

September 23, 2020

Wendy Fisher, Senior Development Planner
City of Waterloo Planning Approvals Division
100 Regina Street South
PO Box 337, Station Waterloo
Waterloo, ON N2J 4A8

Dear Ms. Fisher:

**RE: Summary of Revisions
Official Plan Amendment No. 26 and Z-19-03
Westmount Place – 9-15 Dietz Ave N, 192-218 Erb St W and 50 Westmount Rd N
OUR FILE Y528K**

To assist staff in the preparation of their report for the Formal Public Meeting, and following discussions and meetings with staff on several occasions, we have summarized the changes made to the development since our December 3, 2019 submission.

Building Heights

The December 2019 submission included revisions to the height of Towers 2, 3, 4 and 5, based on discussions with staff and feedback from the community through the public consultation process. The significant reductions in building height proposed in December 2019 result in the tallest building on Erb Street West having a height of 18 storeys, which is the same height permitted immediately to the west (on the northwest corner of Erb Street West and Westmount Road North). Building E was increased from 5 to 6 storeys.

Commercial Floor Area

After discussions with staff and further review of both the definition of gross leasable commercial area in the Official Plan, as well as details of the existing gross leasable area within the development, the development no longer requires a Specific Provision Area policy to permit less than 13,500 m² of gross leasable commercial floor area. The location of the new commercial uses has not changed – they will be located in multiple buildings generally oriented towards the internal street.

Parking

The December 2019 submission included the following proposed supply of parking:

	Residential	Visitor	Non-Residential
Rate	0.73 spaces/unit	0.048 spaces/unit	2.59 spaces/100 m ² of Building Floor Area
Supply	764 spaces (1,044 units)	50 spaces (1,044 units)	1,007 spaces (for 39,337 m ²)
Total Supply	1,821 spaces		

Staff expressed a desire for additional parking spaces to be included with the development. To accommodate this request, a corresponding increase in the height of the podium/parking structure associated with the buildings along Erb Street West and Westmount Road North was required (generally one extra floor on all of the buildings). The revised parking supply is as follows (note there was a minor increase in the overall commercial floor area of 769 m² between December 2019 and September 2020):

	Residential and Visitor	Non-Residential
Rate	0.8 spaces/unit	3.0 spaces/100 m ² of Building Floor Area
Supply	836 spaces (1,044 units)	1,204 spaces (for 40,105.7 m ²)
Total Supply	2,040 spaces	

In addition to the aforementioned taller parking podium along Erb Street West, additional parking was added to Buildings C and D through a linked parking structure built into the slope. This will result in more parking spaces, but also the appearance of more parking within the podium as seen from the Internal Street.

As the development proceeds through the proposed phases, the detailed design of each building/phase may result in some efficiencies that result in the realization of additional parking spaces. The development intends to meet the rate noted above in the table, but depending on more detailed design, it may be exceeded.

Dietz Avenue North

Staff has previously indicated a desire for a right-out only design at the site entrance/exit onto Dietz Avenue North. The Master Plan for the site accommodates a right-out only design onto Dietz Avenue North. As such, vehicles exiting the site onto Dietz Avenue will be required to travel south to its intersection with Erb Street West. The project team has also provided City and Regional staff with a right turn lane design to accommodate those travelling west on Erb Street West. This will allow for separation for those who intend to turn left on Erb Street West (and head east). The Transportation Impact Study does not anticipate any movements through the intersection to travel further south on Dietz Avenue associated with the new site development.

The other accesses to the site have not changed.

Building Design

To accommodate the required setback from Erb Street West for the podium of Buildings B and C, the entire structure was shifted to the north. This has resulted in a corresponding narrowing of the Internal Street and the related landscaped/pedestrian areas. For further clarity, the pedestrian and cycling/vehicular components of the Internal Street were separated. The Internal Street is intended to function in much the same manner as a local road, except that the pedestrian areas will be much wider and there will be a higher level of landscape and amenity design along the Street. Cyclists will share the 7.0 metre wide vehicular portion with vehicles.

To accommodate an increase in the supply of parking, additional levels of structured parking in Buildings B, C, and D were added. The result for Buildings B and C is a taller podium along Erb Street West (3 or 4 storeys, depending on the grades along Erb Street).

The majority of the units within the Buildings are a mix of 1 and 2 bedroom units, however the owner is proposing to include some 3-bedroom units in the initial phases.

Separation from Luther Village lands

The December 2019 Plan complied with the Zoning By-law and included a minimum 5.0 metre setback from the northerly lot line shared with Luther Village. In response to comments requesting additional separation, the revised Master Plan includes a 9.3 metre setback, significantly greater than the By-law requires. Shifting Building A and the Parking Structure further to the south has also resulted in a decrease in the width of the pedestrian area on the north side of the Internal Street. The area between Building A and the north property line will be landscaped to provide visual separation between the two uses.

Height and Design of the Parking Structure

The parking structure was originally proposed with four (4) levels above grade, the 4th level being open to the air. On top of the 4th level solar shades/panels were proposed that would project above the vehicles – i.e. the vehicles could park under the solar panels (a similar design is used for a building and parking area within the R and T Park north of Columbia Street).

The parking structure has since been redesigned to decrease its height. The structure is now three levels above average grade with no 4th level of open air parking. As a result of the changes, the height of the structure as seen from the north property line has been reduced by approximately 4 metres.

Shadow Impacts

While the design of the site has always considered shadow impacts on the lands to the north and east, the following design changes have reduced the shadow impacts on the lands to the north:

- Moving Building A approximately 4 metres to the south
- Moving the parking structure approximately 4 metres to the south
- Reducing the height of the parking structure and removing the projecting solar panels/shades
- Reducing the height of the buildings along Erb Street West

Height (Section 37) Bonusing and Community Benefits

We understand from our discussions that staff will only support an increase in height for portions of Towers 2 and 3 and for Tower 4 through the use of height bonusing, as contemplated in Section 37 of the Planning Act and Section 12 of the City's Official Plan. Based on discussions with City staff and in consideration of the most recent approvals granted by Council, we understand the rate per bedroom is \$12,350.

Through submissions to staff, we demonstrated that in total, 166 bedrooms were all or partially within the portion of the Towers that required additional height (i.e. on floors higher than 40 metres within the portion of the property currently zoned for a maximum of 40 metres). As such, based on staff's recommendation that bonusing be utilized the permit the increase in height, a total of \$2,050,100 of community benefits are required (166 bedrooms * \$12,350/bedroom).

The composition of the community benefits were further discussed with staff on several occasions, resulting in the following:

- A cash-in-lieu contribution towards Affordable Housing of \$130,000
- The provision of 16 Level 2 EV chargers, accessible to visitors to the site - \$80,100
- The provision of solar panels - \$255,000
- The provision of outdoor amenity and landscape areas that function as public space for the community at large (the spaces would be accessible to the public visiting the site, but would be privately owned) - \$1,585,000
- Total community benefits = \$2,050,100

Conclusion

We trust the above noted information summarizes the changes made to the development since December 2019, including:

- decreases in building height,
- moving Building A and the parking structure further from the north property line,
- increasing the supply of parking,
- increasing the amount of gross leasable commercial floor area,
- including a right-out only exit onto Dietz Ave,
- including a right-turn lane design at Erb St W/Dietz Ave N, and
- providing a list of proposed community benefits with associated monetary values.

All of the changes have been made in response to staff and community comments, with the goal of advancing a development that will be a significant positive contribution to the City, as well as the Major Node and Major Transit Station Area within which the lands are located.

Yours truly,

MHBC



Trevor Hawkins, M.PL, MCIP, RPP
Partner

cc. Killam Apartment REIT
Dave Aston