

**JULY 5, 2022**

**PROJECT NO: 1932-5666**

**SENT VIA: EMAIL TO  
THAWKINS@MHBCPLAN.COM**

115 & 133 Bridgeport Inc.  
C/O MHBC Planning, Urban Design & Landscape Architecture  
540 Bingham Centre Drive, Suite 200  
Kitchener, ON N2B 3X9

**Attention: Trevor Hawkins M.PL, MCIP, RPP  
Partner**

**RE: PARKING JUSTIFICATION LETTER  
PROPOSED MIXED-USE DEVELOPMENT  
109, 115 & 133 BRIDGEPORT ROAD EAST & 30-32 WEBER STREET NORTH  
CITY OF WATERLOO, REGION OF WATERLOO**

Dear Perry,

C.F. Crozier & Associates Inc. (Crozier) was retained by 115 Bridgeport Inc. (the Applicant) to prepare a Parking Justification Letter in support of the Official Plan Amendment (OPA), and Zoning By-Law Amendment (ZBA), for the site located at 109, 115 & 133 Bridgeport Road East and 30-32 Weber Street North, in the City of Waterloo.

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 need for this Parking Justification Study was confirmed through consultation with City of Waterloo staff, which is attached to this letter for reference.

## **Existing Site Description**

The subject lands cover an area of approximately 1.25 ha and currently consist of an existing car dealership, furniture store, and undeveloped areas on the 115 Bridgeport Road East property and existing residential dwellings on the 133 Bridgeport Road East property. The properties, located in a mixed residential and commercial neighbourhood, are bounded by Bridgeport Road East to the north, existing residential dwellings to the east, Royal Street to the south, and Weber Street North to the west.

## Development Proposal

The proposed development consists of three residential towers atop a shared 6-storey podium rising to 25 (Building A), 24 (Building B) and 22 (Building C) floors. The 6-storey podium generally includes 4 floors of parking with some commercial spaces on the west side of the ground floor and landscaped rooftop amenities. There is also a separate parking structure (Building D) which has 6 floors of dedicated parking and includes a connection the main podium. The development proposes a total of 569 parking spaces. The full build out is expected to occur in 2027. The Site Plan dated May 24, 2022, prepared by ABA Architects outlines the detailed site statistics of the development proposal. The table below outlines the development breakdown for each residential building. It is noted that there may be minor changes to the Site Plan that result in some small discrepancies compared to the table below, but any changes would not be expected to have a significant effect on the results of the study contained herein.

**Proposed Development Breakdown**

<b>Building</b>	<b>GFA (sq.ft)/ Units</b>
Podium	166
A	152
B	160
C	144
<b>Total Residential Units</b>	<b>622</b>
<b>First Floor Commercial</b>	<b>3,768 sq. ft</b>

## By-Law Parking Requirements

### Vehicle Parking

The proposed parking supply was compared to the parking requirements for the development based on the City of Waterloo Zoning By-Law 2018-50. The site is located within the zones Mixed Community Commercial C1-40, Residential Mixed-Use (RMU) 20 and RMU-40.

The parking requirements for the City of Waterloo also depend on the location of the site; it should be noted that the majority of this site is in Area E according to the City of Waterloo Zoning By-Law Parking Overlay Schedule "A1."

However, the Zoning By-Law Amendment proposes parts of the site to be rezoned for RMU-81 as well as C1-81 which would allow the usage of required rates of the RMU-81 and C1-81 zones. The portion of the site that is currently zoned as RMU-20 is not proposed to change since it does not include any of the proposed buildings.

The parking requirements have been calculated below using the existing zoning's applicable rates, as well as the proposed zoning's rates.

The Appendix contains all relevant parking excerpts.

Parking Rates from Zones C1-81, RMU-20 & RMU-40

The parking supply required for the site based on the City's By-Law and the existing zoning can be seen in the table below.

**C1-40, RMU-20 & RMU-40 City of Waterloo Zoning By-Law Vehicle Parking**

Type of Parking	Units/GFA	Parking Rate	Required Parking Spaces	Proposed Parking Supply	Surplus/Deficit
<b>Residential</b>	622	1.00 spaces / Dwelling Unit	622	569	-127
<b>Visitor</b>	622	0.1 spaces / Dwelling Unit	62		
<b>Commercial</b>	350 m <sup>2</sup>	3.2 spaces / 100 m <sup>2</sup>	12		
<b>Total</b>			<b>696</b>	<b>569</b>	<b>-127</b>

When the existing required parking rates of zones C1-40, RMU-20 and RMU-40 are applied to the site, 695 parking spaces are required for residential, visitor and commercial use. The development proposes 569 parking spaces for residents and visitors. Therefore, the amount of parking spaces for the proposed development is deficient by 127 spaces compared to the existing zoning's By-law rates.

Parking Rates from Zones RMU-81, C1-81

The characteristics of the proposed development are in line with the proposed zones of RMU-81 and C1-81.

The current zone RMU-20 does not include any towers or podium as a characteristic of the zone and RMU-40 includes regulations for a podium of 4 storeys, with a maximum number of 600 bedrooms per hectare in the development. However, it is noted that the portion of the site that will mostly contain the parking structure will remain as RMU-20, but since it does not enclose any of the proposed dwelling units, the rate is not applied.

Therefore, the RMU-81 and C1-81 rates were used to calculate the number of parking spaces required for the site. Given that a portion of the west lands within the site will be zoned C1-81, it has been assumed that approximately 2/3 of Building A, and 1/4 of the Podium would fall within the C1-81 zoning and the remainder would be considered as RMU-81 zoning.

The table below provides the results of required parking at the site if the rates of Zone RMU-81 and C1-81 are applied as described above.

**RMU-81 and C1-81 City of Waterloo Zoning By-Law Vehicle Parking**

Type of Parking	Zone	Units/GFA	Parking Rate	Required Parking Spaces	Proposed Parking Supply	Surplus/Deficit
Residential	C1-81	143	1 spaces / Dwelling Unit	143	569	-33
Residential	RMU-81	479	0.8 spaces / Dwelling Unit	384		
Visitor	RMU-81	622	0.1 spaces / Dwelling Unit	63		
Commercial	C1-81	350 m <sup>2</sup>	3.2 spaces / 100 m <sup>2</sup>	12		
<b>Total</b>				<b>602</b>	<b>569</b>	<b>-33</b>

When the required parking rates of zones C1-81 and RMU-81 are applied to the site, the site is in a reduced deficit of 33 parking spaces compared to the By-law requirements.

**Bicycle Parking**

According to City of Waterloo's Zoning By-Law, there are also bicycle parking requirements that apply to the site for both Type A and Type B spaces. According to the By-Law:

- Type A means secure bicycle parking located indoors or within a bike locker (long-term)
- Type B means bicycle parking other than Type A bicycle parking (short-term)

The table displays the results of the calculations for the number of bicycle parking that is required.

**City of Waterloo Bicycle Parking Spaces**

Type of Parking	Type of Space	Proposed Parking	Parking Rate	Required Parking Spaces	Proposed Parking Supply	Surplus/Deficit
Residential	Type A	188	0.3 spaces / Dwelling Unit	187	378	+1
	Type B	188	0.3 spaces / Dwelling Unit	187		
Visitor	Type A or Type B	2	25% of non-residential of vehicle parking requirement	3		
<b>Total</b>				<b>377</b>	<b>378</b>	<b>+1</b>

There is a surplus of 1 bicycle parking space compared to the By-law requirements and therefore the proposed bicycle parking supply is considered adequate.

## Parking Justification

There are other elements as a part of the development which ultimately reduce the number of trips, and vehicle ownership. Transit, active transportation, and transportation demand management measures encourage the usage of transportation modes other than motor vehicles.

As people choose these alternative modes over motor vehicles, it is expected that all the provided parking spaces would not be utilized. Therefore, the 33 parking space deficit is still considered sufficient to serve the parking needs for the site. The proposed parking supply is justified in detail in the sections below.

## RMU-81 Zoning Rationale

The development is a mixed-use development that is primarily residential in nature with ground floor commercial space. Even though a portion of the proposed development will remain zoned as C1-81, it would be more appropriate to only apply the RMU-81 parking rates to this site since there is no reason to expect different travel behaviour or automobile ownership rates between the C1-81 and RMU-81 areas of the site. By applying the parking rates from zone RMU-81 to the site, there is only a deficit of 2 parking spaces, which effectively meets the By-law requirements.

**RMU-81 City of Waterloo Zoning By-Law Vehicle Parking**

Type of Parking	Units/GFA	Parking Rate	Required Parking Spaces	Proposed Parking Supply	Surplus/Deficit
<b>Residential</b>	622	0.8 spaces / Dwelling Unit	498	569	-2
<b>Visitor</b>	622	0.1 spaces / Dwelling Unit	62		
<b>Commercial</b>	350 m <sup>2</sup>	2.4 spaces / 100 m <sup>2</sup>	11		
<b>Total</b>			<b>571</b>	<b>569</b>	<b>-2</b>

## Transit

This site is currently served by Grand River Transit (GRT). The bus stops near the site are located at walking distances and within 500 m. The ION Light Rail stops at Willis Way Station, which is located 1 km away from the site, however Route 5 (Daniel/Bloomingtondale) provides access to the Light Rail. The five routes serving this area include:

- Daniel/Bloomingtondale
- Central Station
- Conestoga Station
- ION Light Rail

All these routes, except for the ION Light Rail have a headway time of 30 minutes. The ION Light Rail has a headway time of 10 minutes. The table below outlines the transit routes that are available in the study area.

**Table 1: Transit Routes**

Route Name	Route	Route No.	Nearest Bus Stop(s) to Site	Approximate Service Times		Headway Time (min)
				Weekdays	Weekends	
GRT- Daniel/Bloomingtondale	Begins at Boardwalk Station and ends at Daniel/Bloomingtondale	5	Weber Street North and Erb Street Weber Street North and Bridgeport Road	5:37 A.M. – 11:10 P.M.	6:05 A.M. – 10:40 P.M. (Saturday)	30 mins
GRT- Central Station	Begins at King/University and ends at Central Station	8	Weber Street North and Erb Street Weber Street North and Royal Street	5:38 A.M. – 11:44 P.M.	6:15 AM - 11:44 PM (Saturday) 7:27 AM - 11:44 PM (Sunday)	30 mins
GRT-Conestoga Station	Begins at Boardwalk Station and ends at Conestoga Station	29	Lincoln Road and Weber Street North	12:25 A.M. – 11:45 P.M. (Monday) 5:35 A.M. – 11:45 P.M. (Friday)	8:55 A.M. – 11:25 P.M. (Sunday)	30 min
GRT- ION Light Rail	Conestoga station in Waterloo and Fairway station in Kitchener	N/A	Willis Way Station	5:10 A.M. to 12:23 A.M.	5:40 to 12:14 A.M. (Saturday) 6:40 -12:40 A.M. (Sunday/Holiday)	10 min

### Active Transportation

The site is located within a walking distance of grocery stores, coffee shops, a Walmart, and a Sobeys as well as several existing transit routes. Additionally, there is also an elementary school within 330 metres of the site. The commercial area is surrounded by residential developments.

There are sidewalks provided on all roads in the network surrounding the site, which provides a route for pedestrians to enter and exit the site. The sidewalks also connect with commercial developments.

Bridgeport Road East and Weber Street are also expected to undergo construction with bicycle lanes implemented. Two site accesses connect the site to Bridgeport Road East, the roadway which is expected to have bicycle lanes implemented.

## **Transportation Demand Management**

Transportation Demand Management measures are proposed to support the reduction in trips coming into and exiting the site. These measures encourage the usage of transportation modes other than motor vehicles, to reduce motor vehicle dependency. The Region of Waterloo provides a checklist by which TDM measures are evaluated to determine a reduction in parking.

The Region of Waterloo also provides a Parking Management Worksheet, which provides a percentage in parking reduction based on the provision of TDM Measures as well as other trip reduction characteristics.

The Transportation Impact Study goes into further details regarding the Transportation Demand Management measures being recommended.

Per the contents of the worksheet, as the subject development is a mixed-use development with commercial land uses, the parking management worksheet is applicable. The worksheet covers the categories below.

### Pedestrian and Cyclist Orientation

Providing pedestrian and cyclist facilities would encourage movement on the street. This development is surrounded a road network which contains sidewalks. The development incorporates functional building entrances that are oriented to public space, with sidewalk connections. Bridgeport Road is also expected to undergo improvements to include bicycle lanes which would encourage the use of bicycles. There is also a small surplus of 1 bicycle space provided at the site. Sidewalk connections, bicycle spaces and bicycle lanes would encourage people to use less vehicles.

### Public Transportation Access

Another mode other than motor vehicles to use would be public transportation. City of Waterloo provides bus routes using the Grand River Transit as well as the ION Light Rail. Bus stops are provided within 400 m of the site with a 30 min or less headway time. The development is planning to provide information regarding public transit routes, schedules, and fares.

### Parking

Vehicle parking facilities potentially affect the choice of travel mode at developments. It is encouraged by the Region of Waterloo to reduce parking supply to match expected demand. The expected demand would be potentially lower than the required demand due to the accessible commercial developments, the walkability of the neighbourhood, as well as public transportation. The number of parking spaces proposed is also deficient by 33 parking spaces when applying the different rates associated with the C1-81 and RMU-81 zones. Lastly, the parking is not located on a major street frontage, it is in a separate structure.

Parking Reduction Summary

Given the transportation demand management items listed above, the site would qualify for a reduction of **7%** in the required parking supply.

A 7% in parking reduction indicates that approximately 495 parking spaces are to be utilized for this site. This would indicate that 569 parking spaces is sufficient for this proposed development.

The Parking Management Checklist can be found in in the Appendix.

**Parking Reduction Summary**

Category	Reduction Achieved	Maximum Achievable Reduction
		Intensification Corridor
Pedestrian & Cyclist Orientation	3%	4%
Public Transit Access	2%	5%
Parking	1%	6%
Trip Reduction Incentives	1%	7%
<b>TOTAL</b>	<b>7%</b>	<b>22%</b>

With the 7% reduction applied to the required number, there will be a surplus of 9 parking spaces compared to the By-law requirement for the separate RMU-81 and C1-81 zones. The table below displays the results.

**Parking Reduction Summary**

Current Parking Required	Reduction	Reduction Applied	Surplus/Deficit
602	42 (7%)	560	+9

Therefore, the site would be expected to be in a surplus of parking supply after considering the proposed Transportation Demand Management measures per the Parking Management Checklist.

Furthermore, when considering that the parking rates for the proposed site would be expected to be more similar to the RMU-81 rates given the primarily residential nature of the site, the parking supply at the site would be expected to be sufficient.

Lastly due to the location of the site and the supporting transit infrastructure, not oversupplying parking at the site will encourage reduced vehicle ownership rates and will encourage future residents non-automobile forms of transportation for a greater percentage of their trips.



## Conclusion

In conclusion, the proposed parking supply of 579 parking spaces can be supported based on the following:

- When the existing required parking rates of zones C1-40, RMU-20 and RMU-40 are applied to the site, 695 parking spaces are required for residential, visitor and commercial use resulting in a deficit of 127 spaces. However, these rates would not be applicable to proposed uses at the site given the densities proposed.
- With the application of the C1-81 and RMU-81 rates applied to the site, the overall deficit is reduced to 33 parking spaces, which is minor relative to the total parking supply and would support the use of non-auto forms of transportation, as well as reduced vehicle ownership rates. When applying the RMU-81 rates only to the site, the proposed parking supply would only be in a deficit of 2 spaces, effectively meeting the By-law rates.
- There is a sufficient bicycle parking space provided at the site to support active transportation users and bicycle infrastructure is present in the surrounding area to support active transportation trips.
- Existing and future transit routes will support the development by providing an alternative mode of transportation choice for longer trips/commutes. The GRT and ION Light Rail provide connections to major destinations within Waterloo. The site will also provide crucial first and last mile connections to the transit routes to support transit riders.
- Using the Region of Waterloo's Parking Management Worksheet, the site would qualify for a 7% reduction in parking, which results in a parking supply of 560 and a surplus of 9 spaces as a result of the proposed TDM measures.

In conclusion, the parking supply at the proposed site is considered adequate and will encourage future residents to utilize the existing and future transit infrastructure while reducing automobile ownership, which aligns with the goals of in the City's Official Policies to make the city more transit friendly and walkable.

Should you have any questions or require any further information, please do not hesitate to contact the undersigned.

Sincerely,

**C.F. CROZIER & ASSOCIATES INC.**



Brandon Bradt, M.Eng.CEM, P.Eng  
Project Manager, Transportation

BB/hn/

# APPENDIX

**From:** Brandon Bradt  
**Sent:** June 24, 2022 12:19 PM  
**To:** Wendy Fisher  
**Cc:** Ainsley Rego; Aaron Wignall; Hiba Naqvi  
**Subject:** RE: Parking Study for 115 & 188 Bridgeport Road East and 30 Weber Street  
**Attachments:** Parking Management.pdf

Thanks for the info below and the call yesterday Wendy.

Based on our discussion yesterday, we will prepare a standalone Parking Justification Study to support the application, which we expect to have a minor deficit of approximately 20-40 spaces (depending on how you do the math to split Building A and the podium units up into the C versus RMU designations).

It's noted that the Study will generally rely on the Parking Management Worksheet (attached), which we calculate will qualify for a 7% reduction in required parking supply for the mixed-use development (~40-45 spaces). This 7% reduction to the City's required supply would be expected to put the proposed supply in surplus.

We hope you agree this will be sufficient to support the proposed parking supply at the site.

Kind Regards,  
Brandon

**Brandon Bradt**, M.Eng. CEM, P.Eng. | Project Manager  
211 Yonge Street, Suite 600 | Toronto, ON M5B 1M4  
T: 416.477.3392



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**From:** Wendy Fisher <[Wendy.Fisher@waterloo.ca](mailto:Wendy.Fisher@waterloo.ca)>  
**Sent:** June 23, 2022 3:01 PM  
**To:** Hiba Naqvi <[hnaqvi@cfcrozier.ca](mailto:hnaqvi@cfcrozier.ca)>  
**Cc:** Ainsley Rego <[Ainsley.Rego@waterloo.ca](mailto:Ainsley.Rego@waterloo.ca)>; Brandon Bradt <[bbradt@cfcrozier.ca](mailto:bbradt@cfcrozier.ca)>; Aaron Wignall <[awignall@cfcrozier.ca](mailto:awignall@cfcrozier.ca)>  
**Subject:** RE: Parking Study for 115 & 188 Bridgeport Road East and 30 Weber Street

Hi Hiba,

My colleague in Transportation Services has forwarded your email to me.

The pre-consultation meeting that was held last fall was for a proposed development consisting of a multi-building mixed use development containing 622 units and 563 sq.m. of non-residential use. The applicant was proposing to:

- rezone a portion of the lands from (H)C1-40 to C1-81
- rezone a portion of the lands from (H)RMU-40 to RMU-81 and
- establish site specific parking regulations:
  - 0.8 spaces per residential unit
  - 0.1 spaces per residential unit for visitors
  - 2.4 spaces per 100 m<sup>2</sup> for non-residential uses.

The second data chart provided below demonstrates that the applicant would almost meet the minimum parking requirements of RMU-81. Are you suggesting that the applicant is now proposing to rezone the entire lands RMU-81? If this is the case, I would request that additional information be provided for staff to review as there may be Official Plan implications.

The minimum parking rates in the C1 zone are as follows: residential parking rate of 1.0 spaces per unit, visitor parking rate of 0.1 spaces per unit, and non-residential parking rate of 3.2 spaces per 100 sq.m. of building area. If a portion of the lands are still proposed to be rezoned C1-81, it appears that the residential and non-residential rates are proposed to be reduced. The need for a parking justification study is based on the anticipated reduction in parking spaces. If you can demonstrate that, with the C1-81 zone, there is only a deficiency of a few spaces, I would consider removing the need for a stand-alone parking justification study (provided the reduced parking has been sufficiently addressed in the Planning Justification Report). Please confirm. Ultimately, it is the responsibility of the applicant to demonstrate that parking reductions are justifiable and will not result in any negative impacts on surrounding properties or streets.

If wish to further discuss, feel free to contact me.

Wendy



**WENDY FISHER** MA MCIP RPP

Senior Development Planner

Planning Approvals, Integrated Planning & Public Works Department

City of Waterloo

100 Regina Street South, PO Box 337 STN Waterloo

Waterloo, ON, N2J 4A8

**P:** 519.747.8544 | **E:** [wendy.fisher@waterloo.ca](mailto:wendy.fisher@waterloo.ca) | **TTY:** 1.886.786.3941

**IMPORTANT:** City Hall is open, with a small complement of staff to assist you. For planning matters, appointments are strongly encouraged, and can be scheduled directly with the staff person or by emailing [devservices@waterloo.ca](mailto:devservices@waterloo.ca) or calling (519)747-8752. Most staff continue to work remotely, and are available virtually to assist you – please do not hesitate to reach out.

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**From:** Hiba Naqvi <[hnaqvi@cfcrozier.ca](mailto:hnaqvi@cfcrozier.ca)>

**Sent:** June 16, 2022 3:51 PM

**To:** Ainsley Rego <[Ainsley.Rego@waterloo.ca](mailto:Ainsley.Rego@waterloo.ca)>

**Cc:** Brandon Bradt <[bbradt@cfcrozier.ca](mailto:bbradt@cfcrozier.ca)>; Aaron Wignall <[awignall@cfcrozier.ca](mailto:awignall@cfcrozier.ca)>

**Subject:** [EXTERNAL] Parking Study for 115 & 188 Bridgeport Road East and 30 Weber Street

Hello Ainsley,

C.F. Crozier was retained as the Transportation Consultant for a mixed-use development at 115 & 188 Bridgeport Road East and 30 Weber Street. Currently, the site is zoned by RMU-20, RMU-40, C1-81. The parking results using the rates provided by City of Waterloo Zoning By-Law 2018-50 are provided below.

Using the existing zoning rates for the RMU-20, RMU-40 and C1-81, the parking results would be:

Type of Parking	Units/GFA	Parking Rate	Required Parking Spaces	Proposed Parking Supply	Surplus/Deficit
Residential	622	1.00 spaces / Dwelling Unit	622	569	-128
Visitor	622	0.1 spaces / Dwelling Unit	63		
Commercial	350 m <sup>2</sup>	3.2 spaces / 100 m <sup>2</sup>	12		
<b>Total</b>			<b>697</b>	<b>569</b>	<b>-128</b>

According to the tables above, there would be a parking deficit of 128 parking spaces if the existing zoning was used.

As part of the ZBA, we are looking to rezone parts of the site area to RMU-81, as north-east of the site is zoned as RMU-81, and the development matches the characteristics of the developments existing in Zone-81.

Using the rates of the zone of RMU-81, the parking results would be:

Type of Parking	Units/GFA	Parking Rate	Required Parking Spaces	Proposed Parking Supply	Surplus/Deficit
Residential	622	0.8 spaces / Dwelling Unit	498	569	-1
Visitor	622	0.1 spaces / Dwelling Unit	63		
Commercial	350 m <sup>2</sup>	2.4 spaces / 100 m <sup>2</sup>	9		
<b>Total</b>			<b>570</b>	<b>569</b>	<b>-1</b>

According to the table above, the parking provided by the site meets the requirements.

Additionally, based on the Parking Management Reduction Checklist, which is based on the TDM measures being taken at the site, the site would be eligible for a 7% in parking reduction given that it is mixed-use site. The Parking Management Worksheet is attached to this email for reference.

As a result of the Parking Reduction in combination with the rezoning, we do not believe a Parking Justification Study would be necessary for the site given that the site would effectively meet the rates set out in the by-law and would be in a surplus after accounting for the parking reduction .

If you are in agreement, please confirm a parking justification study would not be required for this development from your perspective as well since we would like to remove this item from the Zoning Submission Checklist.

Regards,  
Hiba

**Hiba Naqvi**, EIT | Engineering Intern  
2800 High Point Drive, Suite 100 | Milton, ON L9T 6P4  
T: 905.875.0026



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**Case Study:** \_\_\_\_\_ **Site Context:** \_\_\_\_\_  
**Date:** \_\_\_\_\_ **Reduction Worksheet No:** \_\_\_\_\_

"Urban Growth Centres - (UGC) area classification includes the Downtown / Uptown and RT Station Areas of Kitchener, Waterloo and Cambridge.  
 "Intensification Corridor" (IC) classification is applied to sites within 800 metres of the future CTC line  
 "Other" classification applies to all other sites

Please highlight the cell percentages applicable to your development under the appropriate classification. Please note that the Parking Management Worksheet and the Transportation Demand Management (TDM) Checklist are not designed for residential properties, but can be used for mixed-use developments. Local municipalities are the decision-making bodies with respect to consideration of parking reductions below Zoning By-law requirements.

TABLE A		Pedestrian and Cyclist Orientation		
In creating an environment that supports pedestrian and cycling activity, the public realm must be accessible, safe, and comfortable to encourage movement on the street and in the surrounding area(s). These facilities and features should encourage walking and cycling.				
	Features	UGC	IC	Other
A1	Development incorporates functional building entrances that are oriented to public space or to locations where pedestrians and transit users arrive from such as a street, square, park or plaza.	1%	1%	1%
A2	Continuous sidewalks (1.5m min. width) are provided along both sides of all adjacent public streets and pedestrian walkways (1.5m min width) are provided through large parking areas to link the building with the public street sidewalk system	0%	0%	1%
A3	Non-Residential: Development provides secure bike storage for 4% of the building occupants	2%	2%	1%
A4	Shower and change facilities provided on-site consistent with LEED requirements.	1%	1%	0%
A5	Provision of active uses at-grade along street frontages.	1%	1%	1%
<b>Category Maximum</b>		<b>4%</b>	<b>4%</b>	<b>3%</b>
<b>Available Parking Reduction</b>				

TABLE B		Public Transportation Access		
The availability and proximity of convenient public transit service with direct pedestrian linkages to the building will provide viable travel options for employees, visitors and residents.				
	Features	UGC	IC	Other
B1	Bus shelters with seating are provided at the transit stop immediately adjacent to the development, in consultation with Transportation Planning at the Region of Waterloo	0%	0%	0%
B2	Information regarding public transit routes, schedules and fares are provided in an accessible and visible location on site and in adjacent bus stops	0%	0%	1%
B3a	Located in an UGC or within 800 m of a future Rapid Transit Station	24%	12%	0%
B3b	Located within 600m a transit route with 15 minute headways (or less) or is located in a designated mixed use corridor or node. <b>Note: Points are awarded for either B3a, B3b or B3c only. Please choose whichever represents the highest order of transit.</b>	-	-	0%
B3c	Located within 400 metres of a bus service with headways of 15 min to 30 min. <b>Note: Points are awarded for either B3a, B3b or B3c only. Please choose whichever represents the highest order of transit.</b>	-	-	1%
<b>Category Maximum</b>		<b>24%</b>	<b>12%</b>	<b>2%</b>
<b>Available Parking Reduction</b>				

TABLE C		Parking		
Vehicle parking facilities can affect the character, travel mode and cost of a development. Reducing parking supply to match expected demand can have a positive influence on the selection of alternative travel modes.				
	Features	UGC	IC	Other
C1	Provides priority parking for carpooling/vanpooling participants equivalent to 5% of employee spaces	0%	0%	0%
C2	Commercial Uses: Provide car-share spaces equivalent to 2% of building occupants	2%	2%	0%
C3	Implements paid parking system on all or part of the site (e.g. parking permits, paid parking zones near main entrances)	2%	2%	0%
C4	Parking is not located on major street frontage.	0%	0%	1%
C5	25% to 50% of parking is located underground or in a structure	2%	1%	0%
C6	50% to 75% of parking is located underground or in a structure	4%	2%	0%

<b>C7</b>	75% of parking or more is located underground or in a structure	5%	3%	0%
	<b>Category Maximum</b>	<b>6%</b>	<b>4%</b>	<b>1%</b>
	<b>Available Parking Reduction</b>			





Case Study: 0 Site Context: 0  
 Date: 1900-01-00 Worksheet No: 0

TABLE D Trip Reduction Incentives				
A formal TDM plan will identify specific initiatives that will be initiated in order to encourage reduced single occupant vehicle travel.				
	Features	UGC	IC	Other
D1	The building owner/occupant will provide a ride matching service for car/vanpooling	0%	0%	0%
D2	The building owner/occupant will provide emergency ride home options	3%	2%	0%
D3	The building owner/occupant will provide subsidized transit passes for all occupants for a period of two years	10%	4%	2%
D4	The building owner/occupant agrees to charge for parking as a separate cost to occupants	10%	5%	0%
D5	The building owner/occupant agrees to provide reduced cost for users of car/van pool, bicycle, moped/motorcycle spaces	0%	0%	1%
D6	The development agrees to join Travelwise (TMA) that provides the same services outlined under items D1 and D2	9%	6%	4%
<b>Category Maximum</b>		<b>23%</b>	<b>11%</b>	<b>1%</b>
<b>Available Parking Reduction</b>				

TABLE E Parking Reduction Summary					
Please indicate the total reduction available based upon Tables A through D above.					
Category	Reduction Achieved	Maximum Achievable Reduction			Comments
		UGC	IC	Other	
Pedestrian & Cyclist Orientation	3%	4%	4%	4%	
Public Transit Access	2%	24%	12%	5%	
Parking	1%	6%	4%	6%	
Trip Reduction Incentives	1%	23%	11%	7%	
<b>TOTAL</b>	<b>7%</b>	<b>57%</b>	<b>31%</b>	<b>22%</b>	

TABLE F	TOTAL REDUCTION ACHIEVED	7%
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Comments:

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