

BRIDGEPORT EAST

Secondary Plan

City of Kitchener



DEPARTMENT OF PLANNING & DEVELOPMENT

KITCHENER DEPARTMENT OF PLANNING AND DEVELOPMENT
STAFF REPORT
PD 79/80
BRIDGEPORT EAST SECONDARY PLAN

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1. Subject

Bridgeport East Secondary Plan

2. Official Plan:

The Official Plan of the City of Kitchener provides the basis for this Secondary Plan. The Official Plan contains specific policies relating to Bridgeport. Land use designations of the Official Plan, identified on Map B, include Low Density Residential, Industrial and Major Open Space. The impact of the proximity of the Grand River is reflected by the significant portion of the Community identified as being Existing Development Below the Regional Floodline. The proposed principles and land use designations of this report are in accordance with the Official Plan for the Kitchener Planning Area and the Regional Official Policies Plan.

3. Introduction:

The Bridgeport East area, comprising approximately 216 hectares is encircled by the Grand River on the north, west and south sides and by the Township of Woolwich on the east side. (Refer to Map B.) The Community is situated within the Bridgeport North Ward of the City of Kitchener and has an existing population of approximately 1100.

The study area is characterized by a predominance of modest single detached dwellings on large lots with potential for future infilling. Several substantial land holdings with development potential are situated around the perimeter of the study area. An expanse of open space adjacent to the Grand River on the western and southern boundaries will remain essentially in a natural state due to its flood prone location within the floodplain. Existing land uses are indicated on Map C.

Preparation of the Bridgeport East Secondary Plan represents the culmination of approximately five years of study initiated with the addition of the Bridgeport area within the Official Plan of the City of Kitchener. During the past year, attention has been focused on supplementing the Official Plan Policies with more detailed statements and land use designations to guide the future of the Bridgeport East area. These statements and designations constitute the Secondary Plan. The Department of Planning and Development has been assisted greatly throughout this process by the Bridgeport Liaison Committee, as well as members of the Planning Committee, Council, other City Departments, Regional agencies, property owners and residents. Upon adoption by City and Regional Councils, this Plan will provide for the harmonious integration of new and existing development.

4. Proposal

The Plan provides for new residential development to occur on an infilling basis through severance or subdivision of large lots in a manner complimentary to existing development. This will be permitted in response to the growth potential offered by recently installed municipal services. As well, more intensive development of several larger properties will be permitted. New residential development is anticipated to ultimately generate approximately 450 units resulting in an overall Community population approaching 2700.

Provisions for parks and open space are included to satisfy the active and passive recreational needs of the Community as well as maintain in a natural state, the land adjacent to the Grand River which is unprotected from a Regional Flood. Several neighbourhood parks of approximately 1 hectare will be located throughout the area. A district park containing facilities such as sports fields will be developed west of Bridge Street, adjacent to the dyke. A trail system will be developed along the top of the dyke and the bank of the Grand River.

Industrial land use is recognized within the Grand Avenue area, the City owned former Cressman Farm area north of Bridge Street, which has been recently approved for industrial park development (refer to Appendix B), and the Steed and Evans land south of Bridge Street which will be developed as an industrial park upon cessation of the existing gravel extracting operation.

Transportation policies address the need for widening Bloomingdale Road and Bridge Street, improving access to the Community by means of the Wellington Street Expressway and improvement of the local street system. The extension of several existing streets and the development of an east to west through-street are proposed. This street will commence at Bridge Street and extend to Daniel Street to the north of the Drive-In Theatre and Cressman industrial lands. This street will be extended to give access to the Hamilton Diocese land upon their development. The Secondary Plan also addresses ancillary uses within the Community including neighbourhood commercial, church, service station and community service facilities.

An important element of the Secondary Plan is the provision of detailed policies to regulate land use below the Regional Floodline, upon completion of the dyke as illustrated on Map E. The provisions contained within this Plan for regulating the floodplain lands, defined in terms of "Reduced Hazard Lands" and "Hazard Lands" shall be applied in conjunction with regulations of the Grand River Conservation Authority.

Another component of the Secondary Plan will be the authorization to initiate the revision of existing zoning designations to remove the conflicts which exist between the land use designation of the Official Plan and the existing Village of Bridgeport and Township of Waterloo zoning categories.

Detailed policies to regulate land use and development below the Regional Floodline will be formulated between the City of Kitchener and the Grand River Conservation Authority. These policies will be incorporated into this Secondary Plan by amendment to Section 5.13 of the Plan. Until incorporation of these policies into the Secondary Plan, new development behind or from the leeward side of the dyke to the Maximum Observed 1974 Floodline will be subject to Section 5.13 of this Plan.

5. Recommendations

The following principles will guide future development within the Bridgeport East Community. They will provide the basis for evaluating land use proposals including severances, plans of subdivision, zone changes and development applications. The attached maps supplement the principles and constitute part of the Bridgeport East Secondary Plan.

5.1 Implementation and Conformity

- 5.1.1 The Bridgeport East Secondary Plan shall in all respects, conform to the Official Plan for the City of Kitchener. Development and implementation standards adopted by the City of Kitchener shall apply unless otherwise stipulated within the following principles.

- 5.1.2 The Department of Planning and Development be instructed to initiate and process a zone change to amend the Bridgeport Zoning By-law No. 85 for all lands east of the Grand River by deleting By-law 85 and replacing it with the appropriate zoning categories and regulations in City of Kitchener By-law 4830 as required in this Secondary Plan. Further, the Township of Waterloo Residential (R) zoning be amended for those lands on the west side of Bridge Street and on both sides of Bloomingdale Road east of Nelson Avenue and changed to the appropriate residential zoning category in City of Kitchener By-law 4830 as required in this Secondary Plan.

With the exception of the Township Gravel Pit (GP) zoning, all lands, whether zoned under Bridgeport By-law No. 85 or Township By-law 878A that are designated Major Open Space in the City Official Plan and are below the Regional Floodline, be rezoned to Park Open Space or other appropriate Hazard Land zoning under Section 35(1) 3 of The Planning Act.

5.2 Residential Infilling Low Density

- 5.2.1 The Residential Infilling Low Density designation applies to existing residential areas containing single detached, semi-detached and duplex dwellings. New single detached residential lots shall be permitted by way of severance or plan of subdivision on an infilling basis provided that no lot width shall be less than 15 metres. New semi-detached or duplex dwellings shall not be permitted, however, existing semi-detached and duplex dwellings will be recognized.
- 5.2.2 A minor reduction from the minimum lot width specified in Section 5.2.1 shall be considered in those instances where constraints imposed by the location of existing buildings make it impossible to achieve the minimum lot width. In no case, however, shall such minor reduction exceed 1.5 metres.
- 5.2.3 In those instances where new single detached lots are proposed on existing vacant lands facing existing multiple residential land uses as indicated on Map C a minimum lot width of 12 metres shall be permitted.
- 5.2.4 Notwithstanding the Official Plan designation of Low Density Residential west of Bridge Street where present industrial zoning permits, extension or enlargement of existing industrial uses may be permitted subject to Section 5.13 and to approval by the Grand River Conservation Authority only after remedial flood control action makes it possible to designate lands below the Regional Floodline as reduced hazard.
- 5.2.5 Infilling requiring the extension of a new road must occur by way of plan of subdivision. Where appropriate and with the agreement and participation of property owners, block plans will be prepared and approved by Council prior to the acceptance of a draft plan of subdivision for lands requiring the dedication of a road right-of-way. Further, in the absence of an approved Block Plan, severance of properties fronting onto Bloomingdale Road and Stanley Street which prejudice the future potential for the orderly infilling development of lands in the interior area of the block will not be supported.

New single detached residential lots shall be permitted by way of severance and do not require a plan of subdivision provided that the property to be severed has frontage on an existing public street in conformity with Zoning By-law provisions and provided that no dedication of land is required to obtain such frontage.

5.3 Residential Low Density

- 5.3.1 The Residential Low Density designation applies to relatively large tracts of undeveloped land which are held under single ownership. Single detached, semi-detached and duplex residential dwellings shall be permitted to develop with a range of lot frontages in accordance with regulations of the City of Kitchener to a maximum density of 25 units per hectare. Zero lot line development shall be permitted.
- 5.3.2 Lots intended for zero lot line, semi-detached or duplex dwellings shall not be permitted to front or back onto existing lots containing single detached dwellings. New single detached dwelling lots fronting or backing onto existing single detached lots shall have a minimum lot width at least equal to the lot width of those existing properties. In no case, however, shall the required lot width be greater than 15 metres.
- The provisions of this Section shall not apply to the Residential Low Density designated properties generally bounded by the Bridgeport Cemetery, Bloomingdale Road, Stanley Avenue, the rear of the properties fronting onto Schweitzer Street and the Grand Avenue Industrial Area.
- 5.3.3 Notwithstanding the provisions of the Residential Low Density land use designation, the property owned by Premier Operating Corporation Limited located on the north side of Bridge Street and operated as the K-W Drive-In Theatre may be improved and altered by the addition of a second screen and by rearranging existing parking areas provided that approval for such alterations is received from the Committee of Adjustment and provided that the existing number of car parking spaces on the site is not increased beyond what now exists.
- 5.3.4 Improvements or alterations to the K-W Drive-In Theatre's existing operation including the addition of a second screen and rearrangement of existing parking will require approval by the Committee of Adjustment and a 35(a) Agreement under The Planning Act. Conditions of approval will include, but not be limited to, the requirements of Section 5.3.3 and 5.11.7 of this Plan, and may include the road widenings required by Sections 5.11.4 and 5.11.5 of this Plan, and the provision of a suitable separation between the projection screens, parking and driveways of the Theatre operation and any existing or future residential development. Such separation requirement shall not be required where the operation abuts an existing public street or land dedicated for a future street or road widening.
- 5.3.5 New residential development within the Residential Low Density designation which will back onto the existing K-W Drive-In Theatre operation shall be screened from that operation by the provision of a solid fence along the rear of the residential lots. Further, residential lots within the Residential Low Density designation which will abut lands designated Industrial shall have a minimum rear yard of 15 metres.
- 5.3.6 New residential development along the north east side of Bridge Street from Schweitzer Street to the western limit of the Cressman Industrial Area shall be backlotted. All such lots shall, where possible, have a minimum depth of 46 metres and shall provide a planting strip ending in a 1.8 metre high chain link fence within and along the rear 4.6 metres of each lot. An alternative to backlotting may be considered by fronting lots along a service road paralleling Bridge Street. If required, adequate measures to provide screening from headlight glare be incorporated between the service road and Bridge Street.
- 5.3.7 The Residential Low Density designation applicable to the area south of Schweitzer Street and east of Daniel Street owned by the Roman Catholic Diocese of Hamilton shall be recognized as permitting a school and church development. The provisions of Sections 5.11.5 and 5.11.11 shall apply.

5.4 Multiple Residential Low Density

5.4.1 The Multiple Residential Low Density designation recognizes existing residential structures containing three or more units (refer to Map C for locations).

5.4.2 That notwithstanding Section 5.4.1, a residential structure containing up to three units is permitted on the property on the north side of Schweitzer Street between Stanley Avenue and Nelson Avenue immediately to the west of the existing multiple structure. More specifically, this property is described as Part of Lot 5, Registered Plan 675 with a frontage of 78' and an area of .089 ha.

5.5 Neighbourhood Commercial

5.5.1 Neighbourhood commercial facilities of a local convenience nature only can be considered for the Bridgeport Community east of the Grand River, within the Low Density Residential Official Plan designation, provided such facilities are in compliance with Grand River Conservation Authority regulations and are located on, with direct access to, a Primary Road or Secondary Collector Road. Consideration of a neighbourhood commercial facility would require an amendment to this Plan.

5.6 Community Services

5.6.1 The property known municipally as 8 Bridge Street together with adjacent parking facilities shall be utilized for community services purposes, including uses pertaining to municipal services and utilities, small institutional uses such as educational facilities, clinics, and day care centres.

5.7 Church

5.7.1 The Church designation shall permit ecclesiastical functions and complementary uses such as school and recreational facilities.

5.7.2 Subject to the provisions of Section 5.2 single detached residential lots shall be permitted.

5.8 Service Station

5.8.1 The Service Station designation shall recognize the existing repair and service operation located on the properties known municipally as 2 and 4 Bridge Street East. The existing status of this business as a legal non-conforming use shall not be affected by the provisions of the Bridgeport East Secondary Plan. Changes to the present business including minor additions or extensions shall be handled through the Committee of Adjustment.

5.9 Industrial

5.9.1 The Cressman Industrial Area, located north of Bridge Street shall be developed as an industrial park by the City of Kitchener. Land uses, both primary and accessory shall be conducted within completely enclosed buildings. Industrial uses will be limited to light, non-obnoxious industries with preference being given to those characterized by non-shift operations and low traffic generation. Protection to existing and proposed residential development shall be afforded through the provision of a rear yard having a minimum depth of 14 metres in those instances where existing or proposed residential properties immediately abut industrial.

5.9.2 The Grand Avenue Industrial Area shall be recognized as a pocket of industrial land use. Extension or enlargement of existing industrial uses or new industrial development may be permitted subject to compliance with Section 5.13, Land Use Below the Regional Floodline. Further eastward extension of the industrial area shall not be permitted in order to protect existing residential uses along Stanley Avenue and Schweitzer. Section 5.11.8 of this Plan shall also apply to this area.

- 5.9.3 The Steed & Evans Industrial Area, located south of Bridge Street and north of the Regional Floodline shall be developed on the basis of City of Kitchener Industrial Park zoning with individual sites being subject to a Development Agreement pursuant to Section 35(a) of the Planning Act.
- 5.10 Parks and Open Space
- 5.10.1 Recreation facilities shall be provided in accordance with the standards of the Master Plan for Parks and Recreation Facilities adopted by the City. Input received from neighbourhood groups shall be considered for improvements to park areas and the provision of facilities.
- 5.10.2 The Parks and Open Space land use designation illustrated on Map A includes neighbourhood parks, lands located along the bank of the Grand River and lands located below the elevation of the Regional Floodline which are not protected by the dyke. Lands which will be used for storm water management in conjunction with the Bridgeport flood control program are also included.
- 5.10.3 Existing park facilities consisting of a 1.4 hectare ball diamond west of Bridge Street, north of Bloomingdale Road and a Community Centre situated upon a .7 hectare site south of Tyson Drive shall be retained.
- 5.10.4 A neighbourhood park, approximately 1 hectare in size, located east of Sylvia Street shall be purchased by the City of Kitchener from the involved property owners following approval of the Secondary Plan. Fair market value shall be the basis for determining the purchase price.
- 5.10.5 A neighbourhood park of approximately .6 hectares shall be provided within the lands currently operated as the K-W Drive-In Theatre upon development of the area for residential purposes. The location of the park is shown in general terms only in the Secondary Plan and the exact configuration and location will be determined as part of the plan of subdivision. Required park land in excess of the park dedication requirements of The Planning Act shall be purchased by the City of Kitchener through the Park Trust Fund Account #8285. Fair market value shall be the basis for determining the purchase price.
- 5.10.6 A neighbourhood park of approximately 1.9 hectares shall be provided north of Bloomingdale Road, east of Market Street within the former Bridgeport Water Commission lands.
- 5.10.7 A district level park facility providing sports fields shall be developed west of Bridge Street, between the dyke and the Grand River. Such facilities shall not affect the flows of the Grand River or function of the dyke nor comprise extensive chain link fencing capable of trapping debris or causing downstream problems.
- 5.10.8 The fulfillment of the park dedication requirement of the Planning Act for development applications with the exception of the K-W Drive-In Theatre property shall be handled through subdivision applications, severances, and development agreements in terms of cash in lieu of 5% land dedication or 1 hectare per 300 dwelling units, whichever is greatest, to be contributed by the applicants to the City of Kitchener Park Trust Fund Account #8285 for park purposes.
- 5.10.9 Open Space links along the Grand River being a minimum of 15.25 metres shall be established in accordance with Policy IV.8.(xxiii) of the Official Plan:

"Work with the Grand River Conservation Authority and other agencies through the Regional Municipality of Waterloo to acquire land and develop the recreation potential along the Grand River and its tributaries. Implement the standards of the G.R.C.A. permitting no permanent buildings on the floodplain nor the lands to the top of the bank. Require setbacks along the river bank to protect its stability and to ensure that the scenic quality is maintained. In conjunction with the Grand River Conservation Authority through The Regional Municipality of Waterloo, establish a control line beyond which no excavation is permitted."

- 5.10.10 A community trail shall be developed along the deck of the dyke and access from the dyke to adjacent park facilities shall be provided.
- 5.11 Transportation
- 5.11.1 Streets shall be identified according to their function within the road network of the Community. Higher order streets shall collect and direct through traffic while local streets shall accommodate internal traffic. Consideration shall be given to reduced rights-of-way widths on local streets, such as cul-de-sacs and crescents, in accordance with City standards.
- 5.11.2 Recognizing that the extension of the Wellington Street Expressway is designated as a Trunk Road within the Kitchener Official Plan and Regional Official Policies Plan and therefore under the jurisdiction of the Province, it is requested that the Regional Municipality of Waterloo recommend to the Province that the Ministry of Transportation and Communications undertake a study to evaluate an interchange of the Wellington Street Expressway with Bridge Street as an alternative means of improving access to Bridgeport east of the Grand River.
- 5.11.3 Bloomingdale Road, a Primary Road, shall be widened to 20 metres to achieve a uniform road allowance.
- 5.11.4 Bridge Street shall be designated as a Primary Road north of Bloomingdale Road and as a Secondary Collector Road south of Bloomingdale Road to the City boundary. Bridge Street shall be widened to 26 metres from the Grand River to the Township of Woolwich/City of Kitchener boundary. New residential development on the north east side of Bridge Street from Schweitzer Street to the western limit of the Cressman City Industrial Area shall be backlotted with a .3 metre reserve being conveyed to the City of Kitchener. If and when Bridge Street connects with the Wellington Street Extension (See Section 5.11.2), Bridge Street should be upgraded from a Secondary Collector Road to an Arterial Road by means of an Amendment to the City Official Plan and this Plan.
- 5.11.5 A through road to be named Tagge Street shall be developed with a right-of-way of 20 metres and an east to west alignment commencing at Bridge Street and generally straddling the north boundary of the K-W Drive-In Theatre and the Cressman Industrial Area. The road shall terminate at Daniel Street until such time as the Hamilton Diocese lands are developed. The road shall then be extended east to give access to the Hamilton Diocese lands, unless an alternative acceptable secondary access is provided to serve the Croatian Centre. Vehicular access to this street from the Cressman Industrial Area shall not be permitted. Acquisition of the right-of-way will occur as a condition of subdivision, severance or, where applicable, as part of 35a Agreement under The Planning Act.

- 5.11.6 Stanley Avenue, having a 20 metre right-of-way, shall be extended to connect with Bridge Street upon cessation of the K-W Drive-In Theatre operation and development of the lands for residential purposes. The alignment as shown on Map A is schematic only. The exact alignment will be determined as part of a future plan of subdivision. The connection to Bridge Street must, however, occur between a location at least 60 metres east of the curve on Bridge Street and the Cressman Industrial area.
- 5.11.7 Utilization of Stanley Avenue as an exit or entrance route for the K-W Drive-In Theatre shall be terminated except for emergency purposes as a condition of approval to any change in the present operation of the Theatre as outlined in Policy 5.3.3. Redesign of access and egress provisions directly to Bridge Street shall be required. Use of the proposed Tagge Street as an exit or entrance to the K-W Drive-In Theatre except for emergency purposes shall be prohibited.
- 5.11.8 Grand Avenue shall not be permitted to extend beyond its present limit.
- 5.11.9 The right-of-way of Tyson Drive, west of Bridge Street currently used for parking purposes shall be formally closed and incorporated with the adjacent property to the north, known municipally as 8 Bridge Street, subject to the southerly abutting property owner waiving the right to purchase half of the right-of-way. Further consideration will be given to the closing of Tyson Drive between Horning Drive and Prince Street across the entire frontage of the Community Centre park area and the incorporation of the closed right-of-way into the park area. The most easterly portion of Tyson Drive, as well as Prince Street, would then be made a two-way street to provide access to existing residential properties.
- 5.11.10 Sylvia Street, having a 20 metre right-of-way shall be extended in a southerly alignment to connect with Tagge Street. Extension of the right-of-way will occur as a condition of plan of subdivision.
- 5.11.11 Subject to the final determination of the use and development of the Hamilton Diocese lands, Lark Street, having a 20 metre right-of-way, may be extended southward across Schweitzer Street and through the Diocese lands to connect with Tagge Street.
- 5.11.12 Recognizing that Lancaster Street, the bridge over the Grand River, Bridge Street to Bloomingdale Road, and Bloomingdale Road are Primary Roads within the Kitchener Official Plan and the Regional Official Policies Plan, as well as Regional Roads and therefore under the jurisdiction of the Region, it is requested that the Region review the adequacy of these facilities in the light of present and future developments with the Bridgeport Community.
- 5.11.13 The provision of sidewalks on streets in the area will comply to standard City policies as development occurs.
- 5.11.14 The existing right-of-way of Guelph Street within the area owned by the Grand River Conservation Authority be formally closed and incorporated into the abutting Authority lands.

5.12 Storm Water Management and Servicing

5.12.1 Storm Water Management within the Bridgeport East area will be undertaken in accordance with the Urban Drainage Policy of the City of Kitchener which states in part:

6.1.3 "Redevelopment and infilling proposals in developed areas will be assessed on an individual basis with regard to storm drainage criteria. Depending upon the scope of the redevelopment and infilling the City may require a design in accordance with the criteria described either under Section 6.1.1 (New Development) or under Section 6.1.2 (Existing Development)."

5.12.2 Where storm water runoff has a direct effect upon Regional Roads, lot grading control plans shall be reviewed by the Regional Municipality of Waterloo along with the details for storm water management.

5.12.3 Services to new development below the Regional Floodline shall be permitted in accordance with the provisions of Section 5.13 Land Use Below the Regional Floodline. Services to existing development below the Regional Floodline will be in accordance with the provisions of Section 5.13.10.

5.12.4 All excavations, fill, development or alterations to existing development below the elevation of the Regional Floodline shall be subject to the approval of the Grand River Conservation Authority.

5.13 Land Use Below the Regional Floodline

5.13.1 The development and use of land designated as Existing Development Below the Regional Floodline by City Official Plan Policy Section V.11 and shown as such on Map 1 Plan for Land Use shall be in accordance with Section IV.12 Floodplain Policies of the City of Kitchener Official Plan, as approved by the Minister of Housing on June 18, 1979 and as attached as Appendix C to this Secondary Plan.

5.13.2 In those areas designated Existing Development Below the Regional Floodline, the creation of new legal lots shall not be permitted.

5.14 Sites of Archaeological or
Historical and Architectural Significance

- 5.14.1 The presence of potentially significant archaeological sites within the Bridgeport East Secondary Plan area is recognized. Where possible, the City will endeavour to co-operate with the Ministry of Culture and Recreation or designated agents to provide for the study of such sites prior to any land disturbance or development taking place.
- 5.14.2 Efforts be made, in conjunction with the Local Architectural Conservation Advisory Committee, to preserve buildings or structures, or portions thereof, having historical or architectural value including The Free Church

6. Background

John U. Tyson planned the original layout of the area east of the Grand River owned by Peter N. Tagge, Elias Eby, Barnabas Devitt and Thomas Ferrier in the mid 1800's. Access between the two communities, east and west of the Grand River evolved from a suspension foot bridge to a two span wooden bridge in 1847, a two span steel channel bridge in 1897 and the existing concrete 5 span bridge in 1934.

Until the construction of the concrete bridge, an island existed adjacent to the east bank of the river. A plan dated 1856, indicates that a hotel and stables were located on the island. Other development within the Bridgeport East area at this time included a hotel, saloon, two blacksmith's shops, store, post office, warehouse, pottery producer and residences.

Since the mid 19th century the Bridgeport East area has developed into a community having a population of approximately 1,100. Time has resulted in the demise of the hotels, blacksmith's shops, and general store, however, various small industries and a drive-in theatre have developed.

The former Village of Bridgeport and adjacent portions of the Township of Waterloo were annexed to the City of Kitchener in 1973 with the formation of the Regional Municipality of Waterloo and incorporated within the City's Official Plan in 1977. The area east of the Grand River was established as a first priority for the preparation of a Secondary Plan due to the impending installation of services, potential for new development and the need for detailed policies to regulate land use within the floodplain.

7. Planning Issues - Department of
Planning and Development Comments

In the preparation of the Bridgeport East Secondary Plan, six major issues required resolution. These included, first, agreement on the minimum desirable lot width for the creation of new lots within Bridgeport; second, the extent of multiple family development in the Community; third, the extent of future development between the dyke and the Regional flood-line; fourth, the size and distribution of active community park area; fifth, the problem of traffic within the area and more particularly the question of traffic in relation to present and future bridge crossings of the Grand River; and sixth, the consideration of future infilling schemes. In the preparation of the plan, it is felt that the majority of these issues have been resolved to the extent possible within the jurisdiction and responsibility of the City.

The formulation of a policy for the future severance and creation of new residential lots in Bridgeport arises from the concern on one hand of maintaining the large lot spacious atmosphere of the Community while, on the other hand, ensuring that those individuals having large frontages will be able to sever residential lots that can be sold in today's market in order to offset the cost of services. The recommended approach was derived in part from the present procedure utilized in the former Village of Doon permitting lot widths of about 15 metres (approximately 50 feet) with consideration being given to those situations where the achievement of the 15 metre width would be impractical because of the location of the existing structures. In addition, it was felt that smaller lot widths could be entertained in those instances where the lots to be created face existing apartment, triplex and semi-detached development.

Since the later part of 1980, the City has approved some 75 water and sewer connections on the basis of the minimum lot width approach recommended in the Plan. Accordingly, it is apparent that the approach is generally acceptable throughout the Community and has, to a great extent, already been implemented.

Within the Bridgeport Community east of the Grand River, there exist three large areas which could be developed by means of registered plan of subdivision. These include the Kraishnik lands, the K-W Drive-In Theatre lands and the lands of the Diocese of Hamilton. In these three instances, it is felt that the internal residential development need not comply with the 15 metre minimum lot width but could, in fact, be developed with residential lots more in keeping with the existing lot widths found throughout the rest of Kitchener. These could include lots having minimum widths of 13.7 metres to 12 metres in width. It is felt, however, that in those instances where lots face or back onto existing residential development, the minimum lot widths should maintain the 15 metre minimum criteria. Accordingly, if this approach is followed, existing residents in Bridgeport would not face nor back onto a lot having a width of less than 15 metres.

The question of future multiple residential development within the Bridgeport Area east of the Grand River was addressed at some length. The existing Community contains a number of apartment buildings as well as triplex units. In addition the Low Density Residential designation would permit multiple unit development on those lands having direct access to an arterial or collector road. In view of the low density profile nature of the existing Community, as well as the traffic questions posed by problems of access over the Grand River, it is recommended further development of multiple projects in Bridgeport

should be discouraged. Accordingly, the Bridgeport East Secondary Plan only recognizes existing multiple developments with no provision being made for further multiple developments.

The present approved City Official Plan contains a Policy stating that after remedial flood control action has been taken, such as the construction of the present dyke, that consideration may be given, subject to approval by the Grand River Conservation Authority, for further development below the Regional floodline. In this regard, it is stressed that both the City of Kitchener and the Conservation Authority take the position that the main purpose for construction of the dyke is to assist and provide protection to existing development and not to promote nor enable the development of vacant land. In addition, it is the position of the City and the Authority that the reduced risk of flooding afforded by the dyke refers primarily to the reduction in the frequency of flooding rather than to the severity of flooding which could still occur even with the dyke in place.

In recognizing the above, Kitchener Council adopted a Policy in March, 1980 to regulate development between the dyke and the Regional floodline related to the provision of sewer and water hookups to vacant land behind the dyke. In brief, the adopted Policy indicates that between the dyke and the Maximum Observed (May, 1974) Floodline new development on vacant lots will be limited to non-residential development, the specific nature of which will be determined on the basis of policy formulated by the City of Kitchener and the Grand River Conservation Authority. Upon adoption by both agencies, this policy will be incorporated into the Secondary Plan by an amendment.

In preparing the Secondary Plan, a detailed appraisal was undertaken of the school and active park requirements for the Bridgeport Community east of the Grand River. In undertaking this analysis, it is projected that the existing population of approximately 1,100 persons will increase through various infilling schemes and registered plans of subdivision by about 1,600 persons or to an ultimate population of approximately 2,700 people.

On the basis of this projected population increase, discussions were held with the Waterloo Public and Separate School Boards to ascertain their school requirements. In this regard, the City was advised by both School Boards that additional school sites were not required in this part of the City.

After detailed analysis in regard to active park needs, and recognizing that there would not be the opportunity for future development of a new joint school park site, the City opted for a park configuration consisting of a large district park facility to be provided on the floodplain land between the Grand River and the dyke. This large active park facility would then be supplemented by five smaller park areas each being within reasonable walking distance for children in the younger age brackets.

These five park facilities include: the existing baseball diamond and park area behind and to the south of, the old Post Office building on Bridge Street, the present Community Club and associated park area, use of the former Water Commission lands north of Bloomingdale Road and east of Prince Street for an active park area, a new park to be located south of Schweitzer at the end of Sylvia Street, and a further park facility to be provided within the lands presently owned by the K-W Drive-In Theatre when this area develops for residential purposes.

Discussions have been held with those property owners from whom land would have to be purchased to develop the proposed park south of Schweitzer at the end of Sylvia Street. The affected property owners have indicated that they would be prepared to sell the necessary land to the City on the basis of compensation at fair market value.

In undertaking the Bridgeport East Secondary Plan, the problem of traffic within the area east of the Grand River and, in particular, the question of traffic in relation to present and future bridge crossings of the Grand River was considered. In terms of traffic within the existing Bridgeport East Secondary Plan Area, analysis undertaken by the City demonstrated the desirability of providing for an additional east-west local street south of Schweitzer is apparent. The purpose of this new street which is proposed to run parallel to Schweitzer along the boundary of the K-W Drive-In Theatre lands and the City of Kitchener Industrial area would be to split the east-west traffic between Schweitzer and the new street, called Tagge, thereby ensuring that traffic on Schweitzer Street is maintained at an acceptable level. Further, this new proposed street would facilitate the movement of traffic from the church related uses at the end of Schweitzer Street on the Hamilton Diocese lands and any future development of those lands, as well as facilitate the movement of traffic out to Bridge Street from the Kraishnik lands north of the K-W Drive-In and the 23 acre Drive-In Theatre lands at the time that these lands develop for residential purposes.

The majority of the land for the future right-of-way of this new proposed local street which would be 20 metres wide (66 feet) has already been acquired by the City of Kitchener either through the actions of the former Village of Bridgeport or through the reference plan forming part of the City Industrial Park area. It is anticipated that the remaining portions of the required right-of-way will be acquired on the basis of dedications arising from severance applications to the Regional Land Division Committee or from road widening requirements under 35a of the Planning Act. In addition, a major portion of the right-of-way where it intersects with Bridge Street will be required by the City as a result of dedication through a registered plan of subdivision on the Kraishnik lands. It is suggested that all of the right-of-way for the proposed road will be acquired without cost to the City.

In addition to provision of the above-noted new local streets, it is also desirable to widen small sections of Bloomingdale Road to bring it up to a right-of-way of 20 metres, as well as to widen Bridge Street to an ultimate width of 26 metres from the Grand River through to the Township of Woodwich/City of Kitchener boundary. In addition, it is felt that residential development of the Kraishnik and K-W Drive-In Theatre lands should be back lotted on Bridge Street from Schweitzer through to the City of Kitchener industrial lands. The principle reason for such back lotting is to ensure the safety and the minimization of access points on the curved portion of Bridge Street. Further, should Bridge Street be connected to the Wellington Street extension as suggested below, its function would, in all likelihood, be changed to that of an arterial road requiring such back lot development.

In regard to the question of traffic in relation to the present and future bridge crossings, it is noted that discussions with Traffic and Transportation staff of both the City of Kitchener and Regional Municipality of Waterloo indicates that the present bridge over the Grand River is at or near its capacity with a volume of around 10,000 vehicles per day. With continued development within the Community of Bridgeport

by infilling, new residential subdivisions and industrial development, additional pressure will be placed on this facility. Moreover, it is noted that the provisions of an additional bridge in that location will not entirely solve the problem as the existing capacity of the approaches also presents constraints for the movement of traffic in this portion of the Community. In this regard, it is noted that Lancaster Street, the bridge itself, Bridge Street and Bloomingdale Road are all Regional facilities and accordingly, any detailed study or future analysis of their capacity and adequacy to handle future developments would have to be undertaken by the Regional Municipality of Waterloo.

In recognizing that the existing bridge is at or near capacity and that the approaches to the bridge also present major constraints to the further handling of traffic through this section of the Community, it is suggested that alternative access to the Bridgeport area east of the Grand River be explored and studied. In this regard, it would appear that the most logical alternative would be the provision of an interchange with the Wellington Street Expressway at Bridge Street at the time that the Wellington Street Extension is pushed across the Grand River. The provision of such an interchange would provide a direct access for the Bridgeport Community and a future industrial development in that Community to the Conestoga Expressway and, at the same time, would relieve traffic congestion at the bridge, as well as relieve present and future traffic volume on Lancaster Street between the Expressway and Wellington Street.

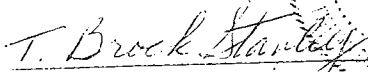
Accordingly, a recommendation is included in the report that the Regional Municipality of Waterloo request the Ministry of Transportation and Communication to undertake a study reviewing the question of an interchange in the location suggested. Further, it is suggested that the Regional Municipality undertake a detailed study of the adequacy of the existing bridge over the Grand River with a view to determining its life expectancy and hence the priority which should ultimately be placed on the provision of additional facilities and on the priority of the Wellington Street Expressway.

The final question that remains to be resolved relates to the question of future infilling schemes. In this regard, it is noted that in other Secondary Plans throughout the City, such as the Lower Doon Secondary Plan, approval of a Secondary Plan was followed by preparation and approval of detailed specific Block Plans for the infilling of vacant land and the extension of existing local streets. Accordingly, it is suggested that upon approval of the Bridgeport Secondary Plan that the Department of Planning and Development pursue the preparation of detailed block plans for those areas of the Bridgeport Community requiring the participation amongst property owners for development of the rear portion of their lands. Such schemes would only be undertaken if all of the owners affected are interested in proceeding at this time. Such schemes could be considered for locations along Bloomingdale Road, for the area between Bloomingdale Road and Schweitzer Street west of Stanley, and for the area at the end of Sylvia immediately east of Nelson Avenue.

In terms of implementing both the City Official Plan and the Bridgeport East Secondary Plan, it is felt that the best procedure would be for the City to initiate a zone change to amend the existing Bridgeport Zoning By-law #85 for lands east of the Grand River by deleting By-law #85 and replacing it with the appropriate zoning categories and regulations in City of Kitchener By-law 4830 as suggested by the Secondary Plan. Further, the Township of Waterloo Residential (R) zoning would also be amended for those lands on the west side of Bridge Street to change to the appropriate Residential zoning category in the City By-law. It is noted, that a rezoning application for the Kraishnik lands has already been considered by City Council.

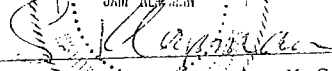
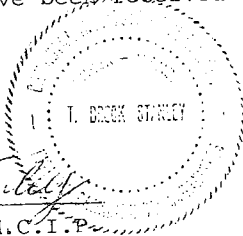
It is also noted, as part of the City initiated zone change, that all of the lands, with the exception of the Township Gravel Pit (GP) zoned lands, designated as Major Open Space below the Regional Floodline and between the Grand River and the dyke would be zoned from the existing Bridgeport and Township zoning to a City of Kitchener Hazard Land zoning category. This rezoning to Hazard Land would be in keeping with the approved Open Space designation and the Policies of the Grand River Conservation Authority, the Ministry of Natural Resources and the Regional Official Policies Plan.

Apart from the rezoning noted above, the City would not initiate a zone change for the K-W Drive-In Theatre nor the Steed and Evans lands as this is considered premature at this time until detailed plans of subdivision and development for those properties have been received.



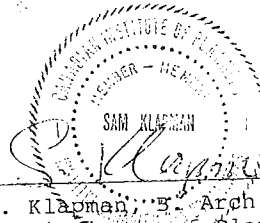
T. Brock Stanley

T. Brock Stanley, M.C.I.P.
Director of Planning



S. Klapman

S. Klapman, B. Arch., M.C.I.P.
Commissioner of Planning and
Development



APPENDIX A

Agency Circulation Comments

March 14, 1980 - from Brian Soehner, C.F.T., C.S.T., Approvals Technician, The Regional Municipality of Waterloo, Marsland Centre, Waterloo, Ontario, N2J 4G7 to Ms. Muriel Praught, Planning Technician, City of Kitchener - "In response to your request, I have enclosed a copy of a sketch showing the Right-of-Way of Bloomingdale Road in the City of Kitchener.

Since the Right-of-Way varies from block to block, so too does the required widening.

1) Bridge Street to Prince Street

At this location, Bloomingdale Road has a 50.3 foot Right-of-Way, therefore a $(66 - 50 = 16 \div 2 = 8)$ 8 foot widening will be required from both sides of the road.

2) Prince Street to Stanley Avenue

At this location, Bloomingdale Road has a 48 foot Right-of-Way, therefore, a $(66 - 48 = 18 \div 2 = 9)$ 9 foot widening will be required from both sides of the road.

3) Stanley Avenue to Nelson Avenue

At this location, Bloomingdale Road has a 46 foot Right-of-Way, therefore, a $(66 - 46 = 20 \div 2 = 10)$ 10 foot widening will be required from both sides of the road.

4) Nelson Avenue to 290 Feet Northerly

At this point, Bloomingdale Road has a Right-of-Way that varies from 46 feet at Nelson Avenue to 66 feet, 290 feet north of Nelson Avenue. Therefore, a road widening of 10 feet, starting at Nelson Avenue and tapering to 0 feet, 290 feet northerly, is required on the east side, and a widening of 10 feet, commencing at Nelson Avenue to 20.6 feet, 290 feet northerly is required on the west side of Bloomingdale Road.

If we can be of any further assistance in this matter, please do not hesitate to contact me."

July 31, 1980 - from M. McColl, Corridor Control Technician, for: D. E. Turner, Corridor Control Officer, Ministry of Transportation and Communications, P. O. Box 5338, 659 Exeter Road, London, Ontario, N6A 5H2 to Mr. T. Brock Stanley, Director of Planning, City of Kitchener - "We have reviewed the above-noted subject plan and our only comments are in regard to Transportation, Page 5, Section 5:11:2.

At no time has this Ministry ever proposed or planned for the Wellington Street Extension to intersect with Bridge Street. Also, the Ministry has no plans for a Bridge Street interchange on the Wellington Street Extension.

The first road east of the Grand River that intersects with the Wellington Street Extension is County Road 17.

Hoping the above information is helpful."

August 5, 1980 - from Victor G. Bridle, Manager, Traffic & Parking Services to T. Brock Stanley, Director of Planning - "We have received the above Secondary Plan and have no comments."

August 12, 1980 - from D. Routly, Lands/Minerals Supervisor, Cambridge District, Box 2186, Cambridge, Ontario, N3C 2W1 to Mr. T. Brock Stanley, Director of Planning, City of Kitchener - "We have reviewed the subject planning report and are providing comment on hazard land policy and mineral resource policy."

Hazard Lands

In a letter dated January 22, 1980, this office provided two recommendations respecting hazard land policies. More specifically, we suggest:

1. That the draft policy make specific reference to the Grand River Conservation Authority and its regulatory role, and
2. That additions to existing floodplain development should be controlled in the same manner as new developments.

We believe these recommendations have been adequately addressed.

It is our understanding that the City is working with the Grand River Conservation Authority to develop a comprehensive hazard land policy for the Bridgeport East area. The secondary plan is considered incomplete without reference to these policies and policies should be approved by the appropriate agencies, including the Ministry of Natural Resources.

Mineral Resource Concerns

In a previous planning report (January 17, 1980) the primary topic of discussion was hazard land policy for floodplain areas. Now, in the preparation of a secondary plan for the Bridgeport East area, land uses outside of the floodplain are being considered. It is very evident that the planning report does not give adequate consideration to the significance of the area's aggregate resources - deposits which appear to be of primary significance.

For the Cressman Industrial Area we would appreciate receiving both a confirmation of the status of the zone change application and an explanation of the plan of subdivision approval process, or alternate process, relevant to this site.

We would appreciate discussing the secondary plan with you at your earliest possible convenience."

August 15, 1980 - from Donald E. Greer, Municipal Planner, Resource Planning Division, Grand River Conservation Authority, 400 Clyde Road, Box 729, Cambridge, Ontario, N1R 5W6 to Mr. T. Brock Stanley, Director of Planning, City of Kitchener - "We have now had the opportunity of reviewing the above-noted plan and offer the following comments:

To date, the detailed policies for construction in the reduced hazard area have not been approved. However, it is expected that these policies will be approved in the near future and on this basis, we recommend that the Secondary Plan contain a clause referring to these policies and indicating that they will be used to assess development proposals in the reduced hazard land area when approved.

Section 5.5, Neighbourhood Commercial

The area proposed for a neighbourhood commercial facility is within the reduced hazard area and should be referred to the policies of Section 5.13.

Section 5.10.7, Parks and Open Space

We have no objection to park facilities within the hazard land area. However, uses and/or facilities which will affect the flows or function of the dyke should not be installed. For example, the chain link fence around a tennis court would trap debris and therefore, would probably not receive approval pursuant to Ontario Regulation 356/74.

Section 5.13.7

There appears to be a typographical error in the last line which should state:

"The creation of new legal lots shall not be permitted".

We hope this information is of assistance."

August 19, 1980 - from M. E. Huntington, M.D., D.P.H., Associate Medical Officer of Health, Department of Health and Social Services, Health Unit Division, 850 King Street West, Kitchener, Ontario, N2G 1E8 to Mr. T. Brock Stanley, Director of Planning, City of Kitchener - "The Waterloo Regional Health Unit has reviewed and assessed the above plan and offers the following comments.

We note the purpose of the plan is to allow infilling in residential areas, the creation of new residential and industrial subdivisions, restricted growth along proposed dyke sheltering areas below the regional floodplain and the control existing land use. All new buildings will be connected to municipal services.

Provisions for green areas and major park facilities have also been proposed. The industrial areas adjoining residential areas are limited to light, non-obnoxious industries and a landscaped buffer zone must separate the two areas.

We, therefore, have no objections to the guidelines proposed in the Bridgeport East Secondary Plan."

September 5, 1980 - from D. Suzuki, P.Eng., Director of Engineering to T. Brock Stanley, M.C.T.P., Director of Planning - "This is to advise that the Department of Public Works would like to have a cul-de-sac bulb provided on Grand Avenue."

September 17, 1980 - from F. G. Kraemer, Assistant to the Superintendent of Business and Finance, Waterloo County Separate School Board, 91 Moore Avenue, Kitchener, Ontario to Mr. T. Brock Stanley, Director of Planning, Department of Planning and Development, City of Kitchener - "In reply to your inquiry of July 25th:-

We have studied this Staff Report and offer the following comments:

Because of the present decline in enrolment which all school boards in Ontario are experiencing, we have many empty classrooms in the City of Kitchener. Although St. Anthony School is small and the enrolment this September is only 89, we have vacant classrooms in St. Teresa School on Edwin Street which, through school bus service, could be used for any increase in enrolment growth emanating from the Bridgeport area.

Also, the Episcopal Corporation of the Diocese of Hamilton owns a piece of land on Schweitzer Street, (Lot 8, R.F. 675), about 17 acres in size, part of which could be made available to us if the Board felt the need developing, and so informed Bishop Reding.

Clause 5.3.4 of your report in part states "shall be recognized as permitting church development." Perhaps this could be amended to read "church and school development."

September 17, 1980 - from B. P. Barrett, General Manager Steed and Evans Limited, P. O. Box 8600, 300 Bridge Street East, Kitchener, Ontario, N2K 2B7 to Mr. T. Brock Stanley, M.C.I.P., Director of Planning, City of Kitchener - "We have had an opportunity of examining the preliminary draft of the proposed Bridgeport East Secondary Plan, particularly as it would affect the Steed and Evans property.

We note on Map 'A' - Land Use - that the line which divides the Industrial category from the Park and Open Space category where it crosses the Steed and Evans land is specifically located as "Regional Flood Line as per 1966 - 67 Delineation".

The plan sets forth under Policy 5.13.4, the following:

- "5.13.4 Land use within the "Hazard Land" area shall be restricted to recreational, both public and private and agricultural uses which do not require closed buildings or structures capable of restricting the flow of flood waters. Flood control works, streets, public services and utilities shall be permitted. The foregoing land uses shall be permitted provided that they do not result in flood heights of the Grand River materially increasing and/or constitute potential hazards to life or property in times of flooding."

It would appear that this specific line designation would not make allowance for any adjustment in Flood Line designation which would be agreed upon between the owners, the City and the Conservation Authority, except by Official Plan Amendment.

Steed and Evans have had some discussion with the Grand River Conservation Authority concerning the possibility of such an adjustment in the line which might increase the land above the capacity of the flood plain. Since such an adjustment may be possible without detrimental effect to the water holding capacity of the flood plain, we would respectfully request the City to consider wording which would allow for such mutually agreed upon change in the Flood Line without the need for Official Plan Amendment."

September 26, 1980 - from A. B. Forler, Executive Assistant to the Superintendent of Operations, The Waterloo County Board of Education, Corporation Square, Duke and Ontario Streets, Box 68, Kitchener, Ontario, N2G 3X5 to Mr. T. Brock Stanley, M.C.I.P., Director of Planning, City of Kitchener - "The proposed Bridgeport East Secondary Plan has been examined by this office on behalf of The Waterloo County Board of Education as to its effects on school requirements in this particular area. The additional 500 new residential units will generate a kindergarten to Grade 8 population of approximately 250 students and approximately 150 secondary school students. One elementary school (Bridgeport Public School) presently serves the existing Bridgeport area which includes the existing population in this part of the area. The Board of Education also owns an elementary site of 8.77 acres at the intersection of Bloomingdale Road and Kraft Drive situated on the north side of Bloomingdale Road just beyond the extent of this secondary plan.

Since we do have an additional site in reserve, the present provisions for elementary students in the area is quite adequate at this time. Secondary students are accommodated at Bluevale Collegiate Institute and future plans are to continue the use of that collegiate for the accommodation of students in the area.

The Board of Education raises no objections to the Bridgeport East Secondary Plan as proposed."

October 8, 1980 - from E. A. Johnston, Fire Chief to Judy McLeod, Senior Planner - "Further to our telephone discussion of this morning, the response times to the above areas are all within the three (3) to five (5) minute zones, (one and one-half to three miles) of the nearest Fire Sub-station.

The Canadian Insurance Underwriters recommended response to "mixed construction" or where a significant conflagration hazard exists, that the running distances shall not be more than one and one-half miles.

In view of the pending Fire Station location plan study which is about to take place in the City of Kitchener, I would recommend that the above-mentioned areas be included in the FSLP study in regards to Fire Demand Zones."

October 14, 1980 - from D. Routly, Lands/Minerals Supervisor, Cambridge District, Box 2186, Cambridge, Ontario, N3C 2W1 to Mr. T. Brock Stanley, Director of Planning, City of Kitchener - "Staff from all of our program areas have now had an opportunity to comment on the above-noted plan. We have no additional concerns to add to those already expressed through previous correspondence (letter dated January 22, August 12, and September 29, 1980).

At this time, we would like to restate our recommendation - that the plan make reference to the Grand River Conservation Authorities policies for construction in the reduced hazard area. Also, we would recommend that Section 5.9.1 include a reference to the aggregate deposits underlying the subject lands along with a policy which states that prior to any further construction, the feasibility of extraction be determined in consultation with the Ministry of Natural Resources.

If these suggestions present any problems we would be pleased to discuss them with you."

December 3, 1980 - from Donald E. Greer, Municipal Planner, Resource Planning Division, Grand River Conservation Authority, 400 Clyde Road, Box 729, Cambridge, Ontario, N1R 5W6 to T. Brock Stanley, Director of Planning, City of Kitchener - "At the Water Management Advisory Board Meeting held on November 25, 1980, we were again requested to revise the policies for development protected by major dyking schemes. However, a majority of the changes will not affect the intent of the policies and to this end we are enclosing a copy for your information.

Insofar as these policies will not be ratified prior to February when our new Executive and Boards are elected, we have no objection to the City of Kitchener proceeding with the Bridgeport East Secondary Plan providing the dyking policies can be added at a later date through an amendment.

BRIDGEPORT

Page 1 - No. 2

Neighbourhood Commercial Fare - Bloomingdale Road, Bridge Street

- seven feet (7') of water
- Zone 1 only construction of structures or enclosed buildings required for flood protection works or municipal utilities

Page 3 - No. 4

Add to the end of the fifth paragraph a statement indicating that detailed policies to regulate land use below the Regional Floodline upon completion of the dykes will be formulated between the City of

Kitchener and the Grand River Conservation Authority and added to the Secondary Plan by amendment.

Page 3 - Section 5.5

Same comment as in No. 2 above. The policies presently being considered by the Authority would not permit a neighbourhood commercial use. In addition, the only industrial use permitted would be the storage of non-toxic, flammable or corrosive materials.

Page 3 - Section 5.6.1

The property at 8 Bridge Street is subject to flooding to an approximate depth of six feet (6'). In this regard the Authority would not be in favour of the property being used for education facilities, senior citizen centres and nursing homes.

Page 4 - Section 5.8

To the best of our knowledge, the service station designation on this property consists of a motor cycle repair shop. Considering its location in the floodplain the Authority would not be in favour of the addition of gasoline or other flammable liquid pumps.

At one point I believe we were discussing the possible conversion to a restaurant facility. Pursuant to the preliminary policies behind the dyke, a restaurant would be an acceptable use in this area providing the other provisions regarding flood proofing, etc., are complied with.

Page 5 - Section 5.10.7

Regarding the district park between the dyke and the river, the Authority's existing and proposed policies would not permit the erection of a chain link fence around a tennis court or other types of equipment which could catch debris or become boyant and cause downstream impediments at bridge crossings.

Page 6 - Section 5.13.2

Please delete "by the Grand River Conservation Authority" in the last line and replace it by "the provisions of the Zoning By-law and policies for construction behind the dyke as adopted by the City of Kitchener and the Grand River Conservation Authority".

Page 7 - Section 5.13.7

In the last line of this section a "not" should be added to read as follows: "The creation of new legal lots shall not be permitted."

We hope this information is of assistance. Should you have any questions please contact the undersigned."

December 17, 1980 - from Victor Cote, Senior Planner, (for) M. L. Dorfman, MCLP, Director of Planning and Transportation, The Regional Municipality of Waterloo, Marsland Centre, Waterloo, Ontario, N2J 4G7 to Mr. T. Brock Stanley, Director of Planning, City of Kitchener - "We have now received a response from the Grand River Conservation Authority on the Bridgeport East Secondary Plan and can now submit our comments to you on this plan.

The area covered by the Bridgeport East Secondary Plan is designated as Settlement Pattern Policy Area "A" in the Regional Official Policies Plan. A large portion of this plan, along the Grand River is designated as "Floodplain" in the Regional Official Policies Plan.

The letter addressed to you from the Grand River Conservation Authority dated December 3, 1980, suggests several modifications to the policies of the Bridgeport East Secondary Plan. These changes will affect policies 5.5, 5.6.1, 5.8, 5.10.7, 5.13.2 and 5.13.7. These changes would have to be incorporated into the plan prior to Regional adoption of this Plan.

Policy 5.5.1 which designates a neighbourhood commercial use within the Regional Floodline has been objected to by the Grand River Conservation Authority. In addition, designation of this site in the Bridgeport East Secondary Plan could not occur until such time as the Kitchener Official Plan has been amended to redesignate the site as "Low Density Residential" from "Industrial".

In regard to Policy 5.11.2, although an interchange is physically feasible, it has not been incorporated into the preliminary design of the Wellington Street Extension. From a Regional viewpoint, it would be premature to support the concept of an interchange until its full implications are known. We would support that a Ministry study be undertaken to evaluate an interchange with Bridge Street as an alternative means of improving access to the Bridgeport Community.

We suggest a modification to Policy 5.12.1 to reflect a Regional concern where storm water runoff has a direct effect upon Regional Roads. In such cases, lot grading control plans should be reviewed by the Regional Municipality of Waterloo along with details for storm water management.

Other than the above-noted concerns, we have no additional concerns at this time with the Bridgeport East Secondary Plan as presented. Should you wish clarifications of any concerns raised in this letter, please feel free to contact our office."

January 7, 1981 - from Peter Wetherup, Property Officer/Parks Planner to Brock Stanley, Director - Planning - "We have reviewed the above Secondary Plan and have the following comments:

1. The two neighbourhood parks, one east of Sylvia Street and one on the K-W Drive-in lands, appear to be located in areas to serve both existing and future populations. The proposed size will be the limiting factor as to what facilities can be incorporated into these park areas.
2. The proposed neighbourhood parks to the north of Bloomingdale Road must be increased in size, by approximately 1.2 ha, to allow for the inclusion of a baseball diamond.
3. The district park facility, to be located on the G.R.C.A. lands, could be expanded in the future as more of the land below the floodline becomes available.
4. The G.R.C.A. Policy for Development in Areas protected by Major Dyking Projects would probably rule out tennis courts and playground equipment in the district park. These could possibly be moved to the Community Centre."

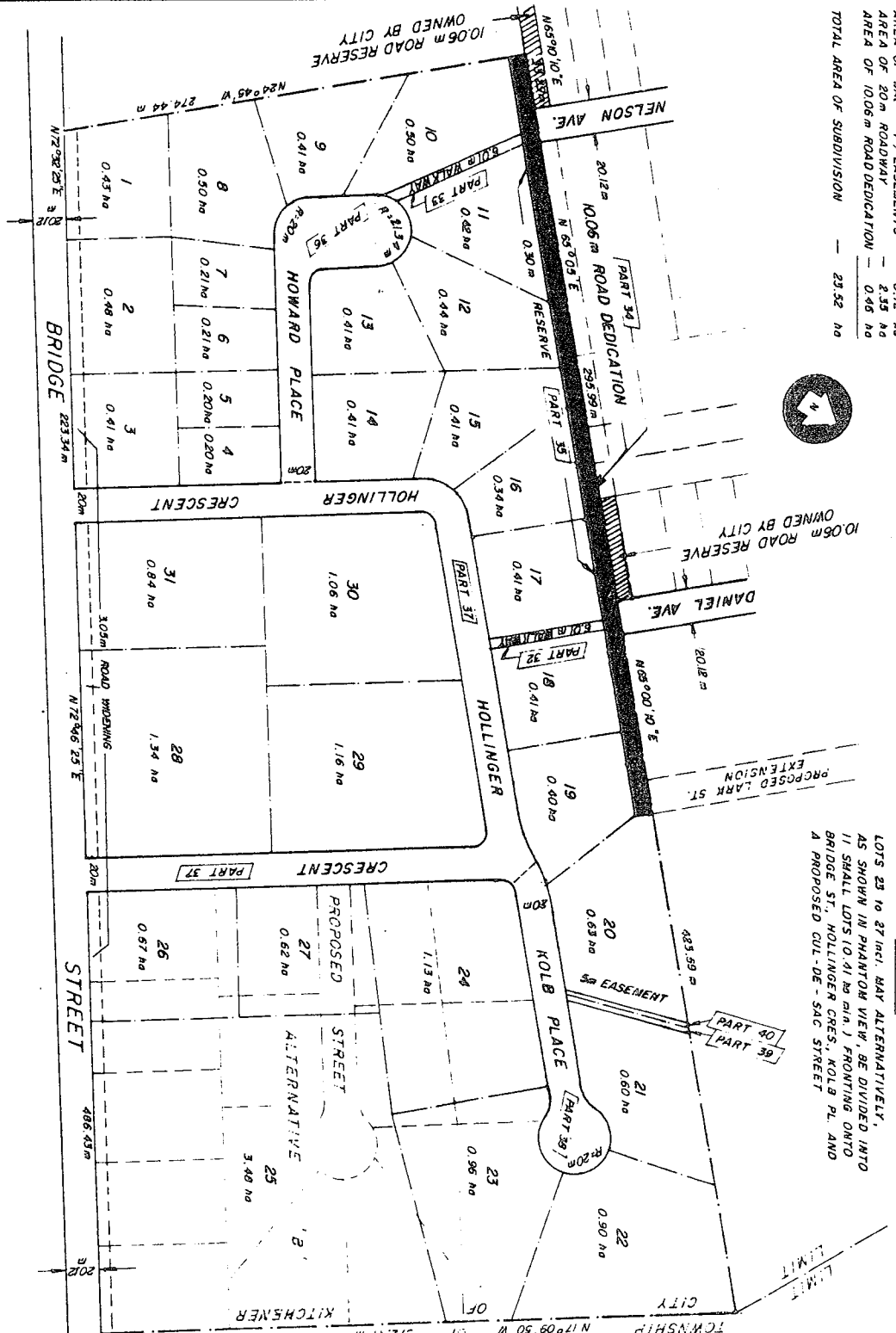
February 4, 1981 - from Victor G. Bridle, Manager, Traffic & Parking Services to Brock Stanley, Director of Planning - "The policy of the Secondary Plan will be to provide a continuous sidewalk on the north side of Bridge St. from the Grand River Bridge to Hollinger Cres. The provision of sidewalks on other streets in the area will comply to standard City policies as development occurs."

BRIDGEPORT E / T
 SECONDARY PLAN -
 CRESSMAN INDUSTRIAL AREA
 APPENDIX B

AREA OF IND. 1/41 LOTS 1 TO 31 - 20.59 ha
 AREA OF WA. Y / EASEMENTS - 0.18 ha
 AREA OF 20m ROADWAY - 2.55 ha
 AREA OF 10.06m ROAD DEDICATION - 0.46 ha
 TOTAL AREA OF SUBDIVISION - 23.32 ha

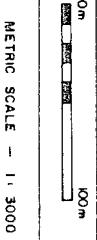


NOTE
 LOTS 29 to 27 incl. MAY ALTERNATIVELY,
 AS SHOWN IN PHANTOM VIEW, BE DIVIDED INTO
 11 SMALL LOTS (0.41 ha min.) FRONTING ONTO
 BRIDGE ST., HOLLINGER CRES., KOLB PL. AND
 A PROPOSED CUL-DE-SAC STREET



PLAN OF SUBDIVISION

BRIDGE STREET
 BRIDGEPORT INDUSTRIAL PARK EAST



REVISED - 80/05/28
 DATE - 80/04/11

ZONE CHANGE APPLICATION No. 62/78/B
 SUBDIVISION APPLICATION No.
 KITCHENER DEPARTMENT OF PLANNING AND DEVELOPMENT

DRAWN
 ACH

APPENDIX C

Excerpt from Official Plan Approved By
The Ministry of Housing - June 18, 1979

"12. FLOODPLAIN POLICIES

- i) The Regional floodlines of the Grand River and Schneider Creek and its tributaries are shown on Map 2, "Floodplain and Environmental Areas". As floodplain mapping is completed, floodlines for all major watersheds will be added to this plan as amendments. Floodplains shown on Map 2 are based on the Regional storm for the Grand River, Schneider Creek and other major watersheds, and the 100 Year Storm for smaller watercourses.

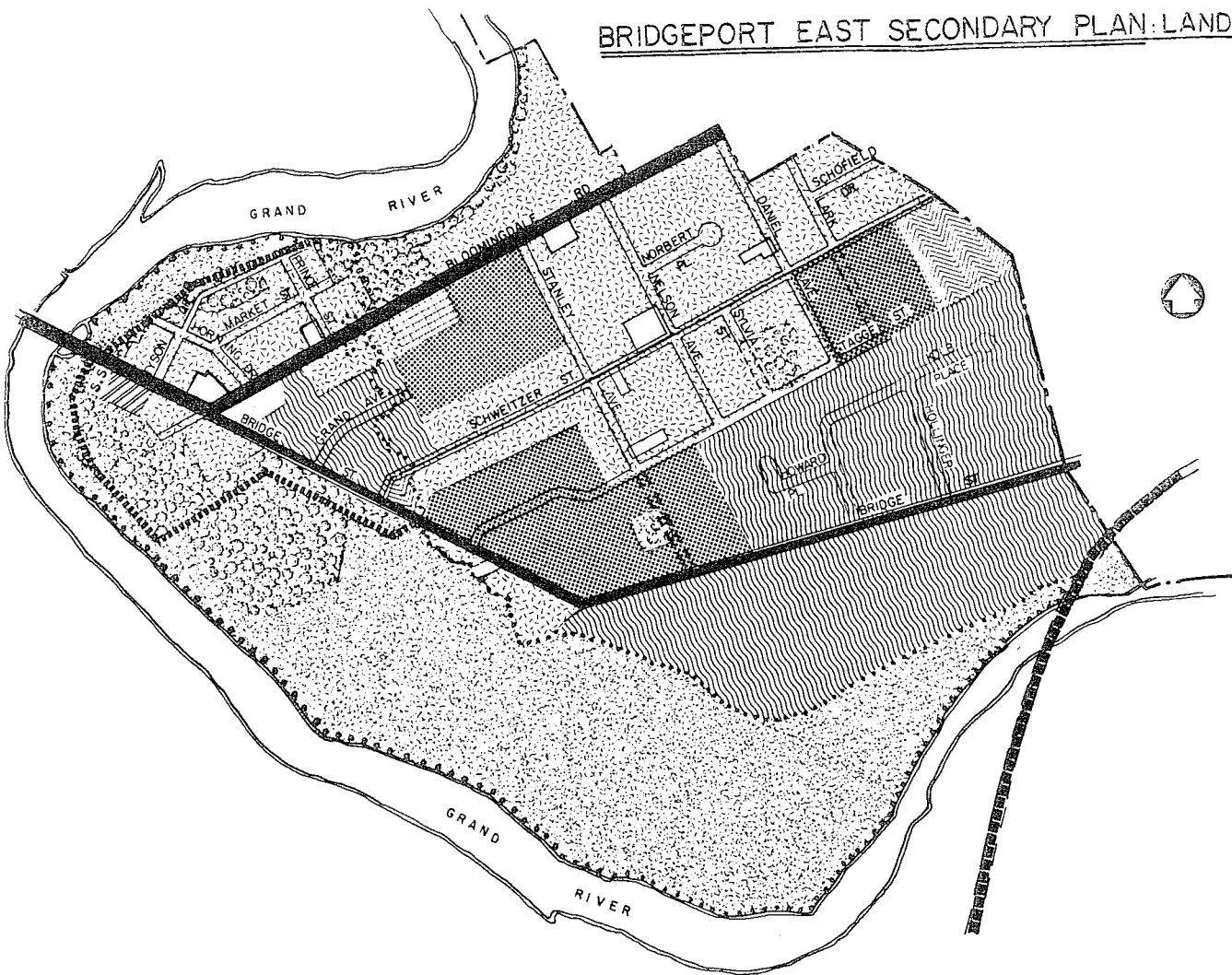
Development or redevelopment will not be permitted below these floodlines as a policy of this Plan, except in the following cases.

- ii) In the floodplain of the Grand River, no development or redevelopment will be permitted except where the following policies apply:
- a) In areas designated on Map 1 as "Existing Development Below the Regional Floodline", erection of permanent buildings below the Maximum Observed Floodline will be prohibited. However, minor renovations, alterations or additions to existing buildings or structures below the Maximum Observed Floodline may be considered subject to the approval of the Grand River Conservation Authority.
- b) In areas designated "Existing Development Below the Regional Floodline" on Map 1, development or redevelopment may be considered between the Regional Floodline and the Maximum Observed Floodline subject to the approval of the Grand River Conservation Authority.
- c) After remedial flood control action such as dyking and dredging makes it possible to designate lands below the Regional Floodline as reduced hazard, consideration may be given, subject to approval by the Grand River Conservation Authority, to further development below the Regional Floodline in accordance with the Plan for Land Use.
- iii) In the floodplain of the tributaries of the Grand River (eg., Schneider Creek and its tributaries, Idlewood Creek) no development or redevelopment will be permitted except in the following cases:

- a) The proposal is in conformity with adopted Kitchener urban drainage policies, as well as with any approved master drainage plan as adopted as an implementation plan and comprising detailed watershed plans; or
- b) The following criteria are met to the satisfaction of the Grand River Conservation Authority:
 - 1) there will be no increase in upstream or downstream flooding, and
 - 2) there will be no change in the maintenance or stage storage characteristics, and
 - 3) the hydraulic characteristics of the floodplain will be maintained.
- iv) An Official Plan Amendment will not be required provided that the proposed development conforms to the Regional Official Policies Plan and other policies in this Plan, particularly Map i.
- v) Development or redevelopment must meet the "Fill, Construction and Alteration to Waterways" requirements administered by the Grand River Conservation Authority."

BRIDGEPORT EAST SECONDARY PLAN: LAND USE

MAP: A



MULTIPLE RESIDENTIAL LOW DENSITY
 RESIDENTIAL LOW DENSITY
 RESIDENTIAL - INFILLING LOW DENSITY
 CONVENIENCE COMMERCIAL
 SERVICE STATION
 COMMUNITY SERVICES
 CHURCH
 PARKS
 OPEN SPACE
 INDUSTRIAL
 CEMETERY

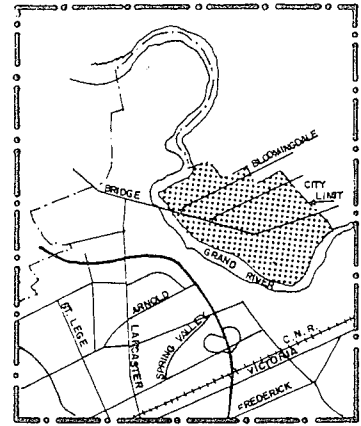
PROPOSED TRUNK ROAD
 PRIMARY ROAD
 SECONDARY COLLECTOR
 MINOR COLLECTOR
 LOCAL STREETS (those not identified by the above designation)
 DYKE
 LAND BELOW REGIONAL FLOODLINE

SCALE: 1" = 750' (1:9000)
 DATE: MAY 17, 1985

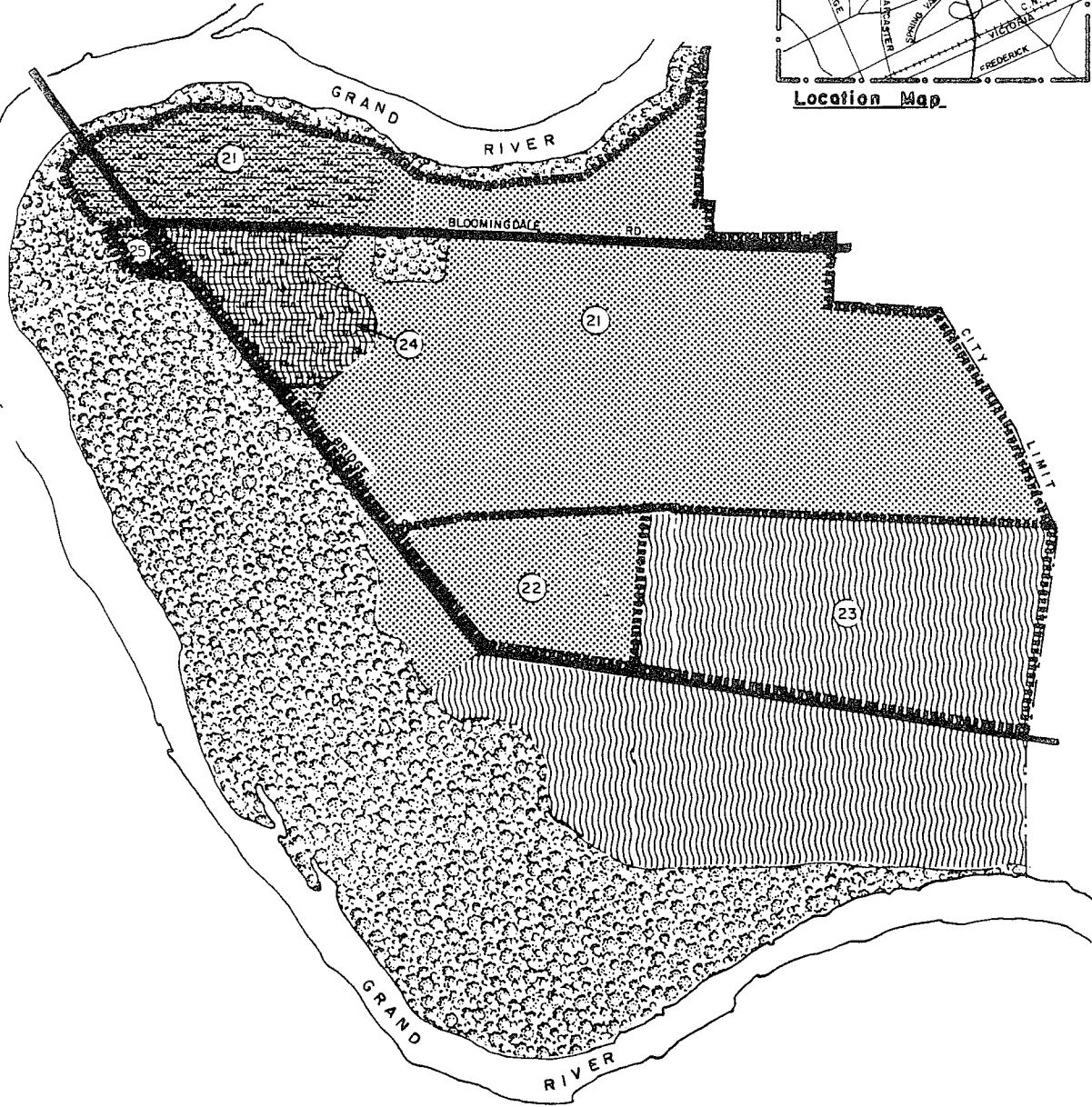
KITCHENER, DEPT. OF PLANNING AND DEVELOPMENT

BRIDGEPORT EAST SECONDARY PLAN :








LOCATION AND OFFICIAL PLAN DESIGNATION



Location Map

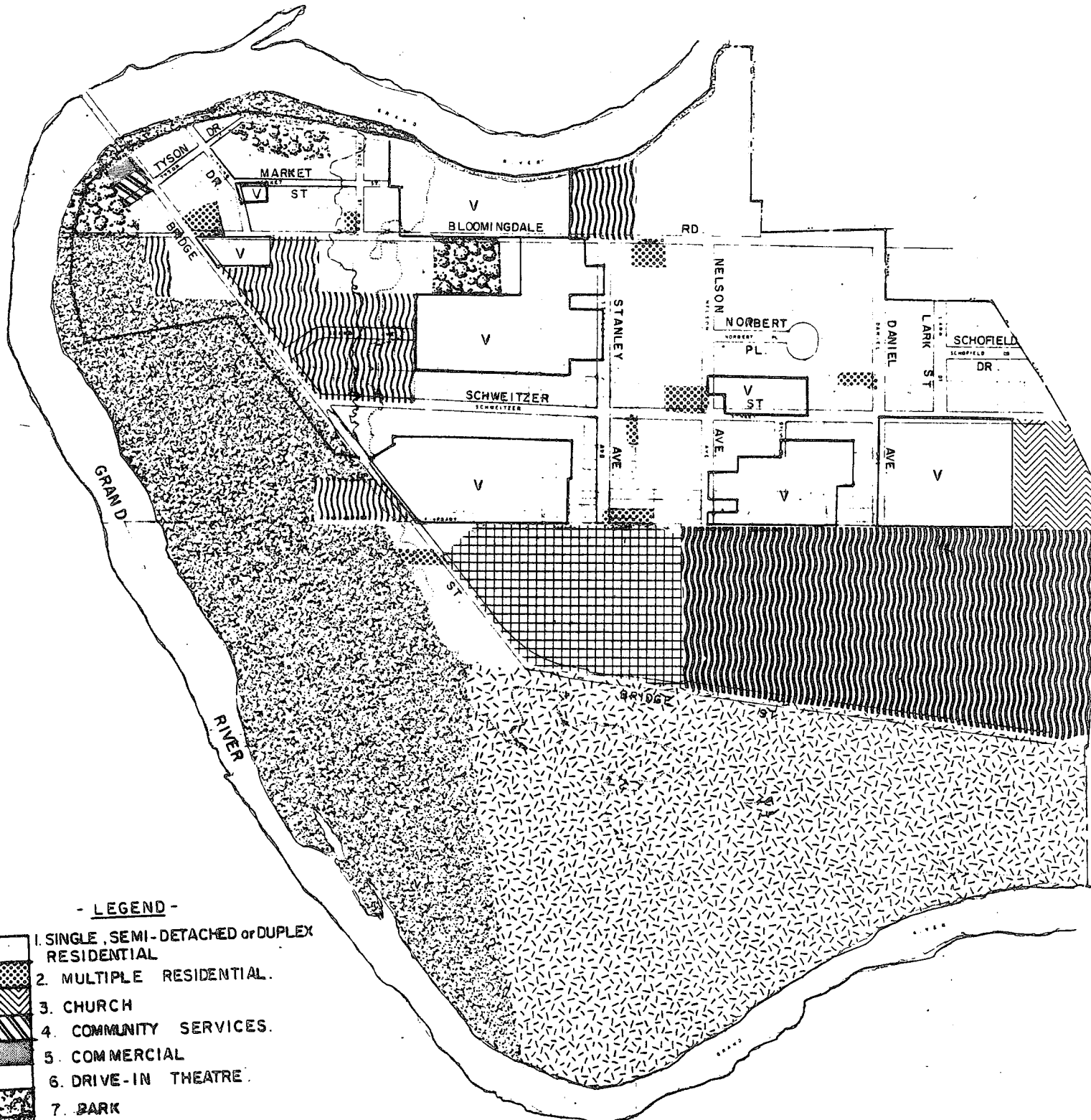


OFFICIAL PLAN LAND USE DESIGNATION

-  LOW DENSITY RESIDENTIAL
-  MAJOR OPEN SPACE
-  INDUSTRIAL
-  EXISTING DEVELOPMENT BELOW THE REGIONAL FLOOD LINE
-  PRIMARY ROAD
-  SECONDARY ROAD
-  POLICIES FOR SPECIFIC AREAS

BRIDGEPORT EAST SECONDARY PLAN: EXISTING LAND USE.

Map: C.



- LEGEND -

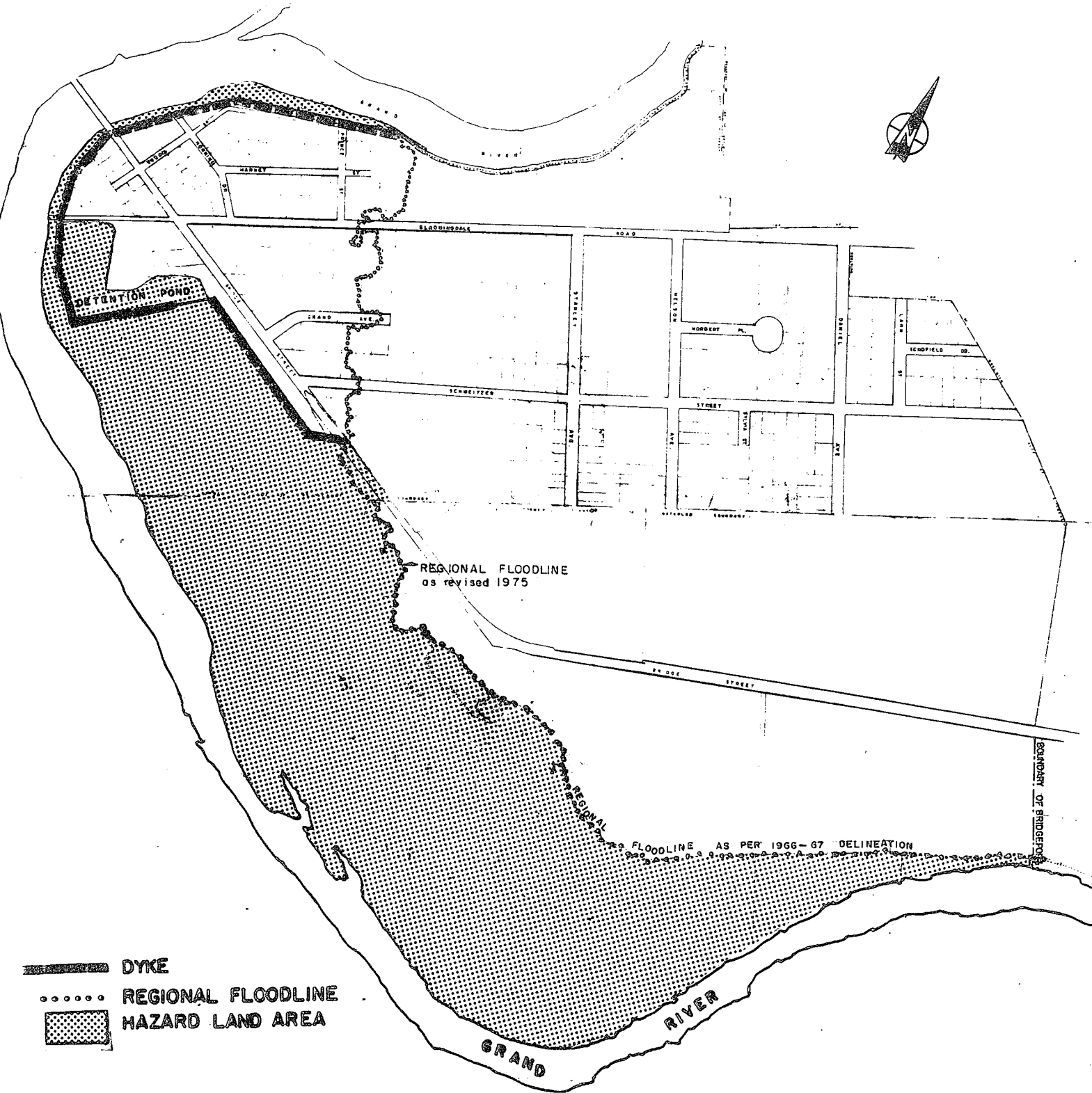
- 1. SINGLE, SEMI-DETACHED or DUPLEX RESIDENTIAL
- 2. MULTIPLE RESIDENTIAL
- 3. CHURCH
- 4. COMMUNITY SERVICES
- 5. COMMERCIAL
- 6. DRIVE-IN THEATRE
- 7. PARK
- 8. OPEN SPACE
- 9. VACANT LAND
- 10. GRAVEL PIT
- 11. INDUSTRIAL
- 12. INDUSTRIAL PARK

SCALE 1:12000 (approx)

DATE JULY 1980

KITCHENER DEPT OF PLANNING & DEVELOPMENT.

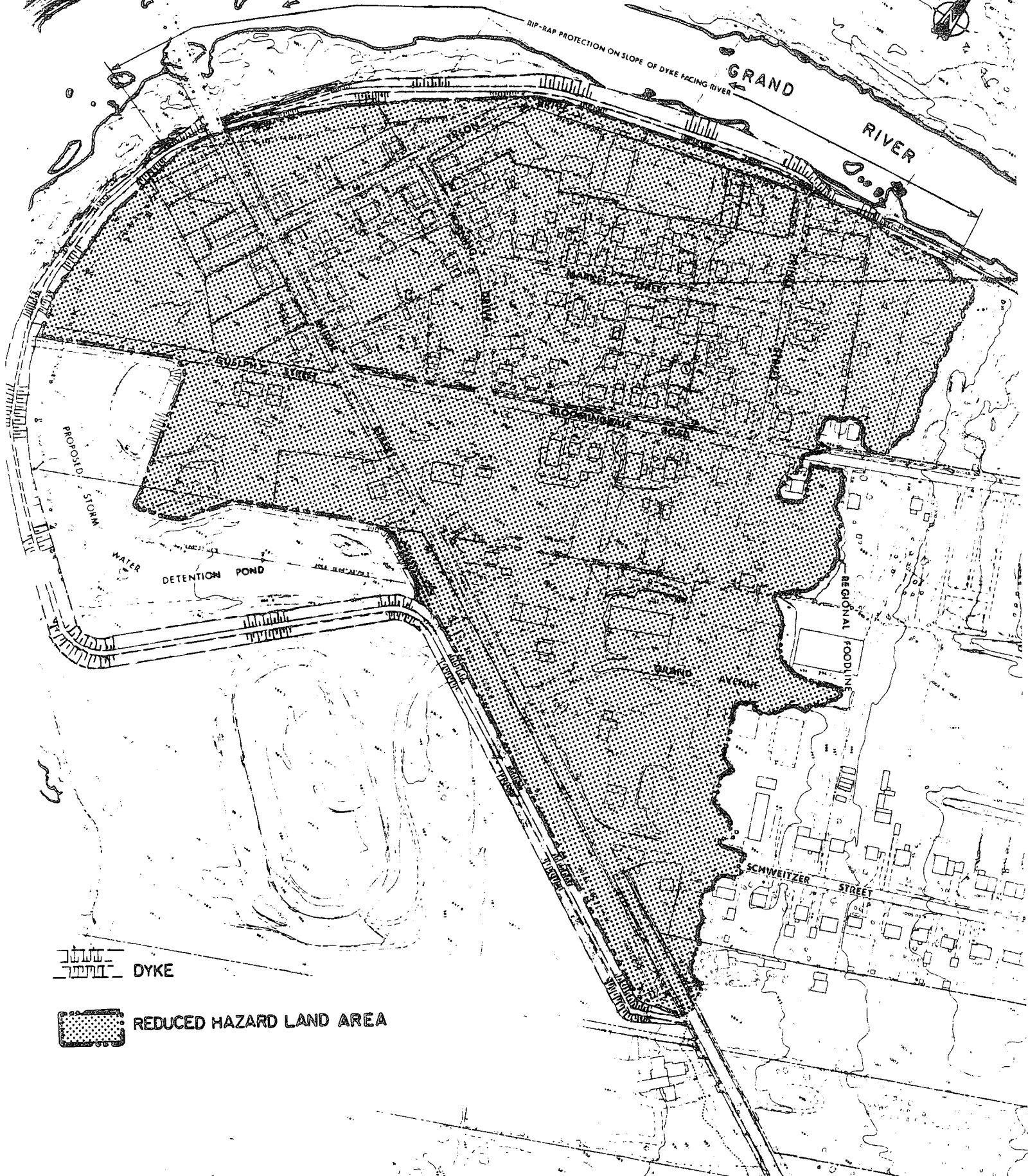
BRIDGEPORT EAST SECONDARY PLAN: FLOODPLAIN LANDS HAZARD LANDS

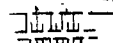


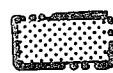
-  DYKE
-  REGIONAL FLOODLINE
-  HAZARD LAND AREA

SCALE: 1" = 600' (approx.)
DATE: JAN. 10, 1980

BRIDGEPORT EAST SECONDARY PLAN: FLOODPLAIN LAND REDUCED HAZARD LAND




 DYKE


 REDUCED HAZARD LAND AREA

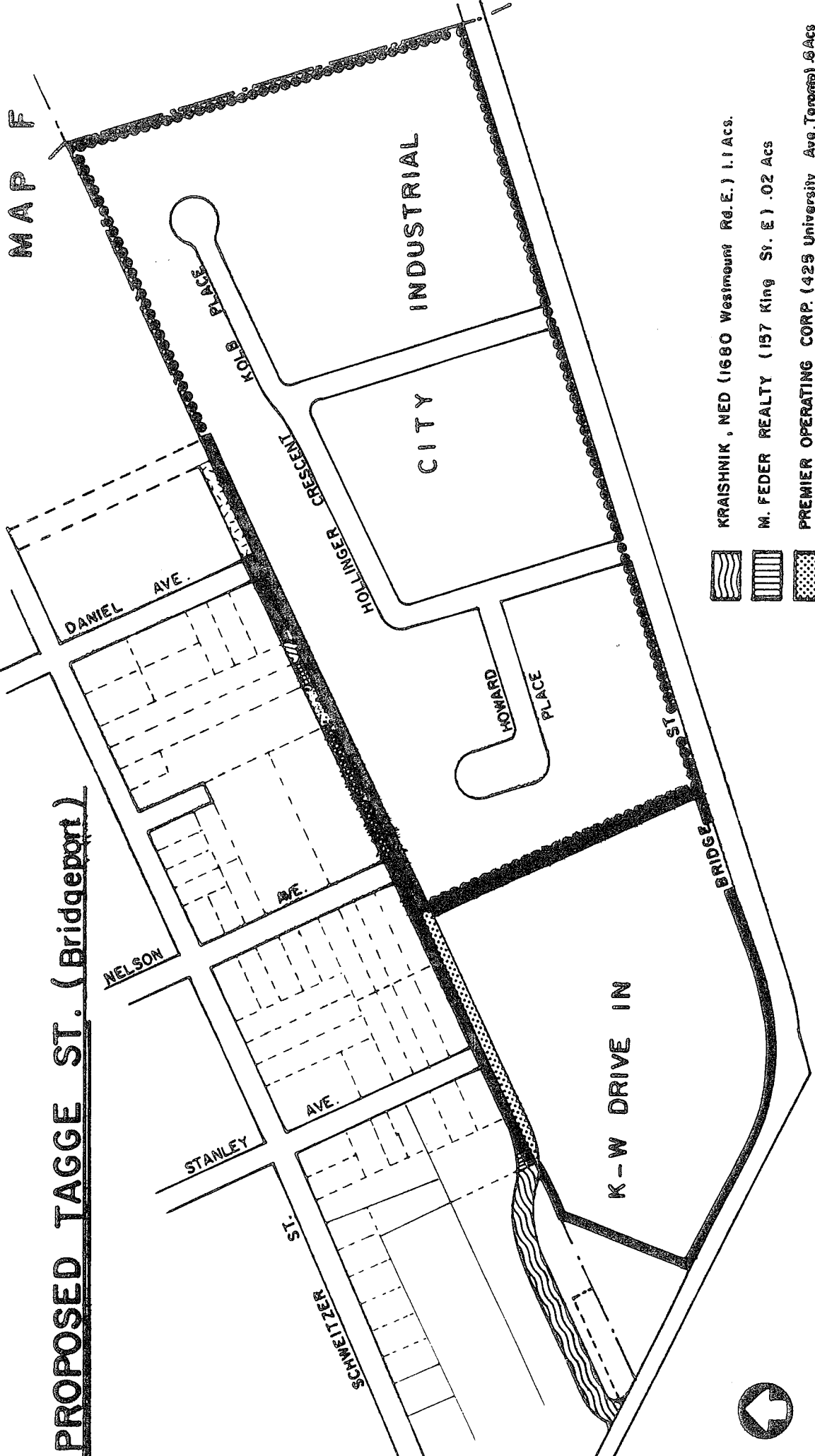
SCALE: 1" = 600' (approx.)










DATE: JAN. 10, 1980

KITCHENER, DEPT. OF PLANNING AND DEVELOPMENT

MFC

PROPOSED TAGGE ST. (Bridgeport)



-  KRAISHNIK, NED (1680 Westmount Rd.E.) 1.1 Acs.
-  M. FEDER REALTY (157 King St. E) .02 Acs
-  PREMIER OPERATING CORP. (425 University Ave. Toronto) .6 Acs
-  ANDRAZA, MORRIS & EDITH (67 Nelson St.) .32 Acs.
-  WEILER, ALBERT & MADELAINE (152 Schweitzer St.) .11 Acs.
-  FRIES, MURRAY & MAY (136 Schweitzer St.) .05 Acs.
-  DEITZ, ROY (138 Schweitzer St.) .05 Acs.
-  R.C. DIOCESE OF HAMILTON (180 Schweitzer St.) .22 Acs.
-  CITY OF KITCHENER

KITCHENER NORTH OF ANIRIA AND NEWBERRY

SCALE: 1" = 400'

DATE: OCT. 1/80