGEPORT & WEBER
115 & 133 BRIDGEPORT RD. E., WATERLOO

DRAWING TITLE

SITE PLAN

SCALE 1:300	DRAWING NUMBER SPA.01
SHEET SIZE 24X36	
PROJECT NUMBER 2019-104	



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