

City of Cambridge

# Preston Forward: Secondary Plan

DRAFT April 2026



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## Schedules

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Schedule 2: Transportation

Schedule 3: Heights

Schedule 4: Land Use Designations

Schedule 5: Public Realm

Schedule 6: Active Transportation and Transit

Schedule 7: Natural Heritage and Floodplains

# Glossary of Terms

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**NOTE:** Glossary and text terms may be used in the singular or plural or otherwise conjugated. Official Plan (OP) means City of Cambridge Official Plan (2012). Regional Official Plan (ROP) means Region of Waterloo Official Plan (as it existed on January 1, 2025), and Plan Area means the Preston Secondary Plan Area.

<b>Active at-grade uses</b>	Uses at grade with the street that generate activity, in particular pedestrian activity, on the street. Uses may be street-related commercial and/or community uses such as retail stores, restaurants, personal or business services, professional or medical offices, libraries, community centres, and parks/public squares.
<b>Activity node</b>	An area of the Plan Area that encourage gatherings where residents are able to partake in and host variety of activities.
<b>Artisan studio</b>	A use for the production of and may include the display and sale of arts made from materials that may include metal, wood, textile, glass, or stone
<b>High-rise</b>	High-rise residential uses shall generally include apartment buildings.
<b>Horizontal Deflection</b>	A physical design element that creates a lateral shift in a vehicle's travel path (such as a curb extension or chicane) to naturally reduce traffic speeds and enhance road safety.
<b>Low-rise</b>	Low-rise residential uses shall generally include the following built forms: single-detached, semi-detached or duplex dwellings, block townhouses, street townhouses, or apartment buildings, multi-unit buildings and additional residential units.
<b>Mid-rise</b>	Mid-rise residential uses shall generally include the following built forms: stacked townhouses, stacked back-to-back townhouses, apartment buildings, or other clusters of multiple dwelling units.
<b>Major facilities</b>	Facilities which may require separation from sensitive land uses, including but not limited to airports, manufacturing uses, transportation infrastructure and corridors, rail facilities, marine facilities, sewage treatment facilities, waste management systems, oil and gas pipelines, industries, energy generation facilities and transmission systems, and resource extraction activities (PPS, 2024).

<b>Sensitive land uses</b>	Buildings, amenity areas, or outdoor spaces where routine or normal activities occurring at reasonably expected times would experience one or more adverse effects from contaminant discharges generated by a nearby major facility. Sensitive land uses may be a part of the natural or built environment. Examples may include, but are not limited to: residences, day care centres, and educational and health facilities (PPS, 2024).
<b>Urban agriculture uses</b>	The growing of fruits, vegetables, herbs, or ornamental plants, and apiaries within an urban area, primarily for non-commercial community use or limited commercial sale. Examples include community gardens, market gardens, rooftop farms, and indoor growing facilities, but excludes large-scale commercial farming operations or cannabis production facilities.



# 1.0 Introduction

## 1.1 Vision

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This Secondary Plan highlights the four pillars for the future the Preston: Community, Nature, Connectivity and Employment.

**Community:** Preston Towne Centre is envisioned as a complete community with a vibrant core. As this area of Cambridge grows, it will provide a mix of uses and a full range of housing options, offering a variety of types and affordability levels to accommodate all life stages and support aging in place. The cultural and architectural heritage of Preston is celebrated and integrated as the community grows.

**Nature:** The Speed and Grand Rivers are the cornerstones of Preston's natural heritage, offering unique access to nature, showcasing the area's green spaces. Maintaining park access, urban forest, and recreational amenities while protecting environmental features will ensure the resilience of natural heritage and greenspaces.

**Connectivity:** King Street East serves as the main north-south corridor and commercial hub, linking Preston to the rest of Cambridge and the Region. It supports a vibrant main street and provides a linkage to planned Stage 2 ION Rapid Transit, enhancing regional transit accessibility and connectivity.

**Employment:** New employment uses will be encouraged to locate in Preston to contribute to transit-supportive densities and create a community where people can live and work if

they choose. The former industrial lands along the rail spur lines in Preston will transition to a mix of uses including neighbourhood-serving and residential uses over time.

## 1.2 Purpose

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The purpose of this plan is to proactively guide development in Preston to meet future needs for residents, businesses and employees. The plan will guide land uses and built form and other elements that are important to create a complete community including transportation connections, urban design, and natural heritage preservation. The Plan encourages housing mix and helps create a range of amenities and spaces that foster an active public realm. The Plan creates a place that residents are proud to call home, that people want to visit, and attracts a variety of employers.

## 1.3 Secondary Plan Area

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Preston is situated in the western part of Cambridge, nestled along the Grand and Speed Rivers. The Plan Area is generally bordered by the rivers to the north and west and Concession Street to the east. Schedule 1 presents the Plan Area for Preston and the Preston Protected Major Transit Station Area.



## 2.0 Interpretation

### 2.1 How to Read the Plan

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The Secondary Plan Document is organized into eight main sections:

- Section 1: Introduction
- Section 2: Interpretation
- Section 3: Land Use Policies and Designations
- Section 4: Urban Design and Built Form
- Section 5: Transportation
- Section 6: Natural Heritage and Natural Hazards
- Section 7: Infrastructure
- Section 8: Implementation

### 2.2 Conflicts with Official Plan

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In the event of a conflict between the Official Plan and this Secondary Plan, the policies of the Secondary Plan shall prevail.

### 2.3 Boundaries

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The boundaries shown on the Secondary Plan Schedules are approximate, except where they meet with existing roads, river valleys or other clearly defined physical features. Where the general intent of this Secondary Plan is maintained to the satisfaction of the City, minor boundary adjustments will not require an amendment to this Secondary Plan.



## 3.0 Land Use Policies and Designations

### 3.1 General Policies

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#### 3.1.1 Uses Permitted in All Designations

- a) The following Official Plan policies apply to all designations within the Plan Area:
- Policy 8.1.2 Uses Permitted in All Designations
  - Policy 8.1.4 School Board Education Facilities
  - Policy 8.1.6 Institutional Uses
  - Policy 8.4.7 Compatible Community Facilities and Commercial Uses; and
  - Policy 8.4.2.1 Residential Compatibility.
- b) Notwithstanding the above, agricultural uses are not permitted within the Plan Area. For further clarity, urban agricultural uses are permitted.

#### 3.1.2 Uses Prohibited in All Designations

The Official Plan Policy 8.1.3 prohibits a list of uses in all land use designations of the Official Plan. Those land uses are also prohibited in all designations of this Secondary Plan.

### 3.1.3 Land Use Compatibility

The following land use compatibility policies shall apply to all designations within the Plan Area:

- a) Official Plan Policy 8.5.2.5 Industrial Land Use Compatibility policies;
- b) Regional Official Plan (as it existed on January 1, 2025) Policy 2.I.1 Land Use Compatibility policies; and
- c) Regional Official Plan (as it existed on January 1, 2025) Policy 2.I.2 Noise from Stationary and Transportation Sources policies.

#### 3.1.3.1 Development of Sensitive Land Uses in Proximity to Major Facilities

- a) All new development in proximity to the existing rail corridors as shown on **Schedule 2 - Transportation**, excluding development adjacent to light rail, must comply with the Guidelines for New Development in Proximity to Railway Operations (2013) or future guidelines, as amended. For development adjacent to a planned or existing LRT route shown on **Schedule 6 – Active Transportation and Transit**, a rail compatibility study may be required to the satisfaction of the City where the transit facility shares a corridor with freight or heavy rail operations.
- b) Where a development cannot meet the standards of the Guidelines, the Approval Authority may consider alternatives, subject to the completion of a Development Viability Assessment and the incorporation of identified mitigation measures.
- c) Proposals for development of *sensitive land uses* within the potential influence area of existing industrial facilities (1,000 metres for Class 3 industrial facilities; 300 metres for Class 2 industrial facilities; and 70 metres for Class 1 industrial facilities) shall include a land use compatibility study.
- d) Development of sensitive land uses within the recommended minimum separation distance to existing industrial facilities (300 metres for Class 3 facilities; 70 metres for Class 2 facilities; and 20 metres for Class 1 facilities) shall only be permitted where avoidance is not possible, and if the required compatibility studies demonstrate that any potential adverse effects to the proposed sensitive land uses are minimized and mitigated, and potential impacts to industrial, manufacturing or other *major facilities* are minimized and mitigated, in accordance with provincial guidelines, standards and procedures.

#### 3.1.3.2 Development in Proximity to Provincial Highways

In addition to all the applicable municipal requirements, all proposed development located within the Ministry of Transportation Ontario's (MTO) permit control area under the *Public Transportation and Highway Improvement Act* (PTHIA) will also be subject to MTO approval. Early consultation with the MTO is encouraged to ensure the integration of municipal planning initiatives with provincial transportation planning.

### 3.1.3.3 Designated Employment Areas

Proposals for development of sensitive land uses within 300 metres of designated employment areas shall include a land use compatibility study. This study must demonstrate that the proposed development will avoid, or where avoidance is not possible, minimize and mitigate potential impacts on the long-term economic viability of employment uses within existing or planned employment areas.

### 3.1.4 Building Heights Policies

The permitted maximum Building Heights are set out on **Schedule 3 - Heights**. Notwithstanding the permitted heights identified on **Schedule 3 – Heights**, the following policies apply to encourage compatible built form with adjacent areas and to encourage appropriate transition from areas of change to areas of *low-rise* residential development:

- a) Where the Preston Mixed-Use Core, King Street Mixed-Use, Preston Mixed-Use Re-development, High-Rise Residential or Mid-Rise Residential designation is located adjacent to a designation or area that permits lower heights, a height transition shall be provided;
- b) It is encouraged that development will achieve height transition through 45-degree angular planes or a combination of tools such as setbacks, stepbacks, buffers, and separation distance;
- c) Proposed development shall be compatible with and not interfere with the safety or operational integrity of the Region of Waterloo International Airport. Proposed development may be required to verify compliance with the proposed or updated Airport Zoning Regulations and all applicable Transport Canada requirements.

### 3.1.5 Minimum Density for Protected Major Transit Station Area

The Preston MTSA delineated on **Schedule 1** of this Secondary Plan constitute Protected Major Transit Station Areas in accordance with Section 16(15) of the *Planning Act*.

The Preston Protected Major Transit Station Area shall be planned to accommodate an area-wide total density target of at least 160 residents and jobs per hectare at build out.

To satisfy the requirements of the *Planning Act* for PMTSAs and support the achievement of the area-wide density target, the minimum densities with respect to new buildings and structures are established in **Table 1**. The zoning by-law shall implement these minimum densities and may establish minimum densities for non-residential uses to meet the overall PMTSA minimum density target.

**Table 1: Minimum Densities within the Protected Major Transit Station Area**

Land Use Designation	Minimum density for freestanding residential development within the PMTSA (units/ha)
<b>Preston Mixed-Use Core / Preston Mixed-Use Redevelopment</b>	150
<b>King Street Mixed-Use</b>	60

### 3.1.6 Housing

Housing developments in the Plan Area shall comprise a range and mix of rental and ownership housing types, unit sizes, and tenure, including adequate numbers of dwelling units to accommodate households with children, larger families, seniors, and people with special needs.

*Affordable housing*, including community housing, supportive housing, and other types of subsidized non-market housing units, is encouraged to be provided in the Plan Area.

Development that includes residential in the Plan Area will be in accordance with the affordable housing policies of the Official Plan.

The City will collaborate with the Region of Waterloo, non-profit organizations and private developers to promote, encourage and maximize opportunities for affordable housing.

*Additional residential units* will be permitted in accordance with the policies of this Secondary Plan and the City of Cambridge Official Plan, and the provisions of the Zoning By-law.

The City encourages opportunities to locate affordable rental and ownership housing (as defined in the Provincial Planning Statement, 2024) within the Secondary Plan Area in close proximity to transit.

### 3.1.7 Air Rights Developments

The City recognizes the potential for employing air rights development as an opportunity to enable the provision of a mix of housing options and densities and transit-supportive development. This form of development utilizes the vertical air space above other surface uses, such as transportation, utility corridors and public facilities, to optimize land use efficiency.

While all urban design guidelines in the Secondary Plan should be considered in proposals involving air rights development, it is recognized that the unique nature of this type of development may mean certain guidelines are less appropriate. In such cases, the proponent shall demonstrate how the proposed development otherwise meets the intent of the Secondary Plan.

### 3.1.8 Amendments to this Secondary Plan

- a) Notwithstanding **Schedule 3 – Heights** or the policies found in Section 3.2 of this Plan, the policies of this Secondary Plan for maximum building heights are intended to show the general building heights that will be implemented through the City’s implementing Zoning By-law.
- b) Notwithstanding the permitted uses included in this Secondary Plan, the implementing zoning by-law may be more restrictive in terms of uses permitted on a given site.

## 3.2 Land Use Policies

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Lands within the Plan Area are designated one of the following land use designations as indicated on **Schedule 4 – Land Use Designations**:

- a) Preston Mixed-Use Core
- b) King Street Mixed-Use
- c) Preston Mixed-Use Re-development
- d) High-Rise Residential
- e) Mid-Rise Residential
- f) Low-Rise Residential
- g) Neighbourhood Commercial
- h) Natural Open Space
- i) Recreation, Cemetery and Open Space

### 3.2.1 Preston Mixed-Use Core Designation

#### 3.2.1.1 Planned Function

The planned function of the Preston Mixed-Use Core designation is to facilitate development and concentrate mixed uses in the core retail area along King Street East. This includes maintaining the ‘main street’ function of King Street East, while encouraging transit-supportive densities and employment uses in proximity to the planned rapid transit station. The designation is also intended to support a hub of activity to encourage human connections and meet people’s daily needs.

#### 3.2.1.2 Permitted Uses

- a) Permitted uses includes:
  - *Mid-rise and high-rise* residential uses;
  - Housing for people with special needs as specified in Policy 8.1.5 of the Official Plan;
  - Commercial uses of less than 1,860 sq m of gross leasable floor space;

### 3.0 Land Use Policies and Designations

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- Recreational uses;
  - Institutional uses;
  - Government services, public services and facilities;
  - Social and cultural facilities;
  - Bed and breakfast establishments;
  - Live-work;
  - Personal service uses;
  - Hotel, conference centre, and banquet facilities;
  - Commercial parking garage, subject to Policy 3.2.1.3.o; and,
  - Office uses.
- b) Recognizing these areas are planned to transition over time, the expansion of existing uses is permitted without an amendment to this Plan.
- c) Notwithstanding the minimum building height, *low-rise* residential uses such as townhouses are permitted if they are a part of a larger development, subject to Policy 3.2.1.3(f).
- d) Drive-through facilities are not permitted.
- e) New auto-related/auto-exclusive uses may be permitted through a Zoning By-law Amendment if the use is contained within a mixed-use building, does not conflict with planned function and urban design policies of the area and does not interfere with access to intersections.

#### 3.2.1.3 Development Policies

- a) The minimum permitted height is 3 Storeys for development fronting onto King Street East.
- b) Development is required to have commercial uses on the ground floor.
- c) Developments that front onto streets requiring Active Frontages as shown on **Schedule 5 – Public Realm** shall provide active frontages through non-residential uses on the ground floor within 10 metres of the street line of King Street East, frequent entrances, and transparent glazing. The implementing zoning by-law may require a percentage of active at-grade uses for buildings fronting on King Street East and other provisions that implement Active Frontages.
- d) Development fronting onto King Street East shall have a minimum first floor height of 4.5 meters to support non-residential uses.
- e) Where development is adjacent to a Regional road, public realm and streetscape improvements within or interfacing with the right-of-way shall be designed in accordance with the Region of Waterloo Street Design Guidelines, as amended.

### 3.0 Land Use Policies and Designations

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- f) Low-rise residential uses are permitted as part of a larger development if they are located to transition to Low-Rise or Mid-Rise Residential Designation. Low-rise residential uses are not permitted fronting onto King Street East.
- g) Development should apply Section 5 Urban Design of the Official Plan.
- h) Development is encouraged to have employment and office uses. The implementing zoning by-law may require minimum gross floor area for compatible employment uses and office uses in strategic locations close to the rapid transit station.
- i) Development shall be planned to focus tall buildings close to the transit station, in alignment with the maximum building heights as shown on **Schedule 3 – Heights**.
- j) Development will have appropriate height transitions when adjacent to a land use designation that permit shorter buildings as per Policy 3.1.4 of this Plan.
- k) When development is proposed on land that fronts onto the river, the proposal shall demonstrate how public access to the river including active transportation connections has been incorporated into the development.
- l) Developments are encouraged to conserve the historic character of King Street to support the public realm, especially between Waterloo Street and Lowther Street.
- m) **In support of the public realm and pedestrian level experience, developments should incorporate a 5-metre step-back after 2 storeys to maintain the street wall along King Street.**
- n) Developments are encouraged to support the construction of a mix of housing options, including additional residential units and accessible, affordable and ‘missing middle’ housing, to serve all types, size, incomes and ages of households.
- o) Development visible from Riverside Park is encouraged to consider the viewsheds from the park and maximize view of the sky through tower separation and overall site design.
- p) Major office and major institutional uses are encouraged to be located within the Preston Mixed-Use Core designation.
- q) Food stores are encouraged to be located within developments in the Preston Mixed-Use Core designation, especially in proximity to the planned rapid transit station.
- r) In addition to the policies of Section 4.0, the implementing zoning by-law may further regulate tower separation, podium height, and stepbacks to promote high quality designs.
- s) Commercial Parking Garages shall not be permitted unless it is associated with a mixed-use building.
- t) To support complete communities, the City will require the amount of non-residential gross floor area on a site to be maintained or increased through development.

### 3.2.2 King Street Mixed-Use Designation

#### 3.2.2.1 Planned Function

The planned function of the King Street Mixed-Use designation is to transition from the established commercial retail function of the historic core area of King Street East within the Preston Mixed-use Core designation to the adjacent residential areas. This designation aims to facilitate intensification of residential uses while allowing for the existing commercial function.

#### 3.2.2.2 Permitted Uses

a) Permitted uses includes:

- Low-rise residential uses may be permitted in accordance with 3.2.2.3.i;
- *Mid-rise* and *high-rise* residential uses;
- Housing for people with special needs as specified in Policy 8.1.5 of the Official Plan;
- Commercial uses of less than 1,860 sq m of gross leasable floor space;
- Recreational uses;
- Institutional uses;
- Government services, public services and facilities;
- Social and cultural facilities;
- Bed and breakfast establishments;
- Live-work;
- Personal service uses;
- Hotel, conference centre, and banquet facilities;
- Commercial parking garage subject to Policy 3.2.2.3.f; and,
- Office uses.

b) Drive-through facilities are not permitted.

#### 3.2.2.3 Development Policies

- a) The King Street Mixed-Use designation maximum heights shall generally range from 8 to 12 storeys as shown on **Schedule 3 – Heights** and as permitted based on Policy 3.1.4 Height Transition.
- b) To support complete communities, where existing commercial uses exist and residential uses are proposed, the addition of the residential uses should not result in a substantial reduction in the existing gross leasable area of commercial uses on the lands;

### 3.0 Land Use Policies and Designations

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- c) Where development is adjacent to a Regional road, public realm and streetscape improvements within or interfacing with the right-of-way shall be designed in accordance with the Region of Waterloo Street Design Guidelines, as amended.
- d) Developments are encouraged to conserve the historic character of King Street East to support the public realm.
- e) Large single-use buildings should be avoided to maintain a fine-grained street frontage.
- f) Development will have appropriate height transitions when adjacent to a land use designation that permits shorter building heights as per Policy 3.1.4 of this Plan.
- g) Where applicable, active uses that animate the street such as commercial uses are required to be located on the ground floor and facing King Street. The implementing zoning by-law may require a percentage of *active at-grade uses*.
- h) Commercial Parking Garages shall not be permitted unless it is associated with a mixed-use building.
- i) Low-rise residential uses are permitted as part of a larger development if they are located to transition to Low-Rise or Mid-Rise Residential Designation. Low-rise residential uses are not permitted fronting onto King Street East.

#### 3.2.3 Preston Mixed-Use Re-development Designation

##### 3.2.3.1 Planned Function

The planned function of the Preston Mixed-Use Re-development designation is to facilitate the regeneration/redevelopment of the existing industrial areas by permitting a full range of uses including residential, recreational, institutional, office, and commercial.

##### 3.2.3.2 Permitted Uses

- a) Permitted uses includes:
  - *Mid-rise* and *high-rise* residential uses;
  - Housing for people with special needs as specified in Policy 8.1.5 of the Official Plan;
  - Commercial uses of less than 1,860 sq m of gross leasable floor space;
  - Recreational uses;
  - Institutional uses;
  - Personal service uses;
  - Light industrial uses in an enclosed building including assembling, fabricating, manufacturing, processing, and industrial service trades;
  - Research and development including laboratories;
  - Information technology related uses, excluding stand alone data centres;
  - Live-work;

## 3.0 Land Use Policies and Designations

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- Artisan studios, galleries and associated retail sales facilities; and,
  - Office uses.
- b) Recognizing these areas are planned to transition over time, the expansion of existing uses is permitted without an amendment to this Plan.

### 3.2.3.3 Development Policies

- a) The Preston Mixed-Use Re-development designation maximum heights shall generally range from 8 to 18 storeys as shown on **Schedule 3 – Heights**.
- b) Developments will have appropriate buffers in place to ensure appropriate transition between buildings are evident as per Policy 3.1.4 of the Secondary Plan.
- c) Development should be oriented towards planned active transportation routes and are encouraged to incorporate internal transportation networks that improve mobility.
- d) Development will have appropriate height transitions when adjacent to a land use designation that permits shorter buildings as per Policy 3.1.4 of this Secondary Plan.
- e) When the land use designation fronts onto the river, consideration to public access to the river including active transportation connections is encouraged.
- f) Recognizing the potential site remediation needs to introduce sensitive land uses to this area, the City may implement tools such as a Community Improvement Plan to support the transition of lands within this designation.
- g) Development visible from Riverside Park is encouraged to consider the viewsheds from the park and maximize view of the sky through tower separation and overall site design.

### 3.2.4 High-Rise Residential Designation

#### 3.2.4.1 Planned Function

The planned function of the High-Rise Residential designation is to provide for residential uses in taller buildings such as apartments to provide for a broader mix of housing options, to meet the needs of existing and future residents.

#### 3.2.4.2 Permitted Uses

- a) Permitted uses include *high-rise* residential uses.
- b) Housing for people with special needs as specified in Policy 8.1.5 of the Official Plan.
- c) A use accessory to a permitted use, including home occupations as specified in Policy 8.6.4 of the Official Plan.
- d) Convenience commercial uses as specified in Policy 8.6.1.5 of the Official Plan.

- e) A compatible community facility or commercial use as specified in Policy 8.4.7 of the Official Plan.

### 3.2.4.3 Development Policies

- a) The High-Rise Neighbourhood designation maximum heights shall generally range from 7 to 18 storeys as shown on **Schedule 3 – Heights**.
- b) Development will have appropriate height transitions when adjacent to a land use designation that permits shorter buildings as per Policy 3.1.4 of this Plan.
- c) *Low-rise* residential uses are permitted if they are a part of a larger development and located within podiums.

## 3.2.5 Mid-Rise Residential Designation

### 3.2.5.1 Planned Function

The planned function of the Mid-Rise Neighborhood designation is to provide for *mid-rise* built form, through gentle intensification in strategic areas, and provide a transition between areas that permit taller building and shorter buildings.

### 3.2.5.2 Permitted Uses

- a) Permitted uses include *low-rise* and *mid-rise* residential uses.
- b) Housing for people with special needs as specified in Policy 8.1.5 of the Official Plan.
- c) A use accessory to a permitted use, including home occupations as specified in Policy 8.6.3.4 of the Official Plan.
- d) Convenience commercial uses as specified in Policy 8.6.1.5 of the Official Plan.
- e) A compatible community facility or commercial use as specified in Policy 8.4.7 of the Official Plan.

### 3.2.5.3 Development Policies

The following policies shall be considered by the City when reviewing development in the Mid-Rise Neighbourhood designation:

- a) The Mid-Rise Neighbourhood designation maximum heights shall generally range from 4 to 6 storeys as shown on **Schedule 3 – Heights**.
- b) Development will have appropriate height transitions when adjacent to a land use designation that permits shorter buildings as per Policy 3.1.4 of this Plan.

### 3.2.6 Low-Rise Residential Designation

#### 3.2.6.1 Planned Function:

The planned function of the Low-Rise Neighborhood designation is to provide for the existing, established *low-rise* residential neighbourhoods and enable gentle intensification to support a broader range and mix of housing options.

#### 3.2.6.2 Permitted Uses

- a) Permitted uses include *low-rise* residential uses such as single-detached dwellings, semi-detached dwellings, townhouses, additional residential units and other multiple unit housing.
- b) Housing for people with special needs as specified in Policy 8.1.5 of the Official Plan.
- c) A use accessory to a permitted use, including home occupations as specified in Policy 8.6.3.4 of the Official Plan.
- d) Convenience commercial uses as specified in Policy 8.6.1.5 of the Official Plan.
- e) A compatible community facility or commercial use as specified in Policy 8.4.7 of the Official Plan.

#### 3.2.6.3 Development Policies

The following policies shall be considered by the City when reviewing development in the Low-Rise Neighbourhood designation:

- a) The Low-Rise Neighbourhood designation permits generally permits up to 3 storeys as shown on **Schedule 3 – Heights**.

### 3.2.7 Neighbourhood Commercial Designation

#### 3.2.7.1 Planned Function

The planned function of the Neighbourhood Commercial designation is to provide retail and service uses that meet the daily and weekly needs of surrounding residents, typically anchored by a supermarket, grocery store, or drug store. The designation is intended to support a wide range of commercial uses that meets the daily and weekly household needs, maintaining the existing commercial space, while securing new commercial space to support the growing community.

#### 3.2.7.2 Permitted Uses

- a) Permitted uses includes:
  - Commercial developments with a maximum gross leasable area of 13,935 m<sup>2</sup>. Commercial developments that exceed 13,935 m<sup>2</sup> shall complete a commercial study, managed through the implementing by-law;

- A supermarket, grocery store or drug store; and,
- Residential development may be permitted only in conjunction with a commercial use, where it can be demonstrated that the proposed residential uses will not compromise the planned commercial function of the lands or result in a reduction in the existing gross leasable area of commercial uses, as per Policy 8.6.2.3 of the Official Plan. Freestanding residential uses shall not be permitted.

### 3.2.7.3 Development Policies

- a) The Neighbourhood Commercial designation permits up to 6 storeys as shown on **Schedule 3 – Heights**.
- b) Residential uses are permitted so long as the existing commercial gross floor area is maintained.
- c) Policy 8.6.1.3 Neighbourhood Commercial designation of the Official Plan shall apply to the Neighbourhood Commercial designation within the Secondary Plan.

### 3.2.8 Natural Open Space Designation

The Open Space Designation policies of the Official Plan shall apply to the Natural Open Space designation within the Plan Area. The permitted uses under the Official Plan Policy 8.8.3 shall apply.

### 3.2.9 Recreation, Cemetery and Open Space

The Open Space Designation policies of the Official Plan shall apply to the Recreation, Cemetery and Open Space designation within the Plan Area.



## 4.0 Urban Design & Public Realm Policies

The policies of this section are intended to complement and build upon the urban design policies of the Official Plan and will be considered when assessing site plan and other development approvals, as well as future projects and studies the City undertakes. The purpose of these policies is to provide guidance for enhancing the character and functionality of the area as it redevelops over time including acknowledging the existing heritage and character of the Plan Area.

### 4.1 Gateways

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**Schedule 5 – Public Realm** identifies Gateway Improvement Areas. Gateways are intended to function as formal entranceways and are intended to reinforce or create a strong sense of place. Gateways include lands within the rights-of-way and all abutting lands. The Plan contemplates two levels of improvement:

- a) Major gateway improvements; and,
- b) Minor gateway improvements.

#### 4.1.1 Gateway Improvements

Major gateway improvements should include attractive, prominent signage, enhanced lighting, intensive landscaping (such as seasonal floral displays, ornamental tree planting), public art and other types of public realm enhancements. Minor gateway improvements should include a smaller scale of public realm enhancements, such as landscaping, public art, lighting and wayfinding. New development should be designed to support the function

of the gateway including providing for the expansion to the pedestrian environment (such as pedestrian seating on all 4 corners, signage, lighting, landscaping and/or public art). On roads within the Region's jurisdiction gateways improvements should consider incorporating elements of horizontal deflection, as described in the Region of Waterloo Street Design Guidelines, to improve safety and reinforce the transition into the community core in coordination with the Region.

### 4.1.2 Gateway Improvement Areas

Gateway Improvement Areas and existing conditions include:

- **Eagle Street and King Street East:** This is a major gateway as it marks the entrance from the north to Preston, one of Cambridge's founding communities, including Riverside Park. This gateway area is also close to the planned rapid transit stop, providing a key connection between other areas in the region and Preston. The City has made efforts to revitalize this gateway improvement area by implementing an amenity space with some pedestrian seating and patterned sidewalks. Policy 4.2.1.f shall apply to this gateway as it located within/adjacent to the existing floodway.
- **Waterloo Street and King Street East:** This is a minor gateway that currently includes gateway feature denoting an entrance to the Preston Towne Centre, and some general street improvements such as patterned sidewalks, planters and pedestrian seating.
- **Lowther Street and King Street East:** This is a minor gateway as this area reflects the transition into the "main street" retail area of King Street. Currently this Gateway Improvement Area features patterned sidewalks and some planters.
- **South of Dolph Street and King Street East:** This minor gateway marks the southern extent of the Major Transit Station Area. Currently there is a gateway feature denoting an entrance to the Preston Towne Centre.

## 4.2 Enhancing the Public Realm

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### 4.2.1 New or Enhanced Parks and Public Spaces

- a) Over the long term, the Plan Area will need to provide an average service level of 6.5 square metres of Neighbourhood park and public space per person and contribute to other levels of service for Recreation and Natural Areas as outlined in the Parks Master Plan.
- b) To accommodate growth in areas identified for change, **Schedule 5 – Public Realm** shows Identified Park Improvement or Additional Park Space Need. These locations denote conceptual and general locations and are not necessarily intended to be site specific or tied to existing parks within the area. The precise location and design of public spaces shall occur through the City's Parks, Recreation and Culture division. When siting new parks and public spaces, the City

will consider opportunities for co-locating parks and public spaces with schools or other institutional uses.

- c) The Official Plan Policy 7.8 Parkland Dedication, and an implementing Parkland Dedication By-law, as amended, applies to the Plan Area in support of the City leveraging parkland dedication as enabled under the *Planning Act* to provide new or enhanced parks or public spaces.
- d) Where an Identified Park Improvement or Additional Park Space Need is indicated, the City will require development provide parkland contributions through land dedication.
- e) Privately Owned Public Space may be considered, and Cash-in-Lieu of parkland dedication will only be accepted where additional land is not feasible to be acquired.
- f) Non-structural recreation uses may be permitted in the floodway and additional consultation with the GRCA is required prior to supporting a future permit under Ontario Regulation 41/2.

### 4.2.2 Privately Owned Publicly Accessible Spaces (POPS)

- a) Privately Owned Publicly Accessible Spaces (POPS) are spaces which are accessible to the public while being privately owned and managed. POPS can take many forms, including forecourts and front yards, courtyards, enhanced walkways, plazas and gardens. Where accepted by the City, POPS may form part of a parkland dedication contribution where the City is satisfied that the full amount of required parkland dedication on-site is not necessary, desirable or appropriate and subject to the following considerations:
  1. The City may accept all or part of a POPS on a site as a portion of the required parkland dedication for a site. Where this is the case:
    - The POPS must be designed to the City's standard for parkland, or a higher standard;
    - The City must be provided a satisfactory easement granting unimpeded public access to and through the POPS;
    - The POPS must be signed to clearly identify the lands as publicly accessible to the City's satisfaction; and,
    - A satisfactory agreement must be registered on title of the lands providing for the ongoing private maintenance of the site for the life of the development.
  2. The City will not accept POPS in lieu of a parkland dedication contribution where:
    - The City is of the opinion a public park is necessary or desirable;

- The lands, or a portion thereof, are required on-site to meet zoning by-law requirements for Outdoor Common Area, Amenity Area or Landscaped Open Space;
- The lands are hazard lands; or
- The lands are deemed not appropriate or desirable by the City (for example: size, location, or other considerations).

### 4.2.3 Public Art

Public art will be encouraged throughout the Preston Mixed-Use Core to facilitate interest and create a more engaging public realm.

### 4.2.4 Transition from Public Right-of-Way to Adjacent Development

The transition between private buildings/properties and the public right-of-way should appear seamless to users. Areas between building frontages and the property line should have a consistent treatment of landscaping, trees, street furnishings and pedestrian connections into the public right-of-way. The same is true for the adjacent public property treatment. Frontages of new developments or redevelopments should also be designed in relation to neighbouring properties in order to create coherent and consistent streetscapes. The adjacent designs should be visually harmonious and allow for physical permeability for both interest and safety of users. Where new development or redevelopment is planned near a Gateway Improvement Area, the proposed works should be designed to enhance the gateway through:

- Complementary building orientation and massing;
- Enhanced architectural detailing;
- Linked private and public pedestrian connectivity;
- Enhanced private realm landscaping; and,
- Other elements as appropriate

To create more publicly accessible amenity spaces, publicly-owned buildings and spaces will be transformed into activity nodes.

### 4.2.5 Streetscape & Intersection Improvements

Section 5.0 Transportation Policies of this Secondary Plan includes policies that emphasize the improvement of the public realm through streetscape improvements for identified substandard rights-of-way as well as exploring potential intersection improvement to enhance pedestrian safety.

### 4.2.6 Protecting and Preserving Heritage

- a) The Plan Area includes areas with unique heritage characteristics and buildings including portions of King Street, Queenston Road, and Duke Street. The City may consider the creation of Heritage Conservation Districts in these areas to support the conservation and enhancement of unique heritage elements.
- b) In the absence of a Heritage Conservation District, redevelopment in these areas is encouraged to reflect the heritage character of the area through design components including materials, preserving facades, adaptive re-use. The implementing zoning by-law may provide direction on lot or building standards to support heritage character in specific areas.
- c) Policies in Chapter 4 of the Official Plan shall apply to the Plan Area.
- d) Notwithstanding any other policies in this Secondary Plan, uses that legally existed as of the date of adoption of this Plan shall be permitted to continue.

### 4.2.7 Signage and Wayfinding

The City will consider preparing a signage and wayfinding strategy for Preston that enhances the public realm and supports the land use vision for this core area. The signage and wayfinding strategy may be implemented through the sign by-law and/or guidelines to inform development reviews.

### 4.2.8 Implementation of Public Realm Improvements

The public realm improvements shall be implemented through a variety of tools, including the Parks Master Plan, the future Public Realm Master Plan or as part of other municipal works. Additional public realm improvements should be implemented through the development review process, based on the needs of the proposed development. Public realm improvements along Regional roads will be coordinated and implemented in collaboration with the Region of Waterloo and in accordance with the Region's Street Design Guidelines.



## 5.0 Transportation Policies

### 5.1 Existing and Planned Transportation Network

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The existing and planned transportation network is shown on **Schedule 2 – Transportation** and **Schedule 6 – Active Transportation and Transit**. Together, these networks are designed to accommodate travel through a variety of modes, including automobiles, trucks, transit, cycling and pedestrians.

#### 5.1.1 Transportation Demand Management

Development applications shall include a Transportation Demand Management (TDM) Plan. The intent of the TDM Plan shall be to implement and promote measures to reduce the use of low-occupancy automobiles for trips and to increase transit use, cycling and walking.

If parking requirements are deemed to apply, a comprehensive Transportation Demand Management Plan, including implementation measures, may be considered a component in justifying a reduction in the required amount of parking for a development or redevelopment.

## 5.2 Road & Intersection Improvements

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The existing and planned road network is depicted on **Schedule 2 – Transportation**. In planning for and supporting the identified growth and intensification in the Plan Area, the City and Region will identify ways to mitigate the impacts of congestion and implement projects that support mobility choice.

### 5.2.1 Coordination in Long-Range Planning to Enable Mobility Choice

Existing congestion of automobile traffic is a key issue in the Plan Area. As growth is planned within the area, the City and Region will work together through their ongoing projects to plan for growth, manage congestion, invest in sustainable modes of transportation, and coordinate transportation improvements to support the growth planned for Preston. Recommended transportation improvements identified in this Plan will inform the ongoing transportation plans of the City and Region.

### 5.2.2 Improvement for Substandard Rights-of-Way

- a) **Schedule 2 – Transportation** shows streets in the Plan Area that have been identified in 2020 City of Cambridge Transportation Master Plan as having a substandard right-of-way, which is defined as a width less than 16 metres. The 2020 Transportation Master Plan Appendix L identified a right-of-way improvement for each substandard right-of-way street. The City should continue to implement and prioritize streetscape improvement through substandard right-of-way projects to support mobility choice and movement as growth occurs in the Plan Area.
- b) Where substandard right-of-way improvements are planned around schools, active transportation improvements will be prioritized where feasible.
- c) Additional streetscape improvements are encouraged for the substandard rights-of-way including tree planting, street furniture, lighting, wayfinding, shade and waste receptacles.
- d) Where *development* is planned or proposed on a property that is adjacent to a substandard right-of-way, or along a planned or existing transit route, the City and/or the Region may request an easement or consideration of planned facilities, including transit amenities, as part of the Site Plan Control process.

### 5.2.3 Intersection Improvements

- a) **Schedule 2 – Transportation** shows potential intersection improvements that have been identified through public consultation as key areas for enhancing pedestrian safety. The City and Region should prioritize the evaluation of these intersections to explore potential improvements. The intersections identified at King Street West and Fountain Street North and Kitchener Road were identified as intersections that should be explored for potential improvements to traffic flow.

The intersection at Chopin Drive and Eagle Street (identified by the Region) shall be prioritized for improvements to facilitate transit and pedestrian movements to and from the transit station.

- b) **Schedule 2 – Transportation** also identifies a rail crossing as a potential intersection improvement. The City, in coordination with rail owners and the Region, should prioritize the assessment and implementation of safety enhancements at all at-grade rail crossings. These improvements are intended to enhance active transportation connectivity and safety. Due to its location within the Major Transit Station Area and an area of change, the crossing at Eagle Street should be prioritized for an intersection improvement; however, other crossings may be deemed to be a priority based on pedestrian or traffic volume. Intersection improvements at rail crossings include but are not limited to:
- Flashing Light Signals;
  - Automatic Gates at sidewalks;
  - Audible warnings; and,
  - Rail Crossing signs.

### 5.3 Active Transportation Network

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**Schedule 6 – Active Transportation and Transit** shows existing, planned, and proposed active transportation infrastructure including bike route facilities and multi-use trails as identified in the City of Cambridge 2020 Cycling Master Plan. This network is intended to better connect the existing active transportation and transit infrastructure in Preston and to encourage multi-modal travel. The expectation is that improvements to the pedestrian networks be made through the redevelopment process and/or a future master planning project, and their location would be confirmed at that time. Trails and active transportation networks identified on **Schedule 6 – Active Transportation and Transit** are conceptual, with final alignments to be confirmed through subsequent processes.

Additional proposed connections include:

- A crossing from Dover Street, over the Speed River towards Fountain Street. This connection is aimed to connect Linear Park into Fountain Street, ensuring a more fulsome trail network.
- A pedestrian / multi use trail connection along the inactive rail line from Lawrence Street to Concession Road. This connection is intended to help ensure the proposed rail trail is better connected to the planned multi-use trail / pedestrian connection on Speedsville Road.

#### 5.3.1 Sidewalk Improvements

Sidewalk infrastructure is provided throughout the Plan Area; however, parts of the network are incomplete. over time, the expectation is that sidewalks will be provided on both sides of the street for all existing and new roads within the Plan Area.

### 5.3.2 Bicycle Parking

The City and Region will provide high-quality, publicly accessible bicycle parking at key destinations throughout Preston. The implementing Zoning By-law will require the provision of secure bicycle parking facilities, long-term bike parking areas within buildings and on-site shower facilities and lockers for employees who bike to work.

## 5.4 Public Transportation Network

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**Schedule 6 – Active Transportation and Transit** shows existing and planned public transportation networks within the Plan Area. The map identifies the existing Grand River Transit bus routes, and the Planned ION LRT route, and the Planned ION LRT station (recent as of May 23, 2023).

### 5.4.1 Protected Major Transit Station Area (PMTSA)

#### 5.4.1.1 PMTSA Boundary

The Preston PMTSA boundary is designated on **Schedule 6 – Active Transportation and Transit**.

#### 5.4.1.2 PMTSA Density Target

See Section 3.1.5 for information on minimum densities and overall PMTSA density target.

#### 5.4.1.3 Protected Major Transit Station Area Policies

- a) Development within the Protected Major Transit Station Area will be in accordance with the applicable land use designation as identified in **Schedule 4 – Land Use Designations**. Development will align with the applicable policies of **Section 3.0** of this Secondary Plan.
- b) In accordance with the *Planning Act*, minimum parking requirements do not apply to the PMTSA.
- c) Where a development application, excluding Site Plan Approval, proposes a density below the minimum requirement established in the Zoning By-law, the proponent shall submit a Planning Justification Report to demonstrate how the subject lands will ultimately contribute to the achievement of the Preston PMTSA minimum density.

## 5.5 Parking

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### 5.5.1 Designing Parking and Servicing Facilities

To ensure a high-quality public realm and minimize conflicts between vehicles and pedestrians, development should adhere to the following:

- a) Vehicular access, ramps, and loading shall be provided from local streets or rear lanes rather than arterial roads to minimize impacts on pedestrian-heavy corridors.
- b) Servicing and loading facilities should be integrated into the building envelope. For Structured Parking, the facility should be integrated into the built form such that it relates to the design and façade treatment of the building and streetscape. Solid blank walls are not permitted. Open structure parking lots should include an attractive screening/cladding to enhance the overall character of the area.
- c) Where surface parking is permitted, it shall be located in the **rear or side yard** and screened from the public realm. Where surface parking or service areas are exposed, a generous separation should be provided from the public realm and designed to include additional street trees or landscaping and buffered with hedges or shrub planting or other mitigating design measures. Where a surface parking lot is permitted, it shall be separated with sufficient landscaped islands and trees to break up the pavement and provide pedestrian refuge.
- d) Parking lots shall provide dedicated, well-lit pedestrian pathways that connect directly to building entrances and the municipal sidewalk network.
- e) Drive-throughs and other auto-oriented uses are generally discouraged within the Preston PMTSA to maintain a pedestrian-priority environment.

### 5.5.2 On-Street Parking

The City acknowledges the role of on-street parking in supporting local businesses and traffic calming and may periodically review on-street parking. The City may explore the implementation of a Parking Permit Program to manage the potential demand associated with the projected growth in the Plan Area.

### 5.5.3 City Parking Facilities.

- a) According to the City of Cambridge 2020 Transportation Master Plan, the existing supply of city-owned facilities and on-street parking is generally sufficient to meet current demand. As a result, no new parking structures are planned at this time as an outcome of the 2020 TMP.
- b) To support planned growth within the Plan Area, the City may explore the feasibility of a larger consolidated parking structure.



## 6.0 Natural Heritage and Natural Hazards Policies

**Schedule 7 - Natural Heritage and Floodplains** identifies Core Environmental Features, Environmentally Sensitive Landscapes, Regulatory Storm Floodplain, and Flood Fringe located within the Plan Area.

### 6.1 Core Environmental Features and Environmentally Sensitive Landscapes

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- a) Lands designated as Core Environmental Features on **Schedule 7 – Natural Heritage and Floodplains** are subject to the Core Environmental Features policies of the Official Plan.
- b) Lands designated as Environmentally Sensitive Landscapes found on **Schedule 7 – Natural Heritage and Floodplains** are subject to the Environmentally Sensitive Landscapes policies of the Official Plan.

### 6.2 Floodplain

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- a) The boundaries of the Floodplain and Flood Fringe shown on **Schedule 7 – Natural Heritage and Floodplains** are based on mapping provided by the Grand River Conservation Authority. The City recognizes that these limits may be updated as the Grand River Conservation Authority completes new studies without amendment to this Plan. Where the Grand River Conservation Authority updates

the mapping of the Floodplain and Flood Fringe, the approved revised boundary will be used to determine where policies apply, without an amendment to this Plan.

- b) The Official Plan Policy 3.B.6.1.1 shall apply to the Regulatory Storm Floodplain and Flood Fringe areas.
- c) The Official Plan Policies 3.B.6.1.1.9 to 3.B.6.1.9.13 shall apply to the One-Zone Floodplain areas.
- d) The Official Plan Policies 3.B.6.1.1.14 to 3.B.6.1.1.19 shall apply to the Two-Zone Floodplain areas.

### 6.3 Other Applicable Policies

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Refer to the Official Plan for Environmental Management Policies, additional policies pertaining to environmental hazards, and policies related to human-made hazards.

Refer to the *Ontario Regulation 41/24* and the *Grand River Conservation Authority Policies for the Administration of the Prohibited Activities, Exemptions and Permits Regulations (2025)* for additional policies pertaining to making decisions regarding the outcome of all applications made under *Ontario Regulations 41/24* pursuant to the *Conservation Authorities Act (1990)*.



## 7.0 Infrastructure Policies

### 7.1 Water, Wastewater, and Stormwater

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- a) To implement this Secondary Plan, the City will coordinate with the Region of Waterloo to provide water/wastewater and stormwater management capacity that meets the long-term development needs of Preston through future official plan and other master planning initiatives.
- b) Policy 6.16 Water and Wastewater of the Official Plan shall apply within the Plan Area.
- c) Policy 5.B Wastewater Treatment of the Regional Official Plan shall apply within the Plan Area.
- d) Policy 6.17 Stormwater Management Facilities of the Official Plan shall apply within the Plan Area.
- e) The City may require development applications to be supported by site-specific servicing studies.
- f) The City encourages low impact development measures to help reduce the impacts of urban run-off and maintain base groundwater flow. Such measures may include bioswales, permeable pavers, rain barrels, green roofs and green buildings.

## 7.2 Coordination with the Region of Waterloo

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- a) The policies within this Plan shall be implemented through the framework and priorities established by master plans such as the Region of Waterloo's Water Efficiency Master Plan, Water Supply and Distribution Operations Master Plan, Water Supply Master Plan and Wastewater Treatment Master Plan, as amended.
- b) The City will work with the Region of Waterloo to ensure that there is adequate infrastructure capacity to accommodate the long term planned development for the Plan Area.
- c) The City will coordinate and consult with the Region of Waterloo in the implementation of this Plan regarding the Region of Waterloo's service areas, including but not limited to the provision of transit services, the availability of water and wastewater infrastructure, and the management of the Regional Road network.



## 8.0 Implementation

### 8.1 General Implementation

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#### 8.1.1 Implementation Tools

The Secondary Plan may be implemented through a variety of tools, including but not limited to:

- a) An implementing land use regulatory tool such as a Zoning By-law or a Community Planning Permit By-law.
- b) Updates to infrastructure planning for both the Region and the City to 2051, supported by a New Official Plan for the City.
- c) Urban Design Guidelines to assess and inform design objectives for character areas in Preston.
- d) The City may implement a Community Improvement Plan to incentivise development in alignment with the vision, goals and policies of this plan.
- e) The planning and development application process, through tools such as site plan approval, plans of subdivision and condominium and consents to sever.
- f) Other tools as described in this Chapter.

### **8.1.2 Development Proposal Complete Application Requirements**

- a) Development applications within the Plan Area are subject to any complete application requirements set out in the Official Plan. The City may update these complete application requirements to account for additional supporting studies that may be needed to support growth within the Plan Area.
- b) Development applications for sensitive land uses within the vicinity of the Preston Wastewater Treatment Plant shall demonstrate land use compatibility with the facility through the submission of technical studies, such as noise or odour assessments, to the satisfaction of the City and the Region, in accordance with Provincial guidelines.

### **8.1.3 Municipal Works within the Secondary Plan**

All future municipal works undertaken by the City of Cambridge within the Plan Area shall be consistent with the policies of this Plan.

### **8.1.4 Official Plan Amendments**

Unless otherwise stated in this Secondary Plan or the City's Official Plan, applications for development which do not align with the policies or schedules of this Secondary Plan shall require an Official Plan Amendment.

### **8.1.5 Zoning By-Law**

The City will update its Zoning By-law to ensure that the land use and design policies for this Secondary Plan are reflected in the City's Zoning By-law. Applications for development within the Plan Area shall be subject to the policies of this Secondary Plan and the City's Official Plan (where applicable). Amendments to the Zoning By-law shall be subject to policies of the Official Plan and shall require a planning justification report, along with any other supporting studies identified through the pre-consultation process.

### **8.1.6 Other Planning Applications**

Applications for site plan approval, plans of subdivision, plans of condominium and consents to sever shall be consistent with the policies of this Secondary Plan and the Official Plan.

## **8.2 Financial Tools**

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### **8.2.1 Development Charges**

The City will include any growth-related infrastructure identified in this plan as part of the next Development Charges By-law update.

### 8.2.2 Parkland Dedication

Where the City accepts cash-in-lieu of parkland dedication through development within the Secondary Plan area boundary, the City may need to acquire specific lands to achieve the public realm goals and objectives of this Plan.

### 8.3 Monitoring & Updating the Plan

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The City will prepare a growth monitoring program to track the implementation of the Secondary Plan and report on the progress of its implementation. The monitoring program should identify development statistics for residential intensification and the status of various objectives in this Plan. The Secondary Plan monitoring should be undertaken in conjunction with other monitoring activities described in the Monitoring and Review Chapter of the City's Official Plan. The outcomes of this monitoring may inform updates to this Secondary Plan as part of the City's Official Plan review process.



## 9.0 Site Specific Policies

### 9.1.1 Existing Site-Specific Policies in the Plan Area

- a) The Site-Specific Policies of Section 8.10 of the Official Plan shall apply within the Plan Area.
- b) Existing Site-Specific Policies in the Plan Area include:
  - 1512, 1526 and 1546 King Street East;
  - 255 King Street West;
  - 1418 Duke Street;
  - 102 Fountain Street South;
  - 932 Eagle Street North;
  - 777 Laurel Avenue and 308 Dolph Street North;
  - 157 Tiffany Street; and,
  - 247 Lowther Street North.





### 9.1.2 Conflicts between Site-Specific Policies and this Secondary Plan

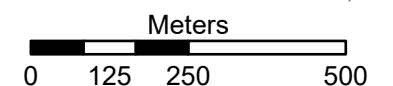
Where a Site-Specific Policy has been approved by Council before the date of adoption of this Secondary Plan and in the event of a policy conflict between a Site-Specific Policy and the policies of this Secondary Plan, the Site-Specific Policy shall take precedence.

# SCHEDULE 1

## SECONDARY PLAN AREA

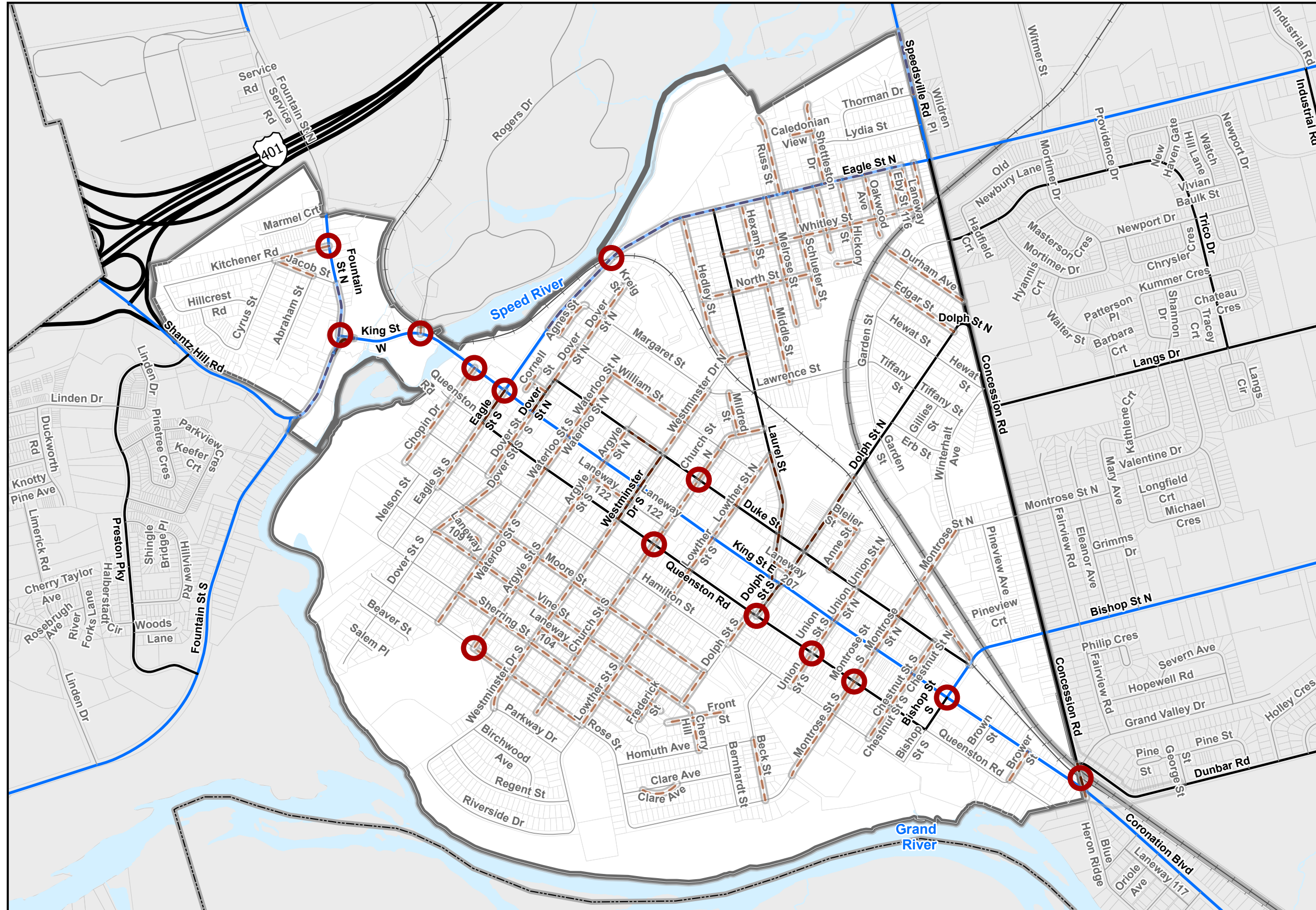


-  Secondary Plan Area
-  Protected Major Transit Station Area (Approved by the Minister on April 11, 2023)
-  Railway
-  Inactive Railway

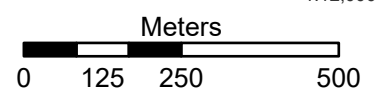


Map Prepared by: ZB  
 Dillon Consulting Limited  
 Map Checked by: AN  
 Dillon Consulting Limited  
 April 09, 2026  
 Scale 1:12,000

# SCHEDULE 2 TRANSPORTATION



- Secondary Plan Area
- Municipal Boundary
- Rail Corridor
- Inactive Rail Corridor
- Existing Road Hierarchy**
- Highway
- Regional Road (Arterial)
- Collector Road
- Minor Road
- Future Considerations**
- Explore Potential Intersection Improvements
- Substandard Right-of-Way (2020 City Transportation Master Plan)



Map Prepared by: ZB  
Dillon Consulting Limited  
Map Checked by: AN  
Dillon Consulting Limited  
April 09, 2026  
Scale 1:12,000

# SCHEDULE 3 HEIGHTS



- Secondary Plan Area
- Protected Major Transit Station Area (Approved by the Minister on April 11, 2023)
- Railway
- Inactive Railway
- Site-Specific Policy

**Maximum Permitted Heights**

- 3 Storeys
- 4 Storeys
- 6 Storeys
- 7 Storeys
- 8 Storeys
- 10 Storeys
- 12 Storeys
- 14 Storeys
- 18 Storeys

**Land Use Designation**

- Natural Open Space System
- Recreation, Cemetery and Open Space

\* Designated by OLT decision  
#OLT-24-000564

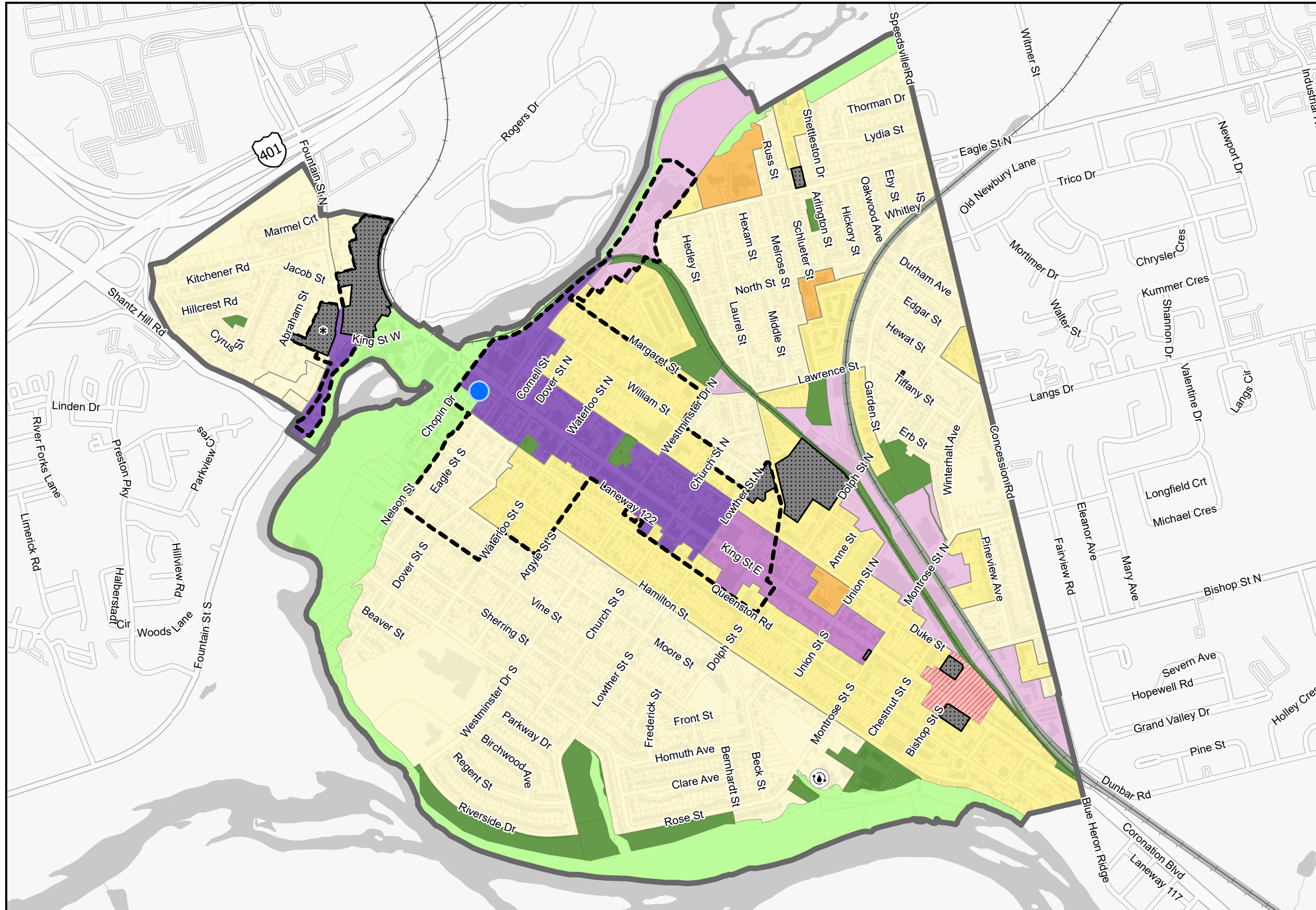
**NORTH**

Map Prepared by: ZB  
Dillon Consulting Limited  
Map Checked by: AN  
Dillon Consulting Limited  
April 09, 2026  
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Meters  
0 125 250 500


# SCHEDULE 4

## LAND USE DESIGNATIONS

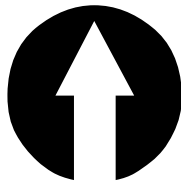


- Secondary Plan Area
- Protected Major Transit Station Area (Approved by the Minister on April 11, 2023)
- Railway
- Inactive Railway
- Site-Specific Policy
- Land Use Designation**
  - King Street Mixed Use
  - Preston Mixed-Use Core
  - Preston Mixed-Use Redevelopment
  - Low-Rise Residential
  - Mid-Rise Residential
  - High-Rise Residential
  - Neighbourhood Commercial
  - Natural Open Space System
  - Recreation, Cemetery and Open Space
- Planned ION LRT Station
- Preston Wastewater Treatment Plant

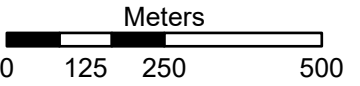
\* Designated by OLT decision #OLT-24-000564



Map Prepared by: ZB Dillon Consulting Limited  
 Map Checked by: AN Dillon Consulting Limited  
 April 09, 2026  
 Scale 1:12,000



**NORTH**

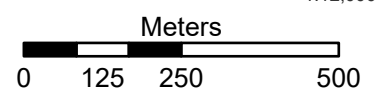


Meters  
0 125 250 500

# SCHEDULE 5 PUBLIC REALM



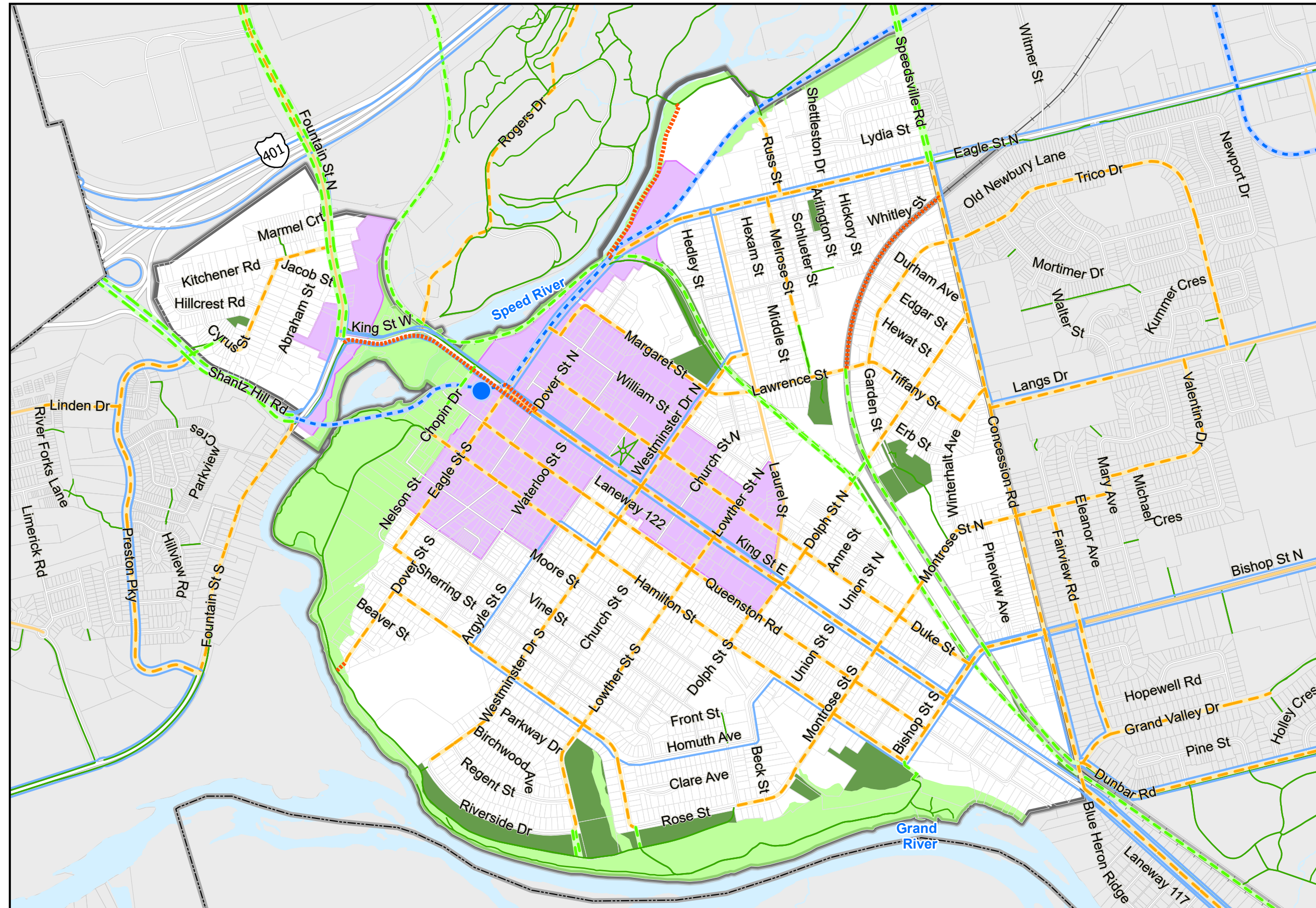
- Secondary Plan Area
- Railway
- Inactive Railway
- Existing Park
- Potential New Parks or Enhanced Existing Parks
- Major Gateway Improvement Area
- Minor Gateway Improvement Area
- Urban Avenue (Region of Waterloo Street Design Guidelines)
- Urban Main Street (Region of Waterloo Street Design Guidelines)
- Planned ION LRT Route
- Planned ION LRT Station
- Active Frontage
- Land Use Designation**
- Natural Open Space System Designation
- Recreation, Cemetery, and Open Space Designation



Map Prepared by: ZB  
Dillon Consulting Limited  
Map Checked by: AN  
Dillon Consulting Limited  
April 09, 2026  
Scale 1:12,000

# SCHEDULE 6

## ACTIVE TRANSPORTATION AND TRANSIT



- Secondary Plan Area
- Railway
- Inactive Railway
- Proposed Secondary Plan Features**
  - Proposed Pedestrian / Multi-Use Trail Connection
- Active Transportation (City of Cambridge March 2020 Cycling Master Plan)**
  - Existing Bike Route/Facility
  - Planned Bike Route/Facility
  - Existing Multi-Use Trail/ Pedestrian Connection
  - Planned Multi-Use Trail/ Pedestrian Connection
- Transit (Region of Waterloo)**
  - Existing Grand River Transit Route
  - Planned ION LRT Route
  - Planned ION LRT Station
  - Protected Major Transit Station Area (Approved by the Minister on April 11, 2023)

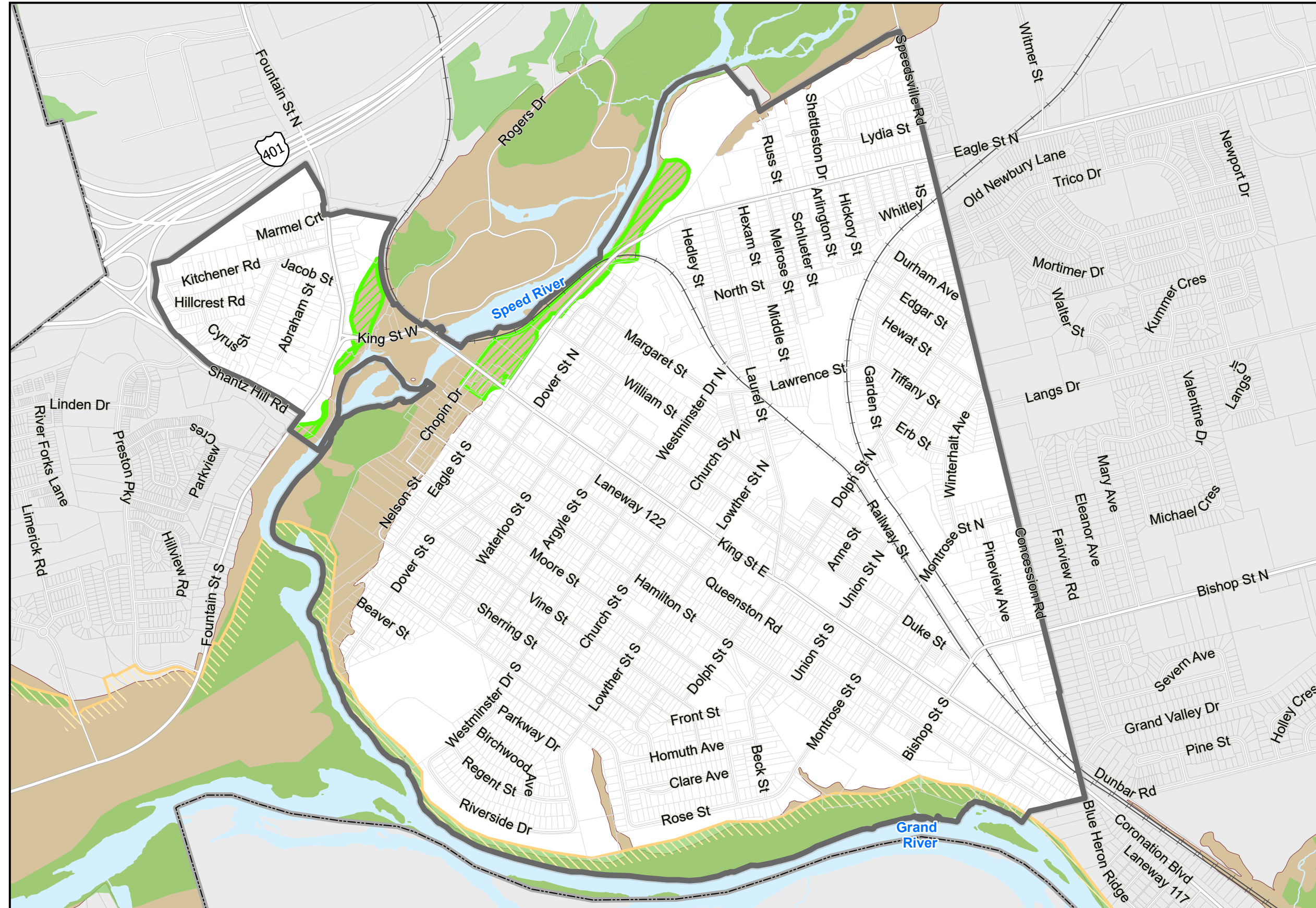
**NORTH**

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Map Checked by: AN  
Dillon Consulting Limited  
April 09, 2026  
Scale 1:12,000

Meters  
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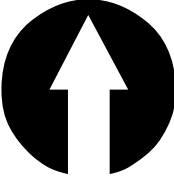
# SCHEDULE 7

## NATURAL HERITAGE AND FLOODPLAINS




-  Secondary Plan Area
-  Municipal Boundary
-  Core Environmental Features (Official Plan)
-  Environmentally Sensitive Landscape (Regional Official Plan)
-  Flood Fringe\* (Grand River Conservation Authority)
-  Regulatory Storm Floodplain\* (Grand River Conservation Authority)

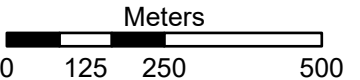
\* The Grand River Conservation Authority is undertaking floodplain mapping updates which may impact the location of the regulatory flood plain and flood fringe in the Secondary Plan Area.



**NORTH**



Map Prepared by: ZB  
Dillon Consulting Limited  
Map Checked by: AN  
Dillon Consulting Limited  
April 09, 2026  
Scale 1:12,000



Meters  
0 125 250 500