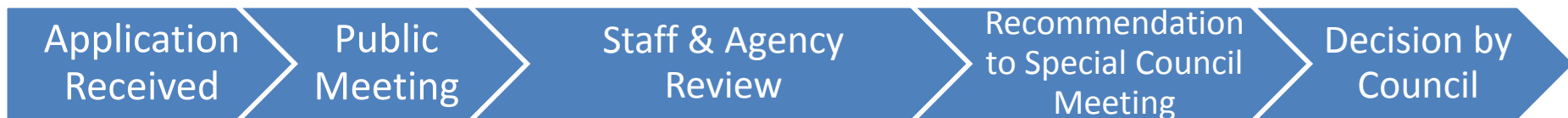


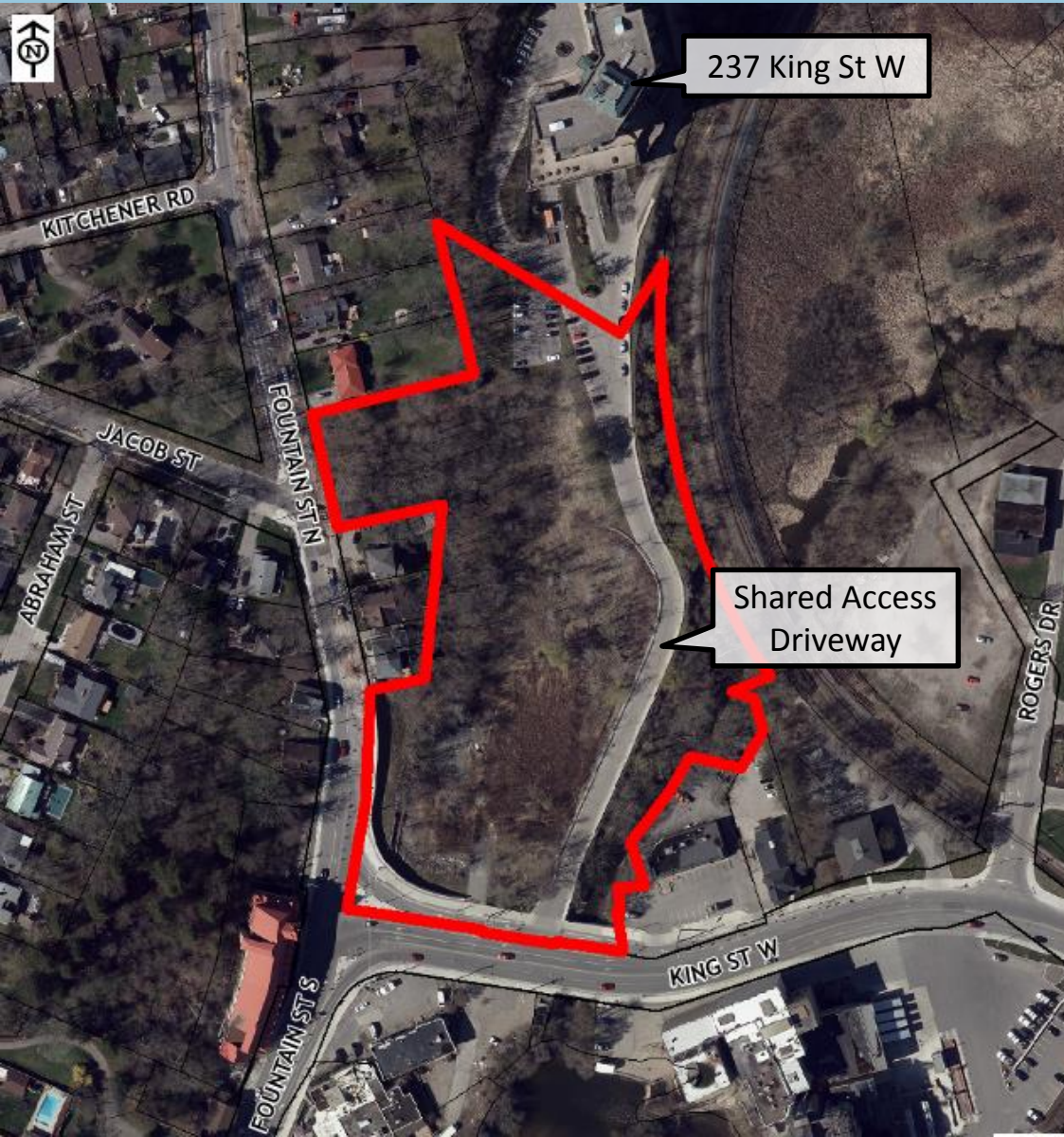
255 King Street West OR07/21

September 27, 2022 Special Council Meeting

255 King St W
Committee Phone Number: 519-623-1340 x4799
greener@cambridge.ca



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- North side of King St W, east of Fountain St N
- Currently vacant, former site of Kress Hotel
- Property is designated Preston Towne Centre Core Area in the Official Plan
- Property has an existing site-specific policy (with 237 King St W) limiting the number of dwelling units to 313 across the two sites
- Shared driveway access with 237 King St W to remain

Proposal

- The applicant is proposing to develop the subject site with 3 towers connected by a parking podium with a commercial unit at grade
- The applicant is proposing a maximum of 600 dwelling units with a Floor Space Index of 2.15
 - Tower A: 14 storeys, 168 units (reduced from 15 storeys)
 - Tower B: 16 storeys, 214 units (reduced from 18 storeys)
 - Tower C: 15 storeys, 198 units (reduced from 17 storeys)
- Proposing a total of 652 parking spaces reduced from 690 spaces in original request
- The applicant is proposing to provide \$800 per dwelling unit to the City's affordable housing reserve. This contribution will be a condition of the future condominium application, if approved

Proposed Official Plan Amendment



Site Specific Policy 8.10.91:

- Maximum of 600 dwelling units where 313 are currently permitted
- Maximum building height of 16 storeys where no height restrictions currently exist
- Permit residential on the first storey of a mixed use building



Figure 91
255 King St W



Legend

- Galt City Centre; Preston Towne Centre; Hespeler Village
- Natural Open Space System
- Subject Lands

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Proposed Zoning By-law Amendment



Site Specific Policy 4.1.430:

- Dwelling units: 600 where 313 permitted
- Height: 16 storeys where 5 storeys permitted within 30m of king street (no height restrictions beyond 30m)
- Residential parking: 1.08 spaces/unit (652) where 1.19 spaces/units (714) currently required (difference of 62)
- No commercial parking
- Minimum setback of 30m to Railway right of way
- No residential permitted below the regulatory flood elevation
- Lot lines created through condominium shall not used for zoning regulations
- Holding provision for RSC and detailed Noise Study

This is Schedule A attached to and forming part of By-law _____

Lands affected by the by-law

Zoning Classification

 OPEN SPACE
 MEDIUM HIGH DENSITY RESIDENTIAL
 LOW DENSITY RESIDENTIAL

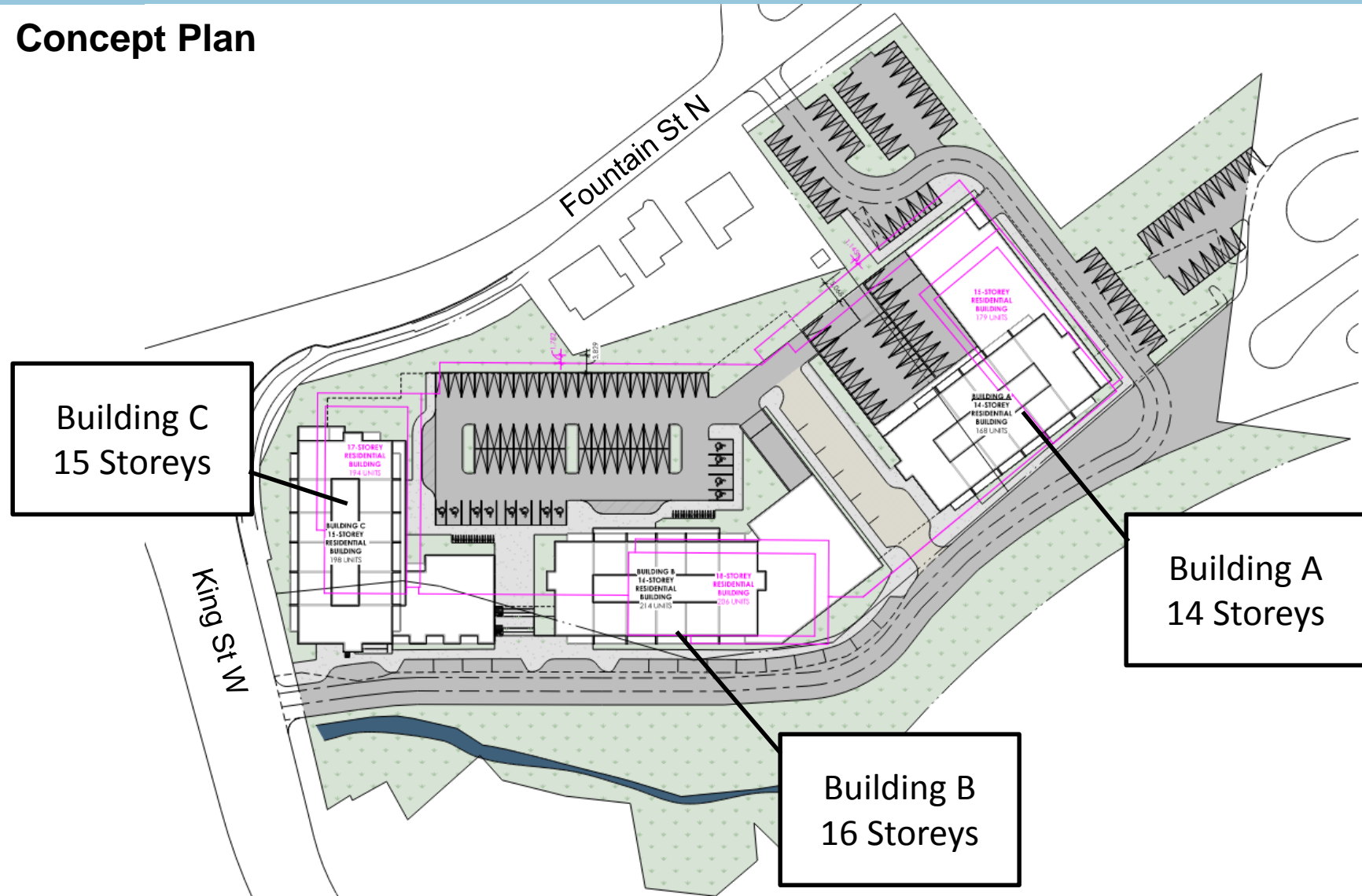
 INSTITUTIONAL
 INDUSTRIAL
 COMMERCIAL



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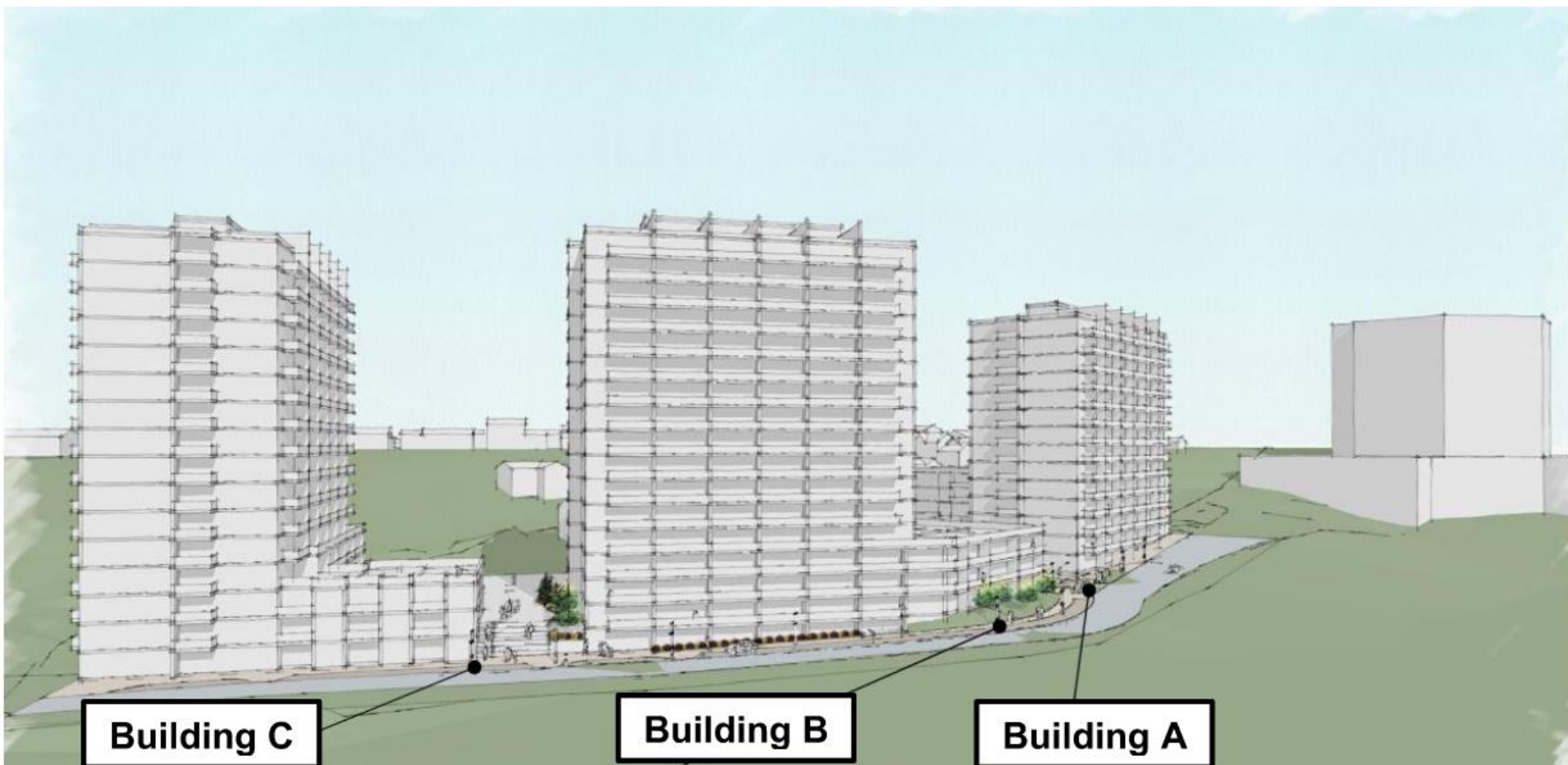
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Concept Plan



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Concept Massing and Elevations



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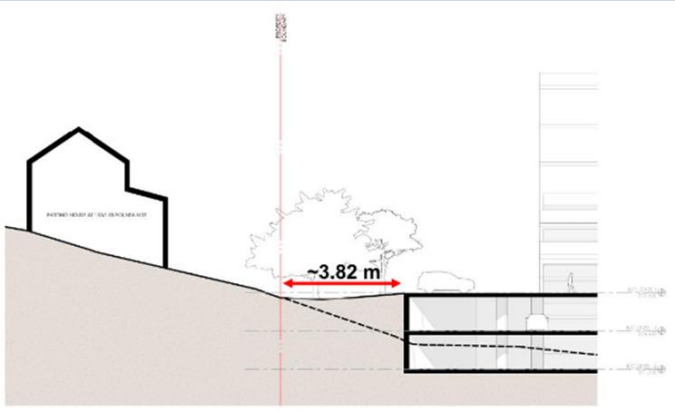
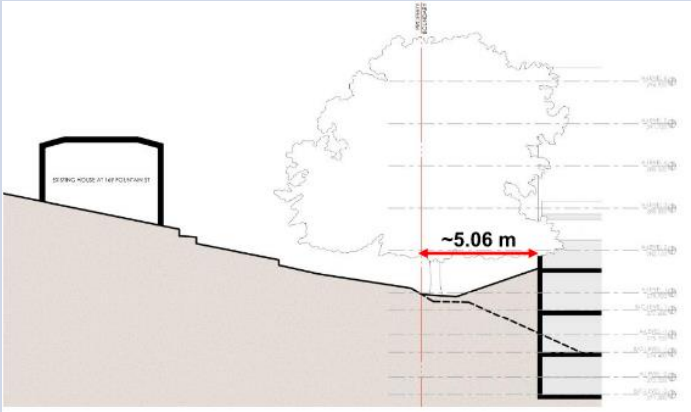
Pedestrian Connection along driveway access from King St W



Considerations:

- Land use compatibility with the surrounding existing development and permitted uses
- Impacts of the proposed height and density
- Traffic impacts, site access, and connectivity
- Proximity to existing and planned transit
- Proposed parking reduction and location of parking facilities
- Cultural Heritage Impacts and Urban Design
- Location of flood fringe and mitigation measures
- Affordable housing contribution
- Record of Site Condition
- Comments received from Council, the public and agency circulation

Public Comments

Comment Category	Response
<p data-bbox="48 454 216 592">Impacts to adjacent properties</p> <ul data-bbox="48 654 216 885" style="list-style-type: none"><li data-bbox="48 654 189 688">• Height<li data-bbox="48 749 216 783">• Heritage<li data-bbox="48 845 177 879">• Views	<ul data-bbox="367 454 1646 574" style="list-style-type: none"><li data-bbox="367 454 1632 488">• Heights reduced from 15-18 storeys to 14-16 storeys, reducing shadow impacts<li data-bbox="367 539 1646 574">• Increased setbacks from 0m to ~3.8m between the one-storey parking structure <div data-bbox="421 625 1099 1033"></div> <div data-bbox="1137 625 1831 1033"></div> <ul data-bbox="367 1071 1787 1328" style="list-style-type: none"><li data-bbox="367 1071 1767 1150">• Zone of Influence Study recommended at site plan to address vibration concerns for the adjacent heritage properties<li data-bbox="367 1202 1787 1328">• Building A rotated 90° to reduce impacts to existing single detached residential uses on Fountain Street and Kressview Springs. Improves views from Fountain Street North to the Speed River and Riverside Park

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Public Comments

Comment Category	Response
Traffic and Safety	<ul style="list-style-type: none">• TIS has been reviewed by the Region of Waterloo• Regional staff support a full-movement access to Fountain Street with the existing access at King Street being modified to a left-in/right-in access.
Parking	<ul style="list-style-type: none">• located within a proposed Major Transit Station Area• In order to encourage compact development in the core area, the City may exempt a development from providing all of the parking• City Transportation staff have no objection to the proposed parking rate• Regional staff also recommended a reduction in the surface parking on site
Slope and Groundwater	<ul style="list-style-type: none">• Slope Stability Assessment indicates development will improve grading issues between Fountain Street and the existing driveway• Preliminary Geotechnical Study was also submitted with the application identifying recommendations for future foundation construction. If approved, this will be reviewed in further detail at building permit
Tree Preservation and protection of wildlife	<ul style="list-style-type: none">• Located in a Core Area in the City and there are no natural heritage features located within the developable area. As such, an Environmental Impact Study was not required as part of the application.• A Vegetation Management Plan has been submitted and will be further reviewed through site plan. New developments are required to provide compensation plantings for removals.

Policy Review

- Aligns with Provincial, Regional and City goals and objectives with respect to intensification.
- Locates High Density Residential within the Preston Core Area as well as a Regeneration Area.
- Contributes to the City's objective of providing for a range and mix of housing options and directing 45 percent of new development to the Built-up Area.
- Supports the existing and planned public transit network and is located within the draft Preston Major Transit Station Area (MTSA) which has been endorsed by Regional Council.
- Supports affordable housing through the contribution to the affordable housing reserve
- The proposal represents good planning that contributes to the creation of complete communities with a desirable compact build form that will incorporate a high standard of design.

Recommendations:

THAT Report 22-094-CD be received;

AND THAT Cambridge Council adopts Official Plan Amendment No. 56 and that the adopted Official Plan Amendment be submitted to the Region of Waterloo for Approval;

AND THAT Cambridge Council approves the proposed Zoning By-law Amendment;

AND THAT Council accept the recommendations included in the “Revised Heritage Impact Assessment for 255 King Street West” Staff Report to the Municipal Heritage Advisory Committee;

AND THAT Cambridge Council is satisfied that a subsequent public meeting in accordance with subsection 34(17) of the Planning Act is not required;

AND THAT the Official Plan Amendment By-law be passed;

AND FURTHER THAT the Zoning By-law Amendment, be passed.

CONTACT INFORMATION

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