



March 19, 2024

Development Planning Section
City of Cambridge
50 Dickson Street, 3rd Floor, P.O. Box 669
Cambridge, Ontario
N1R 5W8

**RE: Official Plan and Zoning By-law Amendment Application Submission
247 Lowther Street North, City of Cambridge
OUR FILE 23286A**

On behalf of our client, Frankor Capital Corporation, we are pleased to submit applications for an amendment to the City of Cambridge Official Plan and City of Cambridge Zoning By-law 150-85 to facilitate the redevelopment of 247 Lowther Street North in the City of Cambridge (the 'subject lands'). The subject lands are located at the corner of Lowther Street North and Laurel Street, just north of Preston Towne Centre.

The subject lands have an area of approximately 0.6 hectares and currently contain a single storey industrial building with truck loading bays oriented to Laurel Street. The remainder of the property is generally paved and used for parking and open storage, with two driveways providing access to Lowther Street North. The subject lands were historically used for commercial trucking purposes, being most recently a FedEx freight facility until early 2023. The subject lands are generally vacant at this time. The existing building will need to be demolished in order to accommodate the proposed development.

As a result of past use of the subject lands and operations on surrounding lands, portions of the site are currently contaminated. Phase I and II Environmental Site Assessments have been completed for the property and remediation will be required prior to the filing of a Record of Site Condition to allow for the proposed residential use of the property. A remediation evaluation is currently underway.

The proposed redevelopment of the subject lands involves the establishment of three stacked townhouse dwellings, three to 3.5 storeys in height, oriented to the Lowther Street North and Laurel Street frontages, with a large outdoor common amenity area for new residents proposed at the intersection of Lowther Street North and Laurel Street. A total of 54 stacked townhouse units are proposed within the development, including one, two and three-bedroom units. Surface parking of 60 vehicle spaces are proposed behind the new buildings, with the development being accessed from Lowther Street. New buildings have been sited to contribute to an improved urban condition along

street frontages, and better define entrance to the Preston Major Transit Station Area from Lowther Street North. Overall, 4,480 square metres of building area and 880 square metres of common outdoor amenity is proposed. The proposed development has a Floor Space Index (FSI) of 0.74 and density of 90 units per hectare.

Aside from being located in the planned Preston Major Transit Station Area (MTSA) as per the Region of Waterloo Official Plan, the subject lands are designated Business Industrial in the City's Official Plan and located within a Regeneration Area. Both MTSA's and Regeneration Areas are to be a focus for intensification and redevelopment, with lands in Regeneration Areas being anticipated to transition from one land use to another, such as from industrial to residential. Consistent with their current designation in the Official Plan, the subject lands are Zoned Industrial Use Class 5 (M5) in the City of Cambridge Zoning By-law 150-85. The M5 zone generally applies to transport uses. The proposed Official Plan Amendment would re-designate the lands to the Low/Medium Density Residential designation, with a Site Specific Policy to permit a maximum density of 90 units per hectare. The proposed Zoning By-law Amendment would rezone the lands to Residential Use Class RM2 Zone to permit a more compact residential built form with site-specific provisions to implement the proposed Official Plan Amendment and permit the following:

- Maximum density of 90 units per hectare;
- Minimum interior side yard of 3 metres;
- Minimum exterior side yard of 3 metres;
- Minimum gross floor area of 42 square metres for one-bedroom units;
- Minimum common amenity area requirement of 15 square metres per unit; and
- Overall parking ratio of 1.1 spaces per unit (1 space per residential unit, 0.1 spaces for visitor).

In support of the Official Plan and Zoning By-law Amendment Applications, we are pleased to include the following with this application, all of which have been submitted digitally through the City's online application submission portal:

- Planning Justification Report (which includes a Land Use Compatibility Section) prepared by MHBC Planning;
- Urban Design Brief prepared by MHBC Planning;
- Site Concept Plan and Architectural Package prepared by Fabrik Architects, including building elevations, typical floor plans, and renderings;
- Functional Servicing and Stormwater Management Report prepared by Meritech Engineering;
- Heritage Impact Assessment prepared by MHBC Planning;
- Archaeological Assessment prepared by Archaeological Research Associates (ARA) and corresponding Ministry Acknowledgement Letter;
- Noise Feasibility Study prepared by HGC Engineering;
- Parking Study and Access and Circulation Review prepared by Paradigm Transportation Solutions Limited;
- Phase One Environmental Site Assessment, prepared by Premier Environmental Services Inc.;

- Phase Two Environmental Site Assessment, prepared by Premier Environmental Services Inc.; and
- Supplemental Phase Two Environmental Site Assessment, prepared by Premier Environmental Services Inc.

Please noted the required application fee cheques will be forwarded by the Owner.

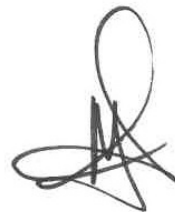
We look forward to working with City staff on this development. We kindly request that City staff confirm receipt of this application, and the staff that will be assigned to this file. Should you require any additional information or have any questions regarding the enclosed please do not hesitate to contact the undersigned.

Yours truly,

MHBC



Pierre J. Chauvin, MA, MCIP, RPP
Partner



Meghan Lippert, MAES
Planner

cc. *Leslie Ori, Frankor Capital Corporation*
Elisia Neves, Fabrik Architects