



To: SPECIAL COUNCIL

Meeting Date: 9/27/2022

Subject: 22-094-CD Recommendation Report – 255 King Street West Official Plan and Zoning By-law Amendments – North Development Corporation

Submitted By: Lisa Prime, Chief Planner

Prepared By: Rachel Greene, Senior Planner

Report No.: 22-094-CD

File No.: OR07/21

Wards Affected: Ward 1

RECOMMENDATION(S):

THAT Report 22-094-CD Recommendation Report – 255 King Street West Official Plan and Zoning By-law Amendments – North Development Corporation be received;

AND THAT Cambridge Council adopts Official Plan Amendment No. 56 with Site-Specific Policy 8.10.91 to increase the maximum number of dwelling units to 600, establish a maximum height to 16 storeys, and permit residential uses on the ground floor of a mixed-use building, 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 to amend the zoning from C1RM2 s.4.1.125 (Mixed-Use Commercial and Residential) and RM3 (Multiple Residential) s.4.1.125 to C1RM2 (Mixed-Use Commercial and Residential) s. 4.1.430 and OS1 (Open Space) with a Holding (H) Provision, to allow an increase in the maximum number of dwelling units to 600, establish a maximum building height of 16 storeys, and reduce parking and setbacks for 255 King Street West;

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 included as Appendix I to Report 22-094-CD.

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 Amendment No. 56 to the City of Cambridge Official Plan (2012), included as Appendix A to Report 22-094-CD, be passed;

AND FURTHER THAT the By-law to amend Zoning By-law 150-85, included as Appendix B to Report 22-094-CD, be passed.

EXECUTIVE SUMMARY:

Purpose

To seek Council approval to permit the redevelopment of a vacant site.

Key Findings

- If approved, the redevelopment would consist of three (3) buildings comprising of a maximum 600 dwelling units, maximum building height of 16 storeys, and a commercial retail unit at street level.
- The Subject Lands are:
 - Located within the City's Built-up Area as well as a Regeneration Area
 - Designated 'Preston Towne Centre' Community Core Area
- The proposed development will contribute 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.
- The proposed development will support 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.
- The proposal aligns with Provincial, Regional and City goals and objectives with respect to intensification.

Financial Implications

- Planning application fees were waived in accordance with the previous Community Improvement Program for development applications in the Core Area.
- A Site Plan application was submitted prior to eliminating Core Area Development Charge exemptions and therefore City Development Charge fees will be exempt.
- If approved, the proposed development will contribute additional tax revenue to the City. An estimate of the potential tax revenue is provided further below in this report.
- Any additional costs associated with the development of the site are to be borne by the applicant.

STRATEGIC ALIGNMENT:

Strategic Action; or

☒ Core Service

Objective(s): PLANNING FOR GROWTH - Provide for a mix of development, uses and amenities in order to meet the needs of a changing and diverse population

Strategic Action: Not Applicable

Program: Land Use Planning

Core Service: Official Plan and Zoning By-law Amendments

The proposal will permit the development of a currently underutilized, vacant site within a Community Core Area and proposed MTSA. The proposed applications provide for appropriate intensification and desirable compact built form that will efficiently utilize existing infrastructure while providing convenient access to existing transit services, local community amenities, and the Preston Towne Centre.

BACKGROUND:

Property

The Subject Lands are legally described as Part of 9 and Part of Lot 8, and Part of Lots 11 to 13, Registered Plan 730 and, Part of Lots 1 to 3 (North of Main Street) and Lots 1 to 3 (East of Woolwich Street), Registered Plan 522, formerly the Town of Preston, City of Cambridge, Regional Municipality of Waterloo. The lands are municipally known as 255 King Street West and are located on the northeast corner of King Street West and Fountain Street North as shown in Figure 1.

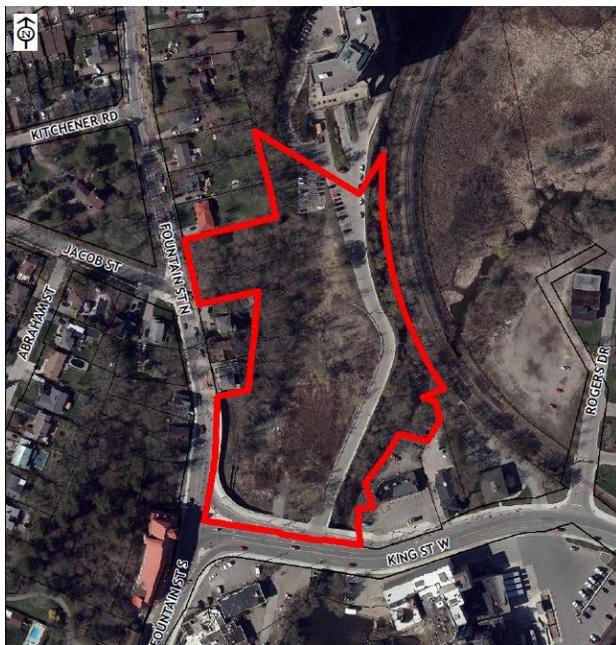


Figure 1 Location Map

The Subject Lands are irregular in shape and approximately 2.4 hectares in size with approximately 80 m of frontage on King Street West and 100 m of frontage on Fountain Street North. A portion of the site is also located within the floodplain of the Speed River.

The subject property is the former location of the Kress Hotel. The site is now vacant with the exception of the driveway access to the apartment building at 237 King Street West which is to remain. The grading across the site varies by approximately 10 m with the highest elevations along the street frontages and driveway. The subject property is adjacent to six listed and designated properties on the Municipal Heritage Register.

Existing/Surrounding land uses:

The subject property abuts an existing 13-storey apartment building to the north (Kressview Springs) and existing low-density residential dwellings fronting on Fountain Street North. The Canadian Pacific Railway, Riverside Park and the Speed River are located to the east. Existing commercial uses are located to the south along with P&H Milling Group on the south side of King Street West. Existing low-density residential dwellings are located to the west fronting on Fountain Street North and the former Preston Springs Hotel site is located across the street on the west side of Fountain Street.

Proposal

The purpose of this report is to provide a recommendation on the proposed Official Plan Amendment (OPA) and Zoning By-law Amendment (ZBA) applications that will facilitate the construction of three residential buildings ranging from 14-16 storeys in building height, consisting of 580 residential units to a maximum of 600 units with a ground floor commercial retail unit. The three buildings are oriented on three storey podiums atop a shared parking structure.

The Subject Lands will maintain the existing vehicular access point from King Street West. The Region has recommended this access be modified to a left-in/right-in access only, which will be further reviewed through the Site Plan application. A new full-movement access is proposed along Fountain Street North. There is an existing easement in place to permit both the existing access and proposed access to be shared with Kressview Springs.

The applicant is proposing a reduction in the overall parking rate to 1.08 parking spaces per residential unit from 1.25 (1.19 when accounting for the permitted 25% reduction in the core area) as required by the by-law. The residential parking rate factors in the visitor parking rate. Overall, there are 652 parking spaces proposed which consists of 123 surface spaces and 529 spaces within the parking structure which also includes 20

barrier free spaces. A total of 307 bicycle parking spaces are proposed. The applicant is also requesting to eliminate the commercial parking requirements as the small-scale commercial retail unit is intended to serve on-site residents and is not anticipated to generate additional vehicular traffic.

Amenity space will be provided through balconies and at street level (interior common rooms etc.), in addition to an enhanced landscape promenade along the driveway access from King Street and between buildings creating outdoor amenity space.

The initial application presented at the Public Meeting proposed buildings heights ranging from 15-18 storeys containing 579 dwelling units with 690 parking spaces. After the public meeting the concept plan was revised to reduce height impacts, reorient buildings and reduce the amount of surface parking on the site, particularly in proximity to the lower density dwellings on Fountain Street. The interior side yard along the shared property line with the Fountain Street properties has been increased to provide enhanced landscaping and screening. The revised concept plan is included in Appendix C and the concept elevation renderings are included in Appendix D. The pink overlay on the concept plan illustrates the original orientation of the buildings on the site for comparison.

The development is proposed to be a mix of condominium and rental tenure and will therefore be subject to a future Plan of Condominium application. The applicant is not proposing affordable housing as part of the development but is proposing to donate \$800 per unit to a total of \$480,000 to the City's affordable housing reserve. This contribution will be secured through the future Plan of Condominium application, if the application is approved.

Statutory Public Meeting

In accordance with the Planning Act, the City held a public meeting in order to formally consider the requested OPA and ZBA applications and receive comments from members of the public and Councillors. Oral submissions were made at the public meeting held on September 28, 2021. Written submissions were also received. Comments were generally raised regarding impacts to neighbouring properties, traffic, heritage impacts as well as onsite wildlife and vegetation.

The applicant also held an informal open house with the Kressview Springs Condominium at 237 King Street West. Comments received were generally related to the shared driveway access, traffic, noise impacts, overflow parking, and cost impacts for maintenance of shared infrastructure.

The excerpts from the public meeting minutes are in Appendix G.

The public comments received are included and addressed in Appendix H.

ANALYSIS:

Staff have considered agency comments, compatibility with the surrounding neighbourhood with respect to height and density, and the appropriateness of the site-specific provisions that were requested by the applicant. Should Council approve the Official Plan and Zoning By-law Amendments, Site Plan approval and a Plan of Condominium application will be required to implement the plan.

The proposal is consistent with the policy directions to build healthy, sustainable communities and support intensification within the Built-up Area. The Subject Lands provide an opportunity for an appropriate residential infill development in a Core Area that will be compatible with the surrounding established residential community. As per the Official Plan, compatible development does not necessarily mean the same as or similar to existing buildings or uses in the vicinity but can exist in harmony and will not have a physical or functional adverse impact on surrounding properties.

Additionally, the proposal will maximize the use of existing municipal infrastructure available in the area. Staff are of the opinion that the proposal is consistent with the 2020 Provincial Policy Statement, and conforms to the Provincial Growth Plan of 2020.

The Subject Lands are located within the 'Built-up Area' Schedule 3a of the Region of Waterloo's Official Plan (ROP). Policies of the ROP support the provision of housing options by contributing to a range of dwelling types in the community, while utilizing existing municipal infrastructure. The proposal conforms to the ROP, which directs growth towards the 'Built-Up Area' to facilitate the creation of complete communities.

The Subject Lands are also located within the proposed Preston ION MTSA as endorsed by Regional Council. Accommodating growth within MTSAs has a variety of benefits such as efficient use of existing infrastructure and land as well as supporting a range of transit and active transportation options which contribute to the creation of complete communities and mitigate climate change. The proposed development is compact in form and will result in increased residential density within proximity to the future Preston ION Station.

The Subject Lands are designated 'Preston Towne Centre' and are located within a 'Regeneration Area' where compatible intensification is encouraged. A portion of the property to the east of the existing driveway is designated 'Natural Open Space System'. No new development is proposed within the open space lands.

The Subject Lands are located within proximity to the Speed River and the developable area is partially located within the Flood Fringe of the Two-Zone Floodplain Area, Plan Map 11 (Preston, Hespeler and Groff Mill Creek Two-Zone Floodplain Policy). The

Flood Fringe is a portion of the floodplain between the floodway and the regulatory floodline as defined by GRCA. Development in the Flood Fringe is permitted where development could occur without adverse impacts on flood flows, flood elevations or adjacent structures. Development is permitted in the Flood Fringe provided appropriate flood proofing measures are provided. A permit must be issued by the GRCA demonstrating the development is appropriately floodproofed and no habitable floor area is located below the regulatory flood elevation.

The Subject Lands are subject to site-specific policy 8.10.14. This policy applies to 255 King Street West and 237 King Street West (Kressview Springs) which only permits a total of 313 dwelling units on the properties combined despite that the properties have since been severed. The original development applications for the lands were filed in 1988 and 1999 which resulted in the site-specific provisions limiting the number of residential units based on the 1981 Cambridge Official Plan (Units per Hectare x lot area). Density policies in the current Official Plan (2012) have since been updated to calculate density based on the Floor Space Index (FSI). The FSI is the gross floor area of all buildings on a lot divided by the area of the lot on which the buildings are developed.

The applicant is proposing the following site-specific policy to apply only to 255 King Street West:

- To permit a maximum of 600 dwelling units and maximum FSI of 2.15
 - The 'Preston Towne Centre' core area permits a maximum FSI of 2.0. The applicant is proposing a maximum of 600 units and 2.15 FSI. Therefore, the proposed increase in units is appropriate given the direction in the current Official Plan which is consistent with the Provincial and Regional policy framework to increase density within existing Built-up Areas and MTSAs. In staff's opinion, the proposed density is appropriate within the Preston Core Area designation.
- A maximum building height of 16 storeys where there are currently no height restrictions
 - While the current site-specific policy 8.10.14 does not include any height restrictions on the subject lands, the 'Preston Towne Centre' permits a maximum of 5 storeys. The proposed building height on the Subject Lands is requested to facilitate the increased density on site. The applicant has reduced the overall maximum height from 18 storeys to 16 storeys. The buildings are now similar in height to the abutting property at 237 King Street West (Kressview Springs) which is a 13-storey building. There is also existing 12 and 16-storey residential buildings at the corner of King

Street West and Eagle Street. The varying building heights proposed have also taken the grading of the site into consideration and are generally aligned with the height of the Kressview Springs. A Pedestrian Wind Assessment (and addendum based on revisions) has been submitted in support of the application. This will be peer reviewed through the site plan process with the recommendations implemented in the final site design.

- In order to minimize impacts to the low-density residential properties fronting on Fountain Street North, the proposed buildings have been oriented towards the eastern side of the site. Three storey podiums are proposed at the base of each tower in order to minimize the scale and massing of the buildings from street level. It is staff's opinion that the proposed building height will not adversely impact the surrounding lands given the generous setbacks (approximately 30 m) to the adjacent residential properties.
- Given the location of the Subject Lands in the Preston Core Area and proximity to the proposed Preston ION Station, it is staff's opinion that the requested building height to accommodate greater density on the site is appropriate and compatible with the existing neighbourhood.
- To permit residential uses on the ground floor of a mixed-use building
 - Policy 8.3.1 e) states that in Community Core Area designations where residential uses occur in conjunction with commercial uses, the residential uses will not be permitted in the street level, storefront portion of a multi-storey, mixed-use building. The general intent of the policy is to encourage commercial uses to be located along the street frontage to activate the streetscape. The subject lands are being developed primarily for high-density residential and the commercial use is limited to a retail/convenience commercial use intended to serve on-site residents. An existing guard rail exists within the Regional right-of-way and therefore the grading makes it difficult to activate the streetscape. Therefore, given the grading, the commercial/retail unit will be provided at street level at the southeast corner of Building C closest to King Street, as this area has the most streetscape exposure. Residential uses are proposed at street level elsewhere on the site which includes common amenity spaces such as the lobby, common rooms, mail room, etc. Urban Design and landscaping will be reviewed through site plan to ensure there is consideration of the streetscape along King Street.

Staff note that the existing site-specific policy will continue to apply to the property at 237 King Street West.

The Subject Lands are currently zoned 'C1RM2 – Mixed-Use Commercial and Multiple Residential' and 'RM3 – Multiple Residential' with site-specific provision Section 4.1.125 which includes a unit cap. The current site-specific provision was established prior to the property being severed from 237 King Street and therefore applies to both properties. The applicant is now seeking to amend the site-specific provisions on 255 King Street West only, in order to facilitate the development on the Subject Lands. The amendment will also re-zone the lands on the eastern portion of the access driveway to 'OS1 – Open Space' to be consistent with the Natural Open Space System designation in the Official Plan.

As the proposal is seeking changes to the current permissions, an amendment is required to establish the following site-specific provisions:

- To permit a maximum of 600 dwelling units on 255 King Street West whereas the Zoning By-law, as amended by s.4.1.125, only permits 313 dwelling units on 255 King Street West and 237 King Street West combined.
 - The applicant is proposing a maximum of 600 units or 2.15 FSI. Based on the Official Plan analysis above, in staff's opinion, the proposed increase in units is appropriate and consistent with current policy direction related to intensification within Built-up Areas and MTSAs.
- To permit a maximum building height of 16 storeys whereas the Zoning By-law, as amended by s.4.1.125, only permits 5 storeys (or 295.7 m) within 30 m from King Street. There is currently no height restriction beyond the 30 m setback.
 - The applicant is seeking to increase the permitted height on the Subject Lands to 16 storeys. Based on the Official Plan analysis above, in staff's opinion the proposed height is compatible within the existing neighbourhood.
- To permit a minimum residential parking rate of 1.08 spaces per unit, whereas the Zoning By-law requires a minimum of 1.25 spaces per unit (25% reduction to visitor parking would require a rate of 1.19 spaces per unit).
 - A maximum of 600 dwelling units are being proposed. The parking rate provides a minimum of 1 space per dwelling unit and approximately 0.08 spaces per unit for visitor parking. Under the Zoning By-law, the parking rate would require 714 spaces (accounting for the 25% reduction in visitors parking) whereas the applicant is proposing 652 spaces. The proposed parking rate still provides each unit with a parking space and 52 visitor parking spaces.
 - The Transportation Impact Study prepared by Paradigm Transportation Solutions (May 2021) includes a number of Transportation Demand

Measures (TDM) including providing bicycle parking and unbundling parking, meaning spaces may be sold separately from the units. This option would attract non-auto users, while reducing the overall parking demand on-site.

- The reduction of 38 parking spaces from the original proposal, resulted in additional landscaping and amenity areas on site which improves the site design and provides additional opportunities for enhanced buffering to the surrounding land uses.
- The site has access to existing GRT routes and active transportation network. Additionally, it is located approximately 550 m north of the proposed Preston ION Station.
- In staff's opinion, the reduction in parking is appropriate given the site's location in the 'Preston Towne Centre' and proposed MTSA. Due to proposed TDMs and improved site design, it is not anticipated the parking reduction will negatively impact the site or surrounding uses.
- To permit no commercial parking requirements, whereas the Zoning By-law requires 2.5 spaces per 100 square metres of retail commercial floor area.
 - The proposed commercial component of the development is approximately 76 square metres and would only require a minimum of 2.5 parking spaces. The proposed retail/convenience commercial use is intended to serve future on-site residents and the applicant does not anticipate the use to generate additional vehicular traffic to the site. As such, it is staff's opinion that the request to eliminate the commercial parking minimums is appropriate and will not adversely impact the site.
- That a minimum setback of 30 m be required between the multiple residential buildings and the Railway Right-of-Way.
 - The Subject Lands are adjacent to the Canadian Pacific Railway and the Region has recommended that this provision be included in the zoning amendment to meet the "Guidelines for New Development in Proximity to Railway Operations". It is staff's opinion that the requested provision is suitable.
- That no habitable residential area shall be permitted below the regulatory flood elevation.
 - The Subject Lands are located within the Flood Fringe. Development in the flood fringe is permitted in locations where development already exists and where development could potentially occur without adverse impacts on flood flows, flood elevations or adjacent structures. The applicant will

be required to obtain a permit from the GRCA and demonstrate appropriate floodproofing measures will be implemented.

- Lot lines created through condominium shall not be used for the purposes of parking, planting strips, fencing, and zoning regulations.

Holding Provision

Staff requires that a 'H – Holding Provision' be added to the Zoning By-law Amendment for the Subject Lands to ensure that the following requirements are satisfied prior to Site Plan Approval:

1. A Record of Site Condition (RSC) and Ministry Acknowledgement Letter have been received to the satisfaction of the City of Cambridge and the Region of Waterloo; and,
2. A detailed Noise Study assessing the impact of the building design on the on-site and off-site noise on sensitive uses be submitted to confirm the development will comply with the Ministry of Environment, Conservation and Parks noise guidelines to the satisfaction of the Region of Waterloo.

It is the opinion of staff that the proposed applications are consistent with the Provincial Policy Statement, conform with the policies of the Provincial Growth Plan 2020, the Regional Official Plan and the City of Cambridge Official Plan and meet the general intent and purpose of the City of Cambridge Zoning By-law No. 150-85. The proposal represents good planning. As such, staff recommend approval of the Zoning By-law Amendment.

If Council does not support the recommendation, the project as planned may not be able to proceed. If Council refuses, approves, or does not make a decision on the applications, were to decide not to approve the applications, the applicant or anyone else would be able to file an appeal to the Ontario Land Tribunal (OLT).

EXISTING POLICY / BY-LAW(S):

Official Plan

The City of Cambridge Official Plan (2012) designates the Subject Lands as, 'Built-up Area' on Map 1A (Urban Structure) and the lands are within a 'Regeneration Area' on Map 6 (Regeneration Areas). Further, the Subject Lands are designated 'Preston Town Centre' and 'Natural Open Space System' on Map 2 (General Land Use Plan).

The requested Official Plan Amendment seeks to maintain the Preston Town Centre and the Natural Open Space System designations, and proposes the following site-specific policy to permit the proposed development:

- A maximum of 600 dwelling units and an FSI of 2.15
- A maximum building height of 16 storeys
- To permit residential uses on the ground floor of a mixed-use building

The Official Plan indicates that compatible higher density residential development is permitted in Community Core Areas and Regeneration Areas in order to support and ensure viability of existing and planned transit service levels.

In staff's opinion, the proposal conforms to the City of Cambridge Official Plan.

A map representing the current Official Plan designation of the Subject Lands is included in Appendix E.

City of Cambridge Zoning By-law No. 150-85, as amended

The subject property is currently zoned 'C1RM2 – Commercial/Multiple Residential' s.4.1.125 and 'RM3 Multiple Residential' s.4.1.125. 'C1RM2' is a compound zone permitting commercial and multiple residential uses and RM3 is exclusively multiple residential. Compound zones allow any permitted use exclusively or in combination with all the zones. S.4.1.125 is a site-specific exception which permits:

- Maximum of 313 dwelling units across 255 and 237 King St W
- Minimum 4.5 m setback from King Street West
- Maximum building height of 295.7 m (or 5 storeys) within 30 m of King St
- Parking spaces located within a parking structure permitted 0m setback
- Lot lines created through condominium shall not be used for the purposes of parking, planting strips, fencing, and zoning regulations

The proposed Zoning By-law Amendment would zone the entire property at 255 King Street West as 'C1RM2' with new site-specific provisions as outlined above in order to facilitate the proposed development. The portion of lands located east of the driveway will be zoned 'OS1 – Open Space' to be consistent with the Natural Open Space System designation in the Official Plan delineating the floodway on the property.

In staff's opinion, the proposed Zoning Amendment with the site-specific regulations conforms to the Official Plan and is consistent with Provincial Policy.

A zoning map representing the current zoning of the subject lands is included in Appendix F.

FINANCIAL IMPACT:

- Planning Application fees for the Official Plan and Zoning By-law Amendment applications were waived due to the previous Community Improvement Program for Core Area properties.
- City Development Charge fees in the amount of \$7,637,589 for the proposed development will be exempt and must be funded by the City.
- The potential tax revenue from the proposed development is as follows:
 - The total assessed value for all three buildings will be an estimated \$240,837,000. The potential tax revenue from the development will be approximately \$1,071,745 using the 2021 City tax portion rate.
 - Please note this is an estimate of assessed value and property taxes only. For an accurate estimate, the building plans are required to be submitted to MPAC for the Current Value Assessment (CVA) to be calculated.

Any further costs associated with the development of the site are borne by the applicant.

PUBLIC VALUE:

Engagement:

Public involvement was encouraged through the planning review process. This process provided the community with the ability to share their opinions and views openly and allowed for active and direct communication between residents, staff, the applicant and members of Council.

ADVISORY COMMITTEE INPUT:

The Subject Lands are neither listed nor designated on the Heritage Properties Register; however, it is adjacent to six (6) listed and designated properties. As such, a Heritage Impact Assessment (HIA) was required to accompany the OPA and ZBA applications.

Policy 4.10.5 of the Official Plan requires the HIA to first be submitted to MHAC for review and the recommendation of MHAC will be forwarded to Council for consideration with the proposal.

The Municipal Heritage Advisory Committee (MHAC) originally reviewed the HIA at the June 2022 meeting where they did not accept the HIA and requested the HIA be updated to explore alternative design options in accordance with the City's Detailed Guidelines for the Preparation of Cultural Heritage Impact Assessments.

An addendum was submitted to address the updated design proposal and the three alternative design options. The revised HIA was reviewed at the July 2022 meeting. The Committee noted that the requested drawings showing the scale and massing of the development to the surrounding heritage properties were not provided and therefore they had concerns regarding the setback of the parking garage from the heritage buildings along Fountain Street North. The Senior Planner - Heritage recommended that the findings of the HIA be accepted and that at site plan a commemorative plaque be required as well as a Zone of Influence Study to address vibration concerns for the adjacent listed and designated heritage properties. Ultimately, the Committee refused the staff recommendations as they did not agree with the findings that there were no negative impacts that would result from the proposed development.

Staff recommend Council accept the recommendations included in the “Revised Heritage Impact Assessment for 255 King Street West” Staff Report to the Municipal Heritage Committee included as Appendix I to Report 22-094-CD.

PUBLIC INPUT:

The statutory public meeting required under the Planning Act was held on September 28, 2021 and official notification was provided in the Cambridge Times. In addition, notice was provided to all assessed property owners within a 120 metre (393.7 feet) radius of the site and anyone else who requested notice. The public meeting minutes excerpt is included in Appendix G and the public comments received are addressed in Appendix H.

INTERNAL / EXTERNAL CONSULTATION:

The applications and supporting information have been circulated to the departments and agencies listed in Appendix J.

Staff has received comments from the applicable City departments and outside agencies in regard to the proposed OPA and ZBA. The staff comments have been addressed by the applicant and will be implemented through the Site Plan application.

CONCLUSION:

Staff is of the opinion that the proposed applications are consistent with the Provincial Policy Statement, conform with the policies of the Provincial Growth Plan 2020, the Regional Official Plan and the City of Cambridge Official Plan.

The proposal represents good planning that contributes to the creation of complete communities and is compatible with the character of the surrounding neighbourhood

with a desirable compact built form that incorporates high standards of design. As such, staff recommends approval of the Official Plan and Zoning By-law Amendments.

REPORT IMPACTS:

Agreement: **No**

By-law: **Yes**

Budget Amendment: **No**

Policy: **No**

APPROVALS:

This report has gone through the appropriate workflow and has been reviewed and or approved by the following as required:

Director

Deputy City Manager

Chief Financial Officer

City Solicitor

City Manager

ATTACHMENTS:

1. 22-094-CD Appendix A – Draft Official Plan Amendment
2. 22-094-CD Appendix B – Draft Zoning By-law Amendment
3. 22-094-CD Appendix C – Concept Site Plan
4. 22-094-CD Appendix D – Concept Elevations and Massing
5. 22-094-CD Appendix E – Existing Official Plan Map
6. 22-094-CD Appendix F – Existing Zoning Map
7. 22-094-CD Appendix G – Public Meeting Minutes
8. 22-094-CD Appendix H – Public Comments and Responses
9. 22-094-CD Appendix I – Revised Heritage Impact Assessment for 255 King Street West (Staff Report)
10. 22-094-CD Appendix J – Internal/External Consultations & List of Support Studies