

Chapter 19: North Cambridge Secondary Plan

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19.1 Introduction

The North Cambridge Secondary Plan establishes a vision, guiding principles, and policies for urban design, development, and environmental protection in North Cambridge. It also specifies the general land use patterns and locations of community infrastructure such as parks, trails, roads, and schools.

The North Cambridge Secondary Plan area (as shown on Schedule A) is within the Urban Area of the City of Cambridge.

19.1.1 Background

- 1) In 2016, the Region of Waterloo, in collaboration with the City of Cambridge, Township of Woolwich and the Grand River Conservation Authority, began a Master Environmental Servicing Plan (MESP) to develop a framework for future urban uses and development within the Stage 2 Lands of the East Side Lands, which are located on the eastern edge of Waterloo Region within the City of Cambridge and Township of Woolwich. The intent was that the MESP and supporting technical appendices would inform a Secondary Plan for the lands in the City of Cambridge.
- 2) In June 2018, Regional Council adopted Regional Official Plan Amendment 2 (ROPA 2) to designate the Urban Area of the Stage 2 Lands and facilitate the development of a *Secondary Plan* in the City of Cambridge. ROPA 2, which was under appeal following its approval, would allow for the North Cambridge Secondary Plan lands to be included in the Urban Area boundary and would designate the lands Urban Area and Urban Designated Greenfield Area in the Regional Official Plan. In April 2023, Regional Official Plan Amendment 6 (ROPA 6) was approved by the *Province*, which resulted in the approval of ROPA 2, and continues to designate the North Cambridge Secondary Plan as Urban Area and Designated Greenfield Area.
- 3) The MESP and *Secondary Plan* process involved an integrated approach to land use planning, water and wastewater servicing, utilities, transportation, and environmental planning. The following technical appendices were completed:
 - a) Subwatershed Study for the Randall and Breslau Drains (WSP, December 2017) and the Addendum to the Subwatershed Study (WSP, May 2018); and
 - b) Master Drainage Report (WSP, April 2024).
- 4) Currently, the Stage 2 MESP remains incomplete. However, the Stage 1 MESP servicing strategy, along with the interim Freeport Creek Sanitary Pumping Station recommended in the North Cambridge Business Park Municipal Class Environmental Assessment (Class EA Study), and the long term servicing of these lands through the

Kitchener Wastewater Treatment Facility (as recommended in the Region of Waterloo's East Side Lands Sanitary Servicing Municipal Class EA Study), provide the framework for the logical extension of servicing into the Stage 2 Lands. This framework, along with the completed Subwatershed Study and Master Drainage Report, provide sufficient technical basis for the completion of the Secondary Plan without finalizing the Stage 2 MESP.

- 5) The North Cambridge Secondary Plan integrates development constraints, environmental management principles, transportation network recommendations, and servicing solutions, as identified through the technical appendices, into a land use plan for the Secondary Plan area.

19.1.2 Purpose

- 1) The purpose of the North Cambridge Secondary Plan is to provide a detailed land use planning and policy framework to guide *development* in the Secondary Plan area.
- 2) The policies of this Secondary Plan are intended to result in a vibrant new neighbourhood that is well-designed, complete, and *sustainable*, and is integrated with the surrounding community and adjacent *scenic heritage road* in a logical, *compatible*, efficient, and cost-effective manner.
- 3) It is the intent of this Secondary Plan to guide the *development* of a complete, resilient, healthy, and *sustainable 15-minute neighbourhood* that meets the expectations for growth management, transit-supportive development, environmental protection and management, climate adaptation and mitigation and all of the other *Provincial, Regional* and *City* objectives and policies.
- 4) *Development* within the North Cambridge Secondary Plan will conform to and implement the Regional Official Plan and the Cambridge Official Plan. In addition to the policies of this Secondary Plan, all other parts of the Cambridge Official Plan will apply. In the event of a policy conflict, the North Cambridge Secondary Plan will prevail.

19.1.3 Location and Context

- 1) The Secondary Plan area is 115 hectares in size and includes lands north of Middle Block Road, east and south of Riverbank Drive, south of Fairway Road North, and east and west of Fountain Street North as shown on **Schedule A**.
- 2) The Secondary Plan area is adjacent to the Riverbank Drive *scenic heritage road* and the Grand River Canadian Heritage River as identified in the City of Cambridge Cultural Heritage Master Plan (2008).

- 3) The Secondary Plan area is designated as Urban Area and Designated Greenfield Area in the Regional Official Plan within the Urban Area boundary. It is intended that land within the Urban Area will accommodate almost 90 percent of the *Region's* growth within the planning horizon of the Plan (Section 2.C.2.1).
- 4) The Cambridge Official Plan directs that *secondary plans* may be prepared for specific areas of the city to provide more detailed planning objectives and policies to direct and guide *development* based on local characteristics (Section 10.2).
- 5) This Secondary Plan will serve as an amendment to the Cambridge Official Plan to establish appropriate land use designations and policies that apply within North Cambridge.

19.1.4 Organization

- 1) **Section 19.1: Introduction** provides the background and overview of the Secondary Plan.
- 2) **Section 19.2: Vision** describes the vision and guiding principles for the North Cambridge Secondary Plan area. The vision and guiding principles guide the policies of this Secondary Plan and ultimately inform and shape future *development* within the area.
- 3) **Section 19.3: Land Use Policies** focuses on the overall community structure, character, and layout of the community. These policies address the planned land uses, Natural Open Space System, stormwater management facilities, parks and open spaces, and community edges of the Secondary Plan area.
- 4) **Section 19.4: Urban Design Policies** provides more specific guidelines and policies to realize the Land Use Policies in Section 19.3. The Urban Design Policies address and provide direction for the public realm, private realm, sustainability, cultural heritage, and accessibility.
- 5) **Section 19.5: Sustainable Infrastructure** sets out policies for the mobility network, municipal *infrastructure* such as water and wastewater, and source water protection in the Secondary Plan area.
- 6) **Section 19.6: Implementation** establishes policies which explain how the Secondary Plan will be implemented through a variety of policy tools and processes that complement the Cambridge Official Plan.
- 7) **Schedule A: Land Use** establishes the land use designations which correspond to the policies of this Secondary Plan.

- 8) **Schedule B: Natural Open Space System** delineates the elements of the Greenlands and Open Space Network.
- 9) **Schedule C: Mobility Network** demonstrates the transportation corridors and connections of this Secondary Plan.

19.2 Vision

19.2.1 Vision Statement

- 1) The North Cambridge Secondary Plan is based on a vision and guiding principles which were established through consultation with the public, landowners, *Council*, *City* and *Regional* staff, and agencies and is as follows:

“The North Cambridge Secondary Plan area will provide for long-term resiliency through an environmentally sustainable, healthy, and complete community with integrated and connected green spaces, pedestrian scaled residential and mixed-use neighbourhoods that support active transportation.”

- 2) It is envisioned that the Secondary Plan area will accommodate a combined 5,200 to 5,700 new residents and jobs.

19.2.2 Guiding Principles

- 1) The guiding principles of this Secondary Plan work together to create a *complete community* that achieves broad policies with respect to efficient, cost-effective *development* and land use patterns, the conservation of natural and cultural heritage features, the protection of public health and safety and the achievement of minimum *development* densities as established by the Provincial Growth Plan, the Regional Official Plan, and the Cambridge Official Plan.
- 2) Fundamental to the development of the Secondary Plan is the achievement of a community structure that supports forms of *active transportation* and the efficient use of land through the achievement of a minimum density of 59 residents and jobs per hectare.
- 3) The following guiding principles further articulate the vision and are the foundation upon which the policies of this Secondary Plan are based:
 - a) Protect and support Natural Open Space Systems and features;
 - b) Create a highly permeable and connected Mobility Network that prioritizes *active transportation* (e.g., *walking*, *cycling*, *rolling* and transit);
 - c) Promote place-making through *natural features*, *cultural heritage resources*, parks, the location of potential school sites, and the Mixed-Use Node;
 - d) Offer access to parks and open space within 500 metres (an approximately 6-minute able bodied walk) from anywhere in the community;

- e) Create a community of diverse built forms and a range and mix of residential housing types and densities, including *affordable* housing, for all life stages allowing residents to “age in place”; and,
- f) Foster a local mixed-use centre that is integrated into the community and provides for local retail and service opportunities that can be accessed within a 15-minute *active transportation* trip while providing amenities to surrounding communities.

19.2.3 Community Structure

- 1) The Community Structure of the North Cambridge Secondary Plan is based on achieving the vision and guiding principles outlined in Sections 19.2.1 and 19.2.2. The components of the Community Structure, shown on **Schedules A, B, and C**, shape the distribution of land uses and include the following elements:
 - a) Greenlands and Open Space Network
 - b) Neighbourhoods
 - c) Mobility Network

19.2.3.1 Greenlands and Open Space Network

- 1) The Greenlands and Open Space Network which is shown on **Schedule B** includes the Natural Open Space System which is the foundational structuring element around which the community will be built, as identified in the Subwatershed Study for the Randall and Breslau Drains (WSP, 2018), the Freeport Creek and Tributary to the Grand Subwatershed Study (Aquafor Beech Ltd, November 2013), and the Hespeler West Subwatershed Study (PEIL, September 2004). The Natural Open Space System includes all Core Environmental Features, such as wetlands, *woodlands*, and tributaries, and buffers which will be protected, restored, and enhanced to create continuous green corridors.
- 2) The minimum Natural Open Space System buffer is shown on **Schedule B** as part of the Natural Open Space System to provide for appropriate separation distance and transition between future *development* and *natural features*. The Natural Open Space System buffer will be reviewed and confirmed through the submission of *Environmental Impact Statements*, prepared in accordance with the policies of this Secondary Plan, the applicable *subwatershed study*, and the Regional and Cambridge Official Plans, to the satisfaction of the *City*, the *Region*, and the Grand River Conservation Authority.
- 3) The locations of parks and open space are shown on **Schedule A** and are generally located adjacent to planned community facilities and the Greenlands and Open Space Network. A large central Community Park is designated, and together with other smaller

Neighbourhood Parks, are envisioned to create a system of park spaces to serve both the neighbourhood and broader community.

- 4) Urban Greens and Squares are smaller parks that offer passive recreation, placemaking, and community gathering opportunities and are envisioned primarily within the Mixed-Use Node.
- 5) Where appropriate, stormwater management ponds will contribute to the system of open spaces by including a naturalized design that supports passive recreation through the use of walking trails and as visual extensions of parks and *natural features*.

19.2.3.2 Neighbourhoods

- 1) Neighbourhoods will be planned and designed as accessible, pedestrian-oriented, and transit-supportive areas that are distinct in character and connected to the broader North Cambridge community with short walking distances to parks, open space areas, schools, and future transit services.
- 2) Neighbourhoods will include a wide mix and diversity of housing types and tenures to ensure variety and choice, within both the Low/Medium Density Residential and Mixed-Use Node areas.
- 3) Neighbourhoods include a Mixed-Use Node which will provide a mix of residential, commercial, employment, and service opportunities that are accessible by *active transportation* from all parts of the Secondary Plan area and surrounding area.
- 4) Elementary schools will be located within Neighbourhoods in a central location to support accessibility and walkability from the majority of the Secondary Plan area. Elementary schools can also serve as a focal point within the community and when located adjacent to a park, create opportunities for shared facilities.

19.2.3.3 Mobility Network

- 1) The Mobility Network shown on **Schedule C** includes the Cycling, Trails, and Streets Networks. The Mobility Network will follow a modified grid pattern to ensure a permeable and connected transportation system that allows for direct routes into, through, and out of the community.
- 2) The Mobility Network will be designed and constructed using complete streets principles and will prioritize appropriate facilities for the movement and safety of pedestrians, cyclists, and transit users while also accommodating private vehicles.
- 3) The envisioned Collector Roads within the Secondary Plan area will support *active transportation* and future transit opportunities and ensure connectivity to Fountain Street

North, Fairway Road North, and Middle Block Road and to the *Regional* Cycling Network.

- 4) A dense network of *active transportation* facilities and routes consisting of sidewalks, trails, separated cycling facilities, and slow speed local streets will be prioritized. This will provide more direct and shorter paths to *active transportation* users compared to car travel and support the *City's* greenhouse gas emissions reduction target.

19.3 Land Use Policies

The North Cambridge Secondary Plan represents an opportunity to build a complete community where residents can live, work and play. Housing, jobs, shops, services, parks, and amenities are in proximity to one another and supported by a protected Greenlands and Open Space Network.

The North Cambridge Secondary Plan strives to provide 15-minute neighbourhoods, which allow for most daily needs to be accessed within a 15-minute trip from home using active transportation.

19.3.1 General Land Use Policies

- 1) The basic pattern of land use for the subject lands is established in **Schedule A** of this Secondary Plan. **Schedules A** and **B** provide for the designation of the following land uses and conceptual identification of supporting overlays and symbols:

Greenlands and Open Space Network Designations

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

Greenlands and Open Space Network Overlays and Symbols

- Supporting Environmental Features
- Stormwater Management Facilities
- Neighbourhood Parks
- Community Park
- Riverbank Drive Transition Buffer

Neighbourhoods Designations and Overlays

- Low/Medium Density Residential
- Mixed-Use Node

Neighbourhoods Symbols

- Elementary Schools
- *Listed* Heritage

- 2) Livable and healthy communities in the North Cambridge Secondary Plan area will be premised on the following land use objectives:
 - a) A balanced mix of uses within the Mixed-Use Node that promote walkability and support a vibrant and active node and/or main street feature.
 - b) Neighbourhoods designed around key focal points and structural elements such as parks, schools, *natural features*, *cultural heritage resources* and key intersections.
 - c) Achieving the principles of *15-minute neighbourhoods* where residents can meet their daily needs for living within a short trip from home by *walking, cycling, and rolling*.
 - d) A connected network of green spaces and natural areas.
 - e) Local-serving retail opportunities as part of the Mixed-Use Node, Transit Supportive Streets, and gateways, making them accessible to pedestrians and cyclists in the Secondary Plan area.
- 3) Notwithstanding any other policies of this Secondary Plan, stormwater management facilities, including ponds, and all other municipal facilities and utilities, will be a permitted use within any land use designation. Where possible, stormwater management facilities and all other municipal facilities and utilities will be directed away from lands designated Natural Open Space System. Notwithstanding, where stormwater management facilities, including ponds, and all other municipal facilities and utilities are proposed within or adjacent to an area designated Natural Open Space System, an *Environmental Impact Statement* will be prepared to the satisfaction of the *City*, the *Region*, and the Grand River Conservation Authority.

19.3.2 Greenlands and Open Space Network

- 1) The Greenlands and Open Space Network is a broad category that includes the Natural Open Space System and Recreation, Cemetery, and Open Spaces designations, as well as the conceptual locations of stormwater management facilities, supporting environmental features, and parks. Together, these areas will work together to form a highly interconnected system of natural areas and linkages. The Greenlands and Open Space Network provides the framework for the Trails Network.
- 2) The Natural Open Space System has been identified through the applicable *subwatershed study*.

- 3) The Greenlands and Open Space Network will:
 - a) Provide a visible, functional, and highly interconnected Natural Open Space System for the community.
 - b) Ensure continuity with the broader Natural Open Space System and provide opportunities for recreational and naturalized links within North Cambridge and the broader city.
 - c) *Conserve natural features* and areas and *cultural heritage resources*.
 - d) Provide a continuous system throughout the community that incorporates links of varying character and function, along *natural features*, public parks, stormwater management facilities, and community amenities.
 - e) Require innovative approaches to urban stormwater management, including naturalized stormwater ponds, *low impact development*, green roofs, and water capture and reuse in accordance with the policies of this Secondary Plan and City of Cambridge approvals.

19.3.2.1 Natural Open Space System

Intent

- 1) The Natural Open Space System shown on **Schedules A** includes *natural features* and hazard lands. Mapping of the Natural Open Space System is specifically provided on **Schedule B**.
- 2) The Natural Open Space System designation and associated policies are designed to identify, protect, and enhance the *natural features*, buffers, and functions that will form a strong and permanent component of the Greenlands and Open Space Network.
- 3) The Natural Open Space System includes hazard lands within the Regulatory Floodplain, which is regulated by the Grand River Conservation Authority, and represents the limit to *development* opportunities.

Permitted Uses

- 4) The permitted uses on lands designated Natural Open Space System will be:
 - a) *Woodland*, *fish*, and wildlife management;
 - b) Stewardship, conservation, and restoration undertakings;

- c) Flood or erosion control projects, provided the projects have been demonstrated to be necessary and in the public interest after all other alternatives have been considered; and,
 - d) Municipal *infrastructure*, roads, and utilities provided the need for the works has been demonstrated through an *environmental assessment* and there is no reasonable alternative. The development of any of these facilities will be subject to an *Environmental Impact Statement* demonstrating to the satisfaction of the *City*, the *Region* and appropriate agencies that there are no *adverse environmental impacts* on any *natural feature*.
- 5) In addition to the permitted uses within the Natural Open Space System designation, the following additional uses may be permitted within a buffer subject to an *Environmental Impact Statement* prepared to the satisfaction of the *City*, the *Region* and the Grand River Conservation Authority, and the criteria of the applicable *subwatershed study*:
- a) Portions of stormwater management facilities and associated grading.
 - b) Public trails and associated grading within outer portions of buffers, including *natural heritage* education and appreciation signage.
 - c) Minor transitional grading to allow for appropriate transitional grading (if required) between permitted new *development* and/or *site alteration* and natural topography which is to be maintained within and contiguous to *natural features*.
- 6) The implementing Zoning By-law may further refine the list of permitted uses to ensure that new *development* is appropriate in the context of the adjacent and surrounding community.

Policies

- 7) *Natural features*, minimum buffers, and hazard lands as identified in the applicable *subwatershed study* are designated as Natural Open Space System on **Schedule A** and shown in further detail on **Schedule B**.
- 8) *Development* or *site alteration* on lands outside of the Natural Open Space System designation containing *natural features* identified through an *Environmental Impact Statement*, will be subject to the Natural Open Space System designation permitted uses and policies.
- 9) The Natural Open Space System buffer is included within the Natural Open Space System designation on **Schedules A** and **B**, and includes the following minimum buffer criteria:

- a) 10 metres from Non-Significant Wooded Area or Locally Significant Natural Areas and *Natural Features*.
 - b) 15 metres from Evaluated Non-Provincially Significant Wetlands, Significant Valleylands, and Regional Core Environmental Features.
 - c) 20 metres from Regulated Coolwater Watercourses.
 - d) 30 metres from *Provincially Significant Wetlands*, and Regulated Coldwater Watercourses.
- 10) The limit of future *development* will be the greater of the extent of buffers determined through an *Environmental Impact Statement*.
- 11) The boundaries and extent of the Natural Open Space System designation shown on **Schedules A and B** are approximate as established through the applicable *subwatershed study*. The boundaries of the Natural Open Space System designation will be reviewed and confirmed through *Environmental Impact Statements* that may identify appropriate minor adjustments or refinements, prior to *development* or *site alteration*. Such minor adjustments or refinements will not require an Amendment to this Secondary Plan.
- a) Where *Council*, the *Region*, or the Grand River Conservation Authority considers a change to the boundary to exceed their definition of minor, such adjustments or refinements will require an Amendment to this Secondary Plan. Such an Amendment will be supported by an *Environmental Impact Statement* that demonstrates the appropriateness of the change to the satisfaction of *Council*, in consultation with the *Region*, the Grand River Conservation Authority and any other agency having jurisdiction.
 - b) Where the boundary to the designation is adjusted, the abutting land use designation or designations will apply, provided the land use change will not result in *development* or *site alteration* that will have *adverse effects* on any *natural features* and their functions.
- 12) *Development* or *site alteration* is not permitted within the Natural Open Space System designation, except in relation to the permitted uses and policies specified in this Secondary Plan. *Development* and *site alteration* will not be permitted within Core Environmental Features, wetlands, and habitat of *endangered or threatened species*.
- 13) The removal or destruction of a *natural feature* by unauthorized *development* or *site alteration* is prohibited. Such removal or destruction will not provide the rationale for the removal of these lands from the Natural Open Space System designation. Restoration,

to the satisfaction of the *City* in consultation with the *Region* and the Grand River Conservation Authority, will be required for such lands.

- 14) *Infrastructure* and road design and construction will be sensitive to adjacent *natural features* and their associated functions and will incorporate design treatments and technologies identified through the detailed design process that minimize negative impacts and, where practical, enhance the overall Greenlands and Open Space Network.
- 15) Where lands within the Natural Open Space System are approved for passive recreation activities, appropriate measures will be provided to ensure the protection of *natural features*.
- 16) Where lands within the Natural Open Space System designation are held in private ownership, nothing in this Secondary Plan requires that these lands be free and available for public use.
- 17) Natural Open Space System designated lands subject to a *development* application will be conveyed to the *City* at no cost to the *City*, unless the *City* determines that the lands are not suitable for public ownership. The *City* is not obligated to accept all lands identified as part of the Natural Open Space System designation, including *contaminated sites*, land-locked parcels, or if the property has no access.
- 18) The buffers included within the Natural Open Space System designation reflect minimum buffers and will be refined and confirmed through an *Environmental Impact Statement*, prepared subject to the policies of this Secondary Plan.
- 19) Any *development*, including any buildings and any necessary grading, *infrastructure* and roads proposed within 120 metres of the Natural Open Space System designation will be required to prepare an *Environmental Impact Statement* that will determine the nature and extent of the feature and the appropriate buffer that will be required between the Natural Open Space System designation and the limit of urban *development*.
- 20) An *Environmental Impact Statement*, where required, is to be undertaken by the proponent of *development* in accordance with *City* and *Region* requirements, in consultation with the Grand River Conservation Authority and any other agency having jurisdiction. An *Environmental Impact Statement* will, at a minimum:
 - a) Demonstrate that the *development* or *site alteration* applied for will have no *adverse effects* on *natural features*;
 - b) Identify planning, design and construction practices that will maintain and, where feasible, improve or restore the health, diversity and size of the *natural features* and connectivity with other key *natural features*, as well as connectivity and

linkages to Natural Open Space Systems identified in *Provincial* Plans or by neighbouring municipalities, the Grand River Conservation Authority, Ministry of Natural Resources and Forestry or other jurisdictions having authority;

- c) Demonstrate how connectivity within and between *natural features* will be maintained and, where possible, improved or restored before, during and after construction to allow for the effective dispersal and movement of plants and animals;
 - d) Determine if natural areas are acting as or have been identified as a wildlife corridor to ensure that the area will continue to effectively act and function as a wildlife corridor;
 - e) Confirm, refine, and determine a sufficient minimum Natural Open Space System buffer to protect areas adjacent to existing features that would be appropriate for restoration or re-naturalization to enhance the *ecological functions* of that feature, such as lands that provide for rounding out or filling of gaps;
 - f) Protect the function of the feature or protect opportunities for feature enhancement and specify the dimensions of the required Natural Open Space System buffer; and,
 - g) Include a Buffer Management Plan. Further, the developer may be required to register on title any notices/maintenance requirements that result from the required Buffer Management Plan.
- 21) Where, through an application for *development* or *site alteration*, a buffer is required to be established as a result of the application of the policies in this Secondary Plan, the buffer will be planted with native species in a self-sustaining manner in accordance with the Buffer Management Plan, to the satisfaction of the *City* in consultation with the *Region* and the Grand River Conservation Authority.

19.3.2.2 Supporting Environmental Feature

Intent

- 1) Supporting Environmental Features are shown on **Schedule B** and include low-constraint *natural features* such as hedgerows. Supporting Environmental Features do not form part of the Natural Open Space System.
- 2) This Secondary Plan recognizes that Supporting Environmental Features may be altered or removed through *development*, subject to the policies of this Section, to assess the function of these features at a local level.

Permitted Uses

- 3) Following completion of an *Environmental Impact Statement*, *development* or *site alteration* may occur in accordance with the policies and permitted uses of the abutting designation without the need for an Amendment to this Secondary Plan.
- 4) For clarity, *development* or *site alteration* may occur within a Supporting Environmental Feature following completion of an *Environmental Impact Statement* provided it does not encroach into or impact lands within the Natural Open Space System designations.

Policies

- 5) *Development* and *site alteration* will avoid Supporting Environmental Features where feasible. *Development* or *site alteration* proposed within or *contiguous* to a Supporting Environmental Feature will require an *Environmental Impact Statement* to assess significance of the feature.

19.3.2.3 Parks

Intent

- 1) The system of public parks is highly interconnected and forms a fundamental structuring element of the North Cambridge Secondary Plan area. It is the intent of this Secondary Plan that the majority of residents be generally within 500-metres or 6-minute able bodied walk to a park location.
- 2) Lands identified by a park symbol on **Schedule A**, will include lands within the following categories:
 - a) Community Park (CP)
 - b) Neighbourhood Park (NP)
- 3) Locations for Urban Greens and Squares are not shown on the Schedules; however, Urban Greens and Squares will be identified through the *development* approvals process to provide meaningful connections in both the Mixed-Use Node and Residential areas.
- 4) Amongst the park locations indicated on **Schedules A**, the park symbol indicated as 'CP' is within lands designated Recreation, Cemetery, and Open Space and is envisioned to be a Community Park that will accommodate a range of park facilities and active recreational uses to provide park space and amenities for the Secondary Plan and surrounding area residents.

Permitted Uses

- 5) On lands identified by a Neighbourhood Park symbol, the following uses are permitted:
 - a) Active and passive recreational opportunities.
 - b) Conservation uses.
 - c) Pedestrian and bicycle trails.
 - d) Small scale building and structures that are accessory to any permitted uses.
- 6) Notwithstanding Section 8.8.4 of the Cambridge Official Plan, only the following additional uses are permitted within a Community Park on lands within the Recreation, Cemetery, and Open Space designation:
 - a) Community centres, arenas, and recreational facilities.
 - b) Retail commercial uses ancillary to the primary recreational use.
 - c) Small scale building and structures that are accessory to any permitted uses.
- 7) The implementing Zoning By-law may further refine the list of permitted uses to ensure that new *development* is appropriate in the context of the adjacent and surrounding community.

Policies

- 8) Public parkland will be dedicated to the municipality based on the requirements of the *Planning Act*, the Cambridge Official Plan, and the policies of Section 19.6.3.2.
- 9) Parks will be integrated with the Trails Network.
- 10) Parks will be planned, designed, and provided in accordance with the City of Cambridge Parks Master Plan.
- 11) A Community Park will be established in accordance with the following:
 - a) The Community Park is expected to form the central focus for the Secondary Plan area, together with the elementary school sites;
 - b) The Community Park will provide for a variety of recreational activities, facilities, and associated parking to be utilized by all residents of Cambridge. The Community Park may include recreational equipment such as play equipment and sport facilities (allocated for team and sport club use);

- c) The Community Park will have frontage onto a Collector Road and will be adjacent to the Greenlands Network; and,
 - d) The Community Park will have an approximate size of seven (7) hectares of developable land.
- 12) Neighbourhood Parks will be established in accordance with the following:
- a) Neighbourhood Parks are expected to form the focus of a neighbourhood, provide local amenities to North Cambridge Secondary Plan area residents, and will be centrally located within a neighbourhood area;
 - b) Neighbourhood Parks may include an open free play area and climbing structures, along with other passive and active recreational amenities; and,
 - c) Neighbourhood Parks will generally have a minimum size of two (2) hectares.
- 13) Urban Greens and Squares will be established in accordance with the following:
- a) Urban Greens and Squares are expected to be small-scale components of the parks system and are intended to provide passive open space areas, both landscaped or hardscaped, and serve as focal points within sub-areas of each neighbourhood.
 - b) Urban Greens and Squares will be generally greater than 75 square metres but less than 1000 square metres in size.
 - c) Urban Greens and Squares will be connected to pedestrian movement, accessible, located at grade, provide barrier-free access to people with disabilities, and will have frontage on at least one public street.
 - d) The adjacent built form will have primary or active frontages facing or flanking the Urban Green or Square, where appropriate.
 - e) Urban Greens and Squares within the Low/Medium Density Residential designation will reflect the needs of surrounding residents, providing areas to sit and socialize, junior play areas for children, bicycle parking, and a significant tree canopy for shade.
 - f) Urban Greens and Squares within the Mixed-Use Node will include seating and a full furniture program, including lighting and bicycle parking, opportunities for outdoor cafes and restaurants, and facilities that promote a passive, relaxing urban atmosphere. These facilities will improve mid-block permeability and complement adjacent land uses.

- g) Urban Greens and Squares may be publicly owned or considered for a *privately owned public space*.
 - h) The *City* will not accept Urban Greens and Squares as parkland dedication where the *City* is of the opinion a Neighbourhood Park or Community Park is necessary or desirable.
 - i) Public access to *privately owned public space* Urban Greens and Squares will be secured through the *development* approval process.
- 14) Where buildings and structures are permitted, they will be designed so that the size, scale, construction materials and signage are *compatible* with adjacent uses and that rooftop equipment, waste management and loading areas are screened from view from abutting roads and adjacent residential uses.
 - 15) Development within the parks system will be designed to minimize impact on the Greenlands Network. In addition, the following will apply:
 - a) *Woodlands* in parks, and mature trees, will be protected, maintained, or enhanced, where possible.
 - b) The placing and removal of fill and site grading will be minimized, except for necessary site grading associated with the development of parks, the Trails Network, and erosion/erosion control facilities as approved by the *City*, in consultation with the *Region* and the Grand River Conservation Authority.
 - 16) Adjacent *development* may only abut a park on a maximum of two sides. For clarity, *development* on the opposite side of a public road will not be considered abutting a park.
 - 17) Where a Neighbourhood Park is located at the intersection of two public roads, a minimum of two park frontages respectively, will be along a public road, with the remaining frontages being residential uses, community facilities, stormwater management facilities, or *natural features*. This policy may also be applied where a single road turns at or close to right angles. In this case, the single road will be considered as two separate intersecting roads for the purposes of this policy. Urban Greens and Squares may be designed with a minimum 25 percent public frontage, where public frontage can be a public road.
 - 18) No *infrastructure* unrelated to the function of any park will be permitted within the park or along the frontage of the park.
 - 19) The locations, configurations, boundaries, and composition of these public parks as shown on **Schedules A**, as well as locations for Urban Greens and Squares, will be

confirmed through *development* applications under the *Planning Act* and implementing Zoning By-law and may be adjusted without further Amendment to this Secondary Plan, provided the general intent of the Plan is maintained to the satisfaction of *Council*.

19.3.2.4 Stormwater Management Facilities

Intent

- 1) Stormwater management facilities are intended to manage *development* impacts on the Greenlands Network in order to maintain or enhance water quality, protect *fish* and wildlife habitat, and prevent erosion.
- 2) It is the intent of this Secondary Plan to ensure that stormwater management facilities are not only functional components of the community but are also aesthetically pleasing and serve as a key component of the Natural Open Space System.
- 3) Stormwater management facilities will be integrated into the broader natural and open space system through the incorporation of naturalized features and plantings that provide, where possible, for passive trail system uses. The general locations of future stormwater management facilities are identified on **Schedule A**.

Policies

- 4) Stormwater management facilities are subject to the policies of this Secondary Plan and the *City's* policies and standards regarding the design, construction, and maintenance for these types of facilities.
- 5) The locations, configurations, and boundaries of the stormwater management facilities identified on **Schedules A** will be confirmed through the required Stormwater Management Plan and subsequent *development* application under the *Planning Act* and implementing Zoning By-law, and may be adjusted, added, or deleted without further Amendment to this Secondary Plan, provided the general intent of the Plan is maintained to the satisfaction of *Council*.
- 6) Stormwater management facilities will be provided in accordance with the policies of Section 19.5.3.2 of this Secondary Plan.

19.3.3 Neighbourhoods

- 1) The North Cambridge Secondary Plan provides opportunities for a broad range and mix of housing forms throughout the community across the housing spectrum and supports the *Region's* and *City's affordable* and attainable housing objectives.
- 2) Land use designations within Neighbourhoods are shown on **Schedule A**.

- 3) Lands within the Secondary Plan area will be planned to achieve a minimum density of 59 residents and jobs per hectare. Individual *developments* may have densities lower or higher than 59 residents and jobs per hectare, provided that the *City* is satisfied that the total overall density within the Secondary Plan area, at full build-out, will conform to the overall planned *density target*.
- 4) The objectives for Neighbourhoods include:
 - a) Encouraging a broad range of housing sizes, densities, designs, tenures, and prices to meet the needs of current and future residents;
 - b) Building vibrant neighbourhoods where day-to-day needs can be met within a 15-minute *walk, cycle, roll*, or transit trip from home;
 - c) Supporting the early introduction of transit services and *active transportation*;
 - d) Encouraging innovation in new residential *development* to address social, design, and growth management policies of this Plan; and,
 - e) Ensuring that Neighbourhoods are designed to achieve a minimum density of 59 residents and jobs per hectare.
- 5) Additional residential units are permitted in conjunction with a single detached dwelling, semi-detached dwellings, or townhouse dwelling within the Residential and Mixed-Use Node designations in accordance with the policies of the Cambridge Official Plan and Zoning By-law.

19.3.3.1 Low/Medium Density Residential Designation

Intent

- 1) It is the intent of the Low/Medium Density Residential designation to promote well-designed low- and medium-density housing in appropriate locations throughout the community, with a mix of built form and bedroom counts to provide housing options across the housing spectrum.

Permitted Uses

- 2) The permitted low-density residential uses within the Low/Medium Density Residential designation are as follows:
 - a) Single detached dwellings.
 - b) Semi-detached dwellings.
 - c) Duplex dwellings.

- 3) The permitted medium-density residential uses within the Low/Medium Density Residential designation are as follows:
 - a) Triplex dwellings.
 - b) Townhouse dwellings, including stacked and back-to-back townhouse dwellings.
 - c) Multiple unit dwellings (e.g., quadplex, walk-up apartments).
- 4) In addition to residential uses, the following uses will also be permitted within the Low/Medium Density Residential designation:
 - a) Places of worship;
 - b) Community services and facilities;
 - c) Childcare centres;
 - d) Elementary schools;
 - e) Parks, open space, Urban Greens and Squares, and trails;
 - f) Accessory buildings and structures;
 - g) Additional residential units;
 - h) Home occupations;
 - i) *Housing for people with special needs*; and,
 - j) *Institutional special care facilities*.
- 5) *Development* of medium-density residential uses will be directed to those properties which have frontage onto a Collector Road, or where within a grouping of buildings or a building complex, accessed from an internal Public Lane or Private Road leading to and from a Collector Road.
- 6) The implementing Zoning By-law may further refine the permitted land uses to ensure that new *development* is appropriate in the context of the adjacent and surrounding community.

Policies

- 7) The maximum height of any building within the Low/Medium Density Residential designation will be four (4) storeys. Density within the Low/Medium Density Residential designation will range from between 20 and 45 units per gross hectare, excluding additional residential units.

- 8) Notwithstanding Section 19.3.3.1.7, the maximum height of any building adjacent to the Riverbank Drive Transition Buffer or flanking or fronting onto a road adjacent to the Riverbank Drive Transition Buffer will be two (2) storeys.
- 9) Where a *development* application proposing residential uses is submitted for a site containing one hectare or more of developable land within the Secondary Plan area, a minimum of 30 percent of new residential units, excluding additional residential units, are required to be planned as medium-density residential units.
- 10) Permitted places of worship and community services and facilities will be permitted through the requirements of the implementing Zoning By-law and will be subject to Site Plan Control.
- 11) Individual or direct access to Riverbank Drive, Middle Block Road, Fairway Road North, and Fountain Street North will not be permitted for any *development* lot within the Low/Medium Density Residential designation.
- 12) Reverse frontage *development* will not be permitted within the Low/Medium Density Residential designation.

19.3.3.2 Mixed-Use Node Designation

Intent

- 1) It is the intent of the Mixed-Use Node designation to promote a well-designed, pedestrian accessible, and transit supportive node. The Mixed-Use Node will feature medium- to high-density mixed-use residential uses that include integrated retail and commercial uses which serve the Secondary Plan area and surrounding areas.
- 2) Collector Road frontages within the Mixed-Use Node will have a strong street-related built form edge with at-grade retail entrances onto the street, wide sidewalks, enhanced landscaping, and architectural design features to address their significance as community 'main streets.'
- 3) Built form proposed along the edges of Fountain Street North and Middle Block Road will address these edges through a combination of useable entrances, active and clear fenestration, articulated facades, and at-grade retail commercial uses.

Permitted Uses

- 4) The permitted uses within the Mixed-Use Node designation are as follows:
 - a) Townhouse dwellings, including stacked and back-to-back townhouse dwellings;
 - b) Live-work townhouse dwellings;

- c) Apartment dwellings;
 - d) Commercial, medical office, and service uses;
 - e) Community services and facilities;
 - f) *Housing for people with special needs;*
 - g) *Institutional special care facilities;*
 - h) Accessory buildings and structures;
 - i) Additional residential units, in conjunction with townhouse dwellings; and,
 - j) Parks, Urban Greens and Squares, open space, and trails.
- 5) The following retail and service commercial land uses are specifically prohibited:
- a) Any use that requires the outdoor storage of goods;
 - b) All automobile-related uses (sales, service, gas bars, car washes); and,
 - c) Drive-throughs.
- 6) The implementing Zoning By-law may further refine the permitted land uses to ensure that new *development* is appropriate in the context of the adjacent and surrounding community.

Policies

- 7) The minimum height of any building within the Mixed-Use Node designation will be three (3) storeys and the maximum height will be ten (10) storeys.
- 8) *Development* with the greatest height and densities will be focused to and adjacent to the intersection of Middle Block Road and Fountain Street North and will demonstrate appropriate built form scale and massing transition to adjacent lower density *development*.
- 9) Ground floors containing non-residential uses will have a minimum height of 4.5 metres. Lower heights for live-work townhouse dwellings will be permitted where it is demonstrated that they could accommodate retail commercial uses.
- 10) Where stand-alone local commercial uses, including supermarkets are proposed, buildings will be a minimum of three (3) storeys in height and be directed to the interior of the Mixed-Use Node designation.

- 11) Permitted uses are encouraged to develop in mixed-use buildings. At-grade street-related commercial and service uses will be encouraged as ancillary uses to a main use in multi-storey buildings in the Mixed-Use Node designation. They will be oriented toward, activate, and enhance the pedestrian boulevard.
- 12) Stand-alone residential uses will be prohibited from fronting directly onto Collector Roads which will be earmarked specifically for mixed-use built form to support 'main street' functions. Stand-alone residential will be limited to lands internal to the Mixed-Use Node designation blocks. Notwithstanding the forgoing, if design limitations associated with environmental features, property configurations, or the provision of new Collector Roads compromise the ability to allow for mixed-use built form, residential development may be considered provided the general intent of the Plan is maintained, to the satisfaction of the *City*.
- 13) Stand-alone residential or non-residential *development* will be prohibited from fronting directly onto Arterial Roads with the exception of multi-unit apartment buildings and stacked townhouse dwellings (minimum three (3) storeys), where it can be demonstrated that they are appropriate for the location in terms of function, height, and massing.
- 14) Along Arterial Roads, ancillary commercial and service uses are encouraged to be incorporated into multi-storey buildings, at-grade to encourage active and complete streets.
- 15) Any stand-alone residential or non-residential *development* should be integrated into the pattern of streets and blocks of which they are a part. The pattern of blocks and the physical design of the buildings in relation to the street should encourage pedestrian circulation and cyclist access.
- 16) Permitted commercial and service uses will not exceed 1,500 square metres of gross floor area per individual store. Grocery stores and supermarkets may be permitted, with a greater gross floor area, where they are located in the interior of a Mixed-Use Node block, are incorporated into the site with other mixed-use built forms, and it can be demonstrated that their inclusion will support the envisioned mix of uses in this designation.
- 17) Individual or direct access to Fountain Street North and Middle Block Road will generally not be permitted for any *development* lot within the Mixed-Use Node designation unless it can be demonstrated that such access is essential to the function and safety of the proposed *development*.
- 18) Permitted commercial and service uses will be permitted through the requirements of the implementing Zoning By-law and will be subject to Site Plan Control.

- 19) Buildings and main entrances within the Mixed-Use Node designation will address the street/sidewalk. Building garage entries and servicing/loading areas will be discretely located to limit their public view from the streetscape and park spaces. Parking areas will be located at the rear or side of buildings within the Mixed-Use Node and will not be permitted between building frontages and the property frontage or right-of way pedestrian boulevard.
- 20) Bicycle parking will be provided in close proximity to building entrances and where possible be sheltered or incorporated into building design.
- 21) All *development* within the Mixed-Use Node designation will be subject to Site Plan Control and will be consistent with the Urban Design Brief which will be prepared, where required, prior to any further *development* approvals to the satisfaction of the *City*.

19.3.3.3 Elementary Schools

- 1) Two locations for elementary schools and associated childcare centres have been identified on **Schedule A**. They have been located adjacent to the Community Park, on a Collector Road. This generally central location within the Secondary Plan area has been selected to reflect the role of school sites in supporting the community structure and as a community focus that is within a 15-minute walk from a majority of the residential areas.
- 2) Schools will provide parking and loading for both vehicles and bicycles on site, amenity areas, and buffering with planting and/or fencing from adjacent residential uses. The implementing Zoning By-law and/or Site Plan Control will ensure that adequate parking facilities are available on the blocks for the proposed use. Where possible, parking will be minimized in the front yard of any building. Pedestrian and cyclist access will be prioritized through direct routes, minimal driveway crossings, and clear sightlines.
- 3) Multi-storey buildings, campus configurations with other schools, and reduced open space areas may be considered for elementary school sites. Elementary school sites and buildings will be developed in conformity with the following policies:
 - a) Elementary schools will be high quality landmark buildings and will support the character of the surrounding community.
 - b) Elementary school sites will be a maximum of 3.24 hectares in size and should generally be a rectangular configuration in order to maximize its programmable space.
 - c) Joint use sites and multiple use buildings will be encouraged wherever possible.

- d) The *City* will work with the *School Boards* to achieve appropriate and efficient site designs, and to maximize public service and safety.
 - e) Elementary schools will be located along a Collector Road to be accessible by residents in all neighbourhoods in North Cambridge.
 - f) Elementary schools will be connected to *active transportation* routes (walking and cycling) within the Secondary Plan area to maximize the attractiveness and safety of walking and cycling as a mode of transportation for students, parents, and employees.
- 4) Parking areas will be designed to minimize conflicts between pedestrian, cyclist, and vehicular traffic. Loading and servicing areas will be integrated into the design of the building including the provision of landscaping or architectural feature to screen them from view.
 - 5) The locations and configuration of the Elementary School sites identified on **Schedule A** will be confirmed through a *development* application under the *Planning Act* and implementing Zoning By-Law and may be adjusted without further Amendment to this Secondary Plan, provided the general intent of the Secondary Plan is maintained.
 - 6) The *City* and *School Boards* will be encouraged to coordinate their review of school needs over time to identify the resources to support future enrolment growth. The *City* will encourage this review as *development* applications under the *Planning Act* are submitted in the Secondary Plan area.
 - 7) If all or part of a school site is not required by a *School Board*, it may be developed in accordance with the Low/Medium Density Residential designation and in conformity with all policies of this Secondary Plan. An Amendment to this Secondary Plan to remove the Elementary School symbol will not be required.

19.3.3.4 Community Services and Facilities

- 1) Community services and facilities are important to creating strong, liveable communities. As new residents move into North Cambridge, the community will be supported by publicly accessible facilities for residents and visitors to enjoy a variety of physical, social, and cultural activities. Community facilities will be designed and located so that they are accessible to residents, provide focal points for the community, and distributed such that they provide equitable access for residents.
- 2) Community services and facilities will be provided within the Secondary Plan area, as *development* occurs, to support a growing and inclusive community, including facilities and services that are designed for users of all ages and abilities. Community services and facilities include, but are not limited to community centres and hubs, public

elementary schools, non-profit childcare facilities, libraries, and non-profit community space.

- 3) Where new *development* in the Secondary Plan area generates Community Benefits under the *Planning Act*, the provision of community services and facilities will be:
 - a) Distributed to provide broad access to those services and facilities.
 - b) Located in visible and accessible locations with frontage on public streets and strong connections to pedestrian, cycling and transit routes.
 - c) Delivered in a timely manner to support residential growth in the Secondary Plan area.
 - d) Where appropriate, incorporated into mixed-use buildings or as stand-alone facilities.
 - e) Designed to provide flexible multi-purpose facilities which can adapt over time to meet the community's evolving needs.
- 4) Community services and facilities are encouraged to co-locate with one another, where appropriate and feasible, and will be permitted as part of mixed-use *development* within the Mixed-Use Node.

19.3.4 Community Edges

19.3.4.1 General

- 1) Community edges are comprised of the frontages along Riverbank Drive, Middle Block Road, Fairway Road North, and Fountain Street North.
- 2) Reverse frontage *development* will not be permitted as an interface along community edges. Window streets may be permitted along Middle Block Road, Fairway Road North, and Fountain Street North where grading allows to enhance neighbourhood visibility and provide built form presence along community edges.
- 3) Where permitted along Middle Block Road, Fairway Road North, and Fountain Street North, window streets will be designed in accordance with the *City's* standard cross-section and will have a minimum 5.0 metre buffer area between the Local Road and Collector/Arterial Road, prior to the start of the cross-section. Larger buffer areas may be required and will be determined through detailed design. A barrier must be provided within the buffer area such as a fence or berm installed at the right-of-way limit.

- 4) To maintain the scenic quality of Riverbank Drive, there will be no direct vehicular access to Riverbank Drive from *development* within the Secondary Plan area or from public or private roadways. Trail and cycle pathway connections may be permitted.
- 5) Direct connections from individual lots within the Low/Medium Density Residential designation and Middle Block Road, Fairway Road North, and Fountain Street North will not be permitted.
- 6) Direct access road connections from individual blocks or singular buildings/ *developments* within the Mixed-Use Node designation to Middle Block Road and Fountain Street North will be limited and will be subject to Site Plan Control. In these instances, *development* will be designed to address Middle Block Road and Fountain Street North with active and clear glazed non-residential frontages and architectural details.
- 7) Collector Road connections to Arterial Roads (Fairway Road North and Fountain Street North) will be limited to right in/right out vehicle movements.
- 8) Every effort should be made by the City of Cambridge and by property owners to retain mature trees, windbreak plantings, and treelines along community edges, particularly along Riverbank Drive.

19.3.4.2 Riverbank Drive Transition Buffer

Intent

- 1) It is the intent of the Riverbank Drive Transition Buffer to ensure that a *compatible* interface exists between new *development* within the North Cambridge Secondary Plan area, and the existing residential uses and scenic landscaped areas along Riverbank Drive, north of Middle Block Road. The Riverbank Drive Transition Buffer is applied to ensure a sensitive *development* response in recognition of the abutting key *natural features* and to the *scenic heritage road* character of Riverbank Drive. The extent of the Riverbank Drive Transition Buffer is designated as Natural Open Space System with an overlay designation as identified on **Schedule A**.

Permitted Uses

- 2) The uses permitted within the Riverbank Drive Transition Buffer will reflect the list of permitted uses from the land use designation that underlies this overlay designation.

Policies

- 3) The lands subject to this overlay designation will be treated in a manner that creates a *compatible* interface condition with, and to the existing residential properties to the west of, Riverbank Drive. The *compatible* interface condition will be provided by the

developer to the satisfaction of the City of Cambridge. Implementation methods could include any one or more of the following, but not be limited to:

- a) The use of single-loaded roads (window streets) adjacent to the continuous landscaped buffer;
 - b) Site plan agreements related to landscape buffer treatments and other treatments in the form of fencing;
 - c) The continuous landscaped buffer, as indicated on **Schedule A**, will have a width of 15.0 metres;
 - d) The buffer will be comprised of both tree and understorey shrub planting that are comprised of native species and materials appropriate for the transition buffer;
 - e) Pathways, trails and/or bicycle paths may be permitted within the buffer where it can be accommodated while not exposing to view the proposed new residential *development*; and,
 - f) Provisions registered on title as they may affect the establishment and maintenance of the landscape buffer treatments and any required fencing treatments.
- 4) Notwithstanding the policies of the adjacent Low/Medium Density Residential designation to the Riverbank Drive Transition Buffer, only single detached, semi-detached, and townhouse dwellings with a maximum height of two (2) storeys may be permitted fronting or flanking a window street adjacent to the Riverbank Drive Transition Buffer.

19.3.5 Region of Waterloo International Airport

- 1) In planning for land uses within the North Cambridge Secondary Plan area in the vicinity of the Region of Waterloo International Airport, *development* applications will:
- a) Comply with Transport Canada Region of Waterloo International Airport Zoning Regulations. Restrictions under these Regulations may include but not be limited to height restrictions on buildings, structures, interference with communications, and activities or uses that attract birds.
 - b) Require the provision of warning clauses and signage, where appropriate through the *development* review process, advising owners in the vicinity of the Region of Waterloo International Airport of potential lighting and aircraft noise impacts

19.4 Urban Design Policies

Encouraging excellence in community design is essential in creating vibrant and attractive places to live, work, and play.

The policies of this Section promote compatible development through high quality urban design and architecture to enhance the comfort, safety, accessibility, and aesthetics of the built and natural environments in North Cambridge. Urban design policies also support the goals of transit-supportive development and reducing greenhouse gas emissions in new 15-minute neighbourhoods.

The City's commitment to reach an 80 percent reduction in greenhouse gas emissions by 2050 is a priority for Council as set out in the TransformWR Strategy. To assist with meeting Council priorities, communities and buildings will be designed with a focus on the transformative changes set out in the TransformWR Strategy.

19.4.1 General Urban Design Policies

- 1) The objectives for urban design in the North Cambridge Secondary Plan area include:
 - a) Encouraging attractive and safe public spaces, such as streetscapes, gateways to the community, vistas, open spaces, and heritage areas.
 - b) Enhancing the visual asset of the Greenlands and Open Space Network.
 - c) Building a green Secondary Plan area that prioritizes sustainability and innovative city-building practices to reduce impacts on both the built and natural environments.
 - d) Encouraging a high quality and consistent level of urban design for the public and private realms through adherence to the principles, policies, and requirements of this Secondary Plan.
 - e) Encouraging an urban built form that is massed, designed, and oriented to pedestrians and cyclists, and creates active and attractive streets for all seasons, ages, and abilities.
- 2) The Secondary Plan area is designed to achieve a community that is diverse in use and population, is scaled to and prioritizes the pedestrian and cyclists compared to the private motorist, can accommodate private vehicles, supports the introduction and growth of transit services, and will have a well-defined and high-quality public realm.
- 3) New *development* will have consideration for the urban design policies contained in Chapter 5 of the Cambridge Official Plan and the policies of this Secondary Plan.

- 4) New *development* and subdivision layout will be encouraged to complement natural landscapes and grades, watercourses, vegetation, heritage elements, and existing or proposed adjacent buildings, through the design of buildings, their massing, siting, access, and public areas.
- 5) New residential *development* should provide both the appropriate private and social context for healthy human environments, including safety and a supportive social fabric through a range and mix of dwelling types, local-serving commercial uses, street orientation, gathering places, and other support services.
- 6) To achieve pedestrian-scaled, attractive, and safe public environments in the Mixed-Use Node, along roads and within open spaces, the following urban design approach should be encouraged where applicable and appropriate:
 - a) *Development* will be designed to allow for sunlight on outdoor spaces such as sidewalks, streets, trails, parks, and court yards.
 - b) *Development* should encourage a micro-climate which prevents wind tunnels and shelters against cold winds.
 - c) Facade treatment should encourage:
 - i) Adequate fenestration to provide active street elevations.
 - ii) Well-designed street furniture and landscaping.
 - iii) High quality materials, variety of textures and complimentary colour palette on walls and walkways.
 - iv) Open balconies on upper floors overlooking streets in the Mixed-Use Node.
 - v) Mitigation of residential *development* with front loaded garages.
 - d) Pedestrians will be protected from inclement weather with canopies or recesses at building entrances and along store fronts.
 - e) Developers will undertake street tree planting in accordance with *City* standards.
 - f) Within the Mixed-Use Node designation, parking within a side or rear yard will:
 - i) Be screened by soft and/or hard landscaping.
 - ii) Allow for visibility of store fronts from the street.
 - iii) Not create large gaps between *developments*.

- iv) Minimize conflicts with pedestrian circulation and cyclist access through road and driveway designs which maintain sightlines, design for slow vehicle speeds, and provide continuous walking and cycling connections.
 - v) Be coordinated with adjacent *developments*.
- 7) Urban Design Briefs will be required for *development* proposals within the Secondary Plan area to ensure special requirements are met which achieve the planned vision for the area.

19.4.2 Public Realm

- 1) The public realm comprises public roads, lanes, open spaces/parks, *natural features* and their associated buffers, storm water management facilities, and the public use activity areas of public lands and private *development* sites and buildings.

19.4.2.1 Streets and Streetscapes

- 1) The design of the Street Network will:
- a) Provide access for pedestrians, cyclists, transit users, and private vehicles, opportunities for vistas, view corridors, pedestrian amenity areas, and space for utilities and services.
 - b) Be aligned to create a grid or modified grid pattern that defines *development* blocks and supports connectivity and a permeable network that maximizes accessibility and supports *active transportation*.
 - c) Be designed to ensure efficient walking routes to key destinations with continuous sidewalks, or equivalent provisions for pedestrians, on both sides of the street.
 - d) Be designed for slow speeds by implement traffic calming measures such as curb extensions, continuous sidewalks across intersections, pedestrian refuge islands, reduced lane widths, on-street parking, raised intersections, and traffic circles and/or roundabouts. Near schools, curb extensions, raised intersections/ crosswalks, and narrowed road right-of-ways will be preferred means of traffic calming.
 - e) Provide street trees and landscaping on both sides of the road to create and enhance the urban tree canopy while providing shade over sidewalks to support pedestrian use wherever possible.
- 2) In addition to continuous sidewalks in accordance with the policies of Section 19.5.2, separated cycling facilities will be provided on every Collector Road and be considered

on all streets with planned cycling facilities. Cycling facilities should be designed to allow continuous cycling across intersections without the need to dismount.

- 3) Within the Mixed-Use Node, streetscape designs which decrease the prominence of private vehicles will be encouraged, including woonerf-style designs, flexible streets, fully separated cycling facilities and wide sidewalks, flexible areas for on-street parking, patios, or additional sidewalk space, and appropriate traffic calming features. Streetscape design may also facilitate temporary, short-term road closures to facilitate community events which activate the public realm within the Mixed-Use Node, including removable bollards, gates, or other convertible design features.
- 4) Sidewalks will form a continuous network throughout the community and constitute an integral part of the Street Network to promote *active transportation*. All sidewalks will be designed to enhance accessibility for all residents and will comply with the *Accessibility for Ontarians with Disabilities Act* (AODA).
- 5) Adequate street lighting in accordance with the *City's Engineering Standards and Development Manual* will be provided to contribute to the safe function of streets, as well as the safe and appropriate lighting of the pedestrian realm.
- 6) Sufficient planting depths and boulevard widths will be provided for the planting and long-term growth of street trees in accordance with the *City's Engineering Standards and Development Manual*.
- 7) Utility providers will be encouraged to consider innovative methods of containing equipment associated with utility services on or within streetscape features when determining appropriate locations for larger equipment and cluster sites.
- 8) Transformer and utility boxes will be located discretely or below grade, or architecturally housed/screened, and/or be screened through landscaping features.

19.4.2.2 Views and Focal Points

- 1) The preservation, enhancement, and creation of significant views and focal points will be encouraged by:
 - a) Preserving and enhancing scenic views to the Natural Open Space System, watercourses, and *cultural heritage resources*.
 - b) Creating and maintaining opportunities for views of important public buildings, parks, and other landmarks through the layout of roads, parks, and open spaces.
 - c) Providing for *development* sites that terminate road and view corridors.

- 2) To recognize the importance of public and *institutional* buildings in the community and to enhance their status, these buildings are encouraged to be sited at the following locations:
 - a) At the termination of a road or view corridor.
 - b) At road intersections.
 - c) On sites that enjoy prominence due to topographic and *natural features*.
 - d) Close to the road right-of-way to reinforce the road edge to create a visual anchor or feature for the community.

19.4.2.3 Public Art and Gateways

- 1) The installation of public art is encouraged in public locations such as *privately owned public spaces* and parks to contribute to the identity and sense of place of the Secondary Plan area.
- 2) The Mixed-Use Node will form the primary gateway into the community. The gateway will highlight the entrance to the North Cambridge Secondary Plan area through design features such as landscaping, low walls, signage, architectural treatments, and upgraded pavement treatment.
- 3) Secondary gateways will be located where Collector Roads intersect with Fountain Street North, Fairway Road North, and Middle Block Road. Special entry signage, hard and soft landscaping or architectural treatments incorporated into *developments* will identify and define these entries into the Secondary Plan area.

19.4.3 Private Realm

- 1) The private realm is comprised of a variety of built forms and private spaces and their relationship to the streetscape, *natural features*, open spaces, and park spaces. The residential dwellings and mixed-uses envisioned for the Secondary Plan area will contribute to its character and support the public realm through form, massing, architectural details, and features.

19.4.3.1 Development Block Design

- 1) *Development* will be accommodated on a modified street grid including Collector Roads, Local Roads, Public Lanes, and Private Roads to establish *development* blocks that achieve an efficient pattern and provide visual interest and diversity.

- 2) *Development* will provide neighbourhood permeability by designing blocks to be generally no more than 200 metres in length to promote *active transportation*, discourage excessive driver speed, and disperse traffic movements.
- 3) The size and configuration of each *development* block will be appropriate for its intended use, facilitate convenient pedestrian movement, and provide a sufficient range of building lots to achieve efficient *development*. Each *development* lot in a block will:
 - a) Have frontage on a public or private road, or park.
 - b) Be of a size and configuration to accommodate *development* that reflects the planning and urban design policies set out in the Cambridge Official Plan and this Secondary Plan.
- 4) The maximum number of contiguously attached street townhouses will be eight (8).
- 5) Mid-block pedestrian connections and trails will be provided to further enhance the pedestrian permeability of the area, the efficient and variety of pedestrian routes, and access to transit. Mid-block connections will be barrier free and visible from the sidewalk for easy access.
- 6) *Development* blocks within the Low/Medium Density Residential designation, except for parks and open space, will not have frontage that directly connects to Riverbank Drive, Fairway Road North, Fountain Street North, or Middle Block Road. Notwithstanding, a shared access driveway may be permitted to Fairway Road North, Fountain Street North, or Middle Block Road subject to requirements of the *Region* or *City*, as applicable. Any shared access driveway connecting to Fairway Road North or Fountain Street North will be right in/right out.

19.4.3.2 Built Form

- 1) Buildings will be designed for an urban context with primary building facades fronting public or private roads. Buildings must be designed to facilitate street activity and encourage *active transportation*, with views from buildings directed to the street and public spaces rather than towards parking areas and neighbouring sites.
- 2) To support public transit and for reasons of public safety and convenience, primary building entrances will be clearly visible and located on a public road frontage or onto public open spaces.
- 3) Access from sidewalks and public open space areas to primary building entrances will be convenient and direct, with minimum changes in grade to increase accessibility.
- 4) The various architectural forms within the community are encouraged to provide for a harmonious mix of distinctive architecture, which may incorporate both traditional/

heritage and modern influences. It is important that the architectural form and style complement the design of the public realm.

- 5) All major rooftop mechanical structures or fixtures including satellite dishes and communications antenna will be suitably screened and integrated with the building. Parapets may be utilized to accommodate such screening.
- 6) Air conditioning units, utility metres, and similar features should not be visible from the public realm and should be well integrated and screened.
- 7) To minimize disruptions to the safety and attractiveness of the Collector Roads, a system of rear Public Lanes is encouraged to provide the primary access for on-site parking and servicing functions.
- 8) To enhance the quality and safety of the streetscapes throughout the Secondary Plan area, the construction of parking lots which occupy significant proportions of the at-grade frontage of public roads will not be permitted.
- 9) To reduce the visual impact of surface parking and to increase opportunities for at grade amenity areas, the provision of structured parking will be encouraged for higher density forms of *development* in the Mixed-Use Node designation. Where it is not feasible to locate parking in structures either below or above grade, parking should be located to the rear of the principal buildings or within the interior side yard. Appropriate landscaping and screening measures will be provided.
- 10) Loading, servicing, and other functional elements are encouraged to be integrated within the building envelope. Where this is not possible, these elements will be carefully sited to minimize conflicts with adjoining uses and screened from view to avoid visual impact to the public realm or surrounding residential areas.
- 11) All *development* within Neighbourhoods will address the road, and garage doors/service facilities will not dominate the view of the streetscape. The implementing Zoning By-law will include details with respect to front and exterior side yards for the various anticipated *development* types and forms. Special provisions with respect to porches and balconies for the residential uses will also be included in the Zoning By-law.
- 12) Priority lots have high public exposure and include buildings at entries or gateways into the community, corner lots, lots facing and flanking Collector and Arterial Roads; buildings adjacent to parks and open space; and key view terminus lots. The identification and treatment of priority lots should be determined through the Draft Plan of Subdivision process and Site Plan Control. Where applicable, priority lots will be indicated in an Urban Design Brief that will accompany a *development* application.

- 13) Front, side, and rear elevations exposed to public spaces, should be well articulated. Articulation of buildings may also include changes in material colours and texture, changes in building plane, and variation of roof lines.
- 14) Townhouse, triplex, and apartment dwellings should be encouraged as bookends to residential blocks.
- 15) Building design on lots that function as a view terminus should have facade designs that utilize elements such as coordinated fenestration, masonry detail, and entry elements.

19.4.3.3 Housing Mix and Diversity

- 1) The policies of this Secondary Plan and this Section are intended to facilitate the provision of a broad range and mix of housing opportunities in the Secondary Plan area, which:
 - a) Provide for a range and mix of housing opportunities, choices, and accessibility for all income levels and needs.
 - b) Provide for a range of affordability, consistent with targets established by the *City* and *Region*.
 - c) Plan for "age-in-place" facilities within the community that anticipate changing housing needs for an aging population.
 - d) Provide for a range of dwelling unit floorspaces, including larger sized households with two (2) or more bedrooms within multi-residential built forms and single households.
- 2) Where appropriate, private, public, and non-profit housing *developments* designed to provide housing options for seniors are encouraged, including small ownership and rental units, as well as retirement and assisted living facilities that facilitate "aging-in-place."
- 3) *Affordable* housing, including *community housing*, supportive housing, and other types of subsidized non-market housing units, is encouraged to be integrated within Neighbourhoods and combined in *developments* that also provide market housing to deliver opportunities for a range of housing tenures and prices that support diversity.
- 4) Within the Mixed-Use Node designation, dwelling units designed, constructed, and maintained as purpose-built rental units, will be encouraged.

- 5) New multi-unit *developments* within the Mixed-Use Node designation with a minimum 30 units or more will include:

- a) A minimum of 15 percent of the total number of units as two (2) bedroom units.
- b) A minimum of 5 percent of the total number of units as three (3) plus bedroom units.

For clarity, one (1) bedroom plus den units will not constitute a two (2) bedroom unit, and a two (2) bedroom plus den unit will not constitute a three (3) bedroom unit.

- 6) New *affordable* housing and purpose-built rental housing will incorporate barrier-free, universal or flex design features in both common and living areas.
- 7) The *City* should collaborate with the *Region*, public, and non-profit *community housing* providers to encourage a supply of subsidized non-market housing units to be included within the housing mix in the Secondary Plan area.
- 8) To support the provision of *affordable* housing units, the *City*, in conjunction with the *Region*, will explore other potential incentives such as reduced application fees, grants, and loans, to encourage the *development* of *affordable* housing units.
- 9) Additional residential units will be permitted in accordance with the policies of this Secondary Plan and the Cambridge Official Plan, and the provisions of the Zoning By-law.

19.4.3.4 Private Amenities

- 1) New multiple unit and apartment dwellings with more than six (6) units within a single building or structure will provide indoor or outdoor shared space for amenities.
- 2) Courtyards and *privately owned public space* amenities will have at least two (2) points of pedestrian access.
- 3) The design and location of pedestrian entrances to courtyards and *privately owned public space* amenities will be clearly identifiable as public to encourage public use through their siting and use of design elements.

19.4.4 Building a Resilient Green North Cambridge

- 1) Design plays a significant role in creating a healthy, vibrant, resilient, and *sustainable* community. This Section establishes policies that promote green building technologies, renewable and alternative energy options, waste management efforts and other *sustainable design* options for *development* to support long-term climate adaptation and mitigation measures with the aim of supporting the *City's* objectives.

19.4.4.1 Objectives

- a) To demonstrate leadership in *sustainable* forms of green building design and technology, including the incorporation of renewable and alternative energy sources.
- b) To encourage energy conservation through appropriate site planning, urban design, and the use of energy efficient materials.
- c) To ensure streetscape design incorporates appropriate resilient tree species and spacing to provide shade and minimize heat island effect.
- d) To utilize, wherever possible, street alignments and building placement to maximize potential for passive and active solar energy capture.
- e) To incorporate *low impact development* best practices and green *infrastructure*, wherever feasible to minimize runoff, reduce water pollution, and protect groundwater resources.

19.4.4.2 Energy Generation and Conservation

- 1) The North Cambridge Secondary Plan presents an opportunity to consider energy and sustainability in neighbourhood design in accordance with Section 5.8 of the Cambridge Official Plan. New *development* in the Secondary Plan area will contribute to achieving the *City's* targets for reducing energy use and greenhouse gas emissions.
- 2) Alternative energy systems and renewable energy distribution and generation systems including but not limited to combined heat and power co-generation, solar thermal heating, solar cooling, heat recovery, short- and long-term energy storage, and solar photo-voltaic will be permitted and encouraged throughout the Secondary Plan area in accordance with the applicable *Provincial* and *Federal* requirements.
- 3) *Development* plans and building designs should provide opportunities for south facing windows and building orientation to maximize potential for passive and active solar energy. Where feasible, local streets and blocks should be aligned within 25 degrees of geographic east-west to maximize solar gain.
- 4) To reduce energy consumption, *development* proposals that include energy efficient building design and practices in all new buildings will be encouraged and supported.
- 5) To assist with the mitigation of heat island effects, the *City* will promote:
 - a) Incorporating green roofs planted with vegetation to contribute to cooling while also assisting with stormwater management, improved air quality, and energy efficiency of buildings.

- b) Implementing cool roof strategies into building design that use high albedo materials to reduce heat gain.
 - c) Strategic use of deciduous trees or preservation of existing trees to help with evapotranspiration, shading of sidewalks and hard surface areas in summer, and solar access in winter.
 - d) Installation of light-coloured paving materials including white concrete, open pavers, and any material with a solar reflectance index of at least 29, particularly within parks, public spaces, and within the Mixed-Use Node.
- 6) Individual buildings will be encouraged to be constructed as net-zero or as net-zero ready.

19.4.4.3 Waste Management

- 1) *Development* is encouraged to reduce and divert construction and demolition waste from landfill to meet or exceed the *Region's* diversion targets.
- 2) Alternative waste management such as source separation and resource recovery at the processing stage will be encouraged wherever economically and technically feasible.
- 3) Residents' efforts to compost, reduce, reuse, repair, and recycle will be encouraged.
- 4) The *City* will cooperate with *Regional*, *Provincial*, and citizen groups to reduce and achieve safe and effective disposal of solid and hazardous waste.

19.4.4.4 Soil Pollution and Erosion

- 1) The *City* will strive to prevent soil pollution and erosion through:
 - a) Prohibition of dumping or outside storage of hazardous wastes.
 - b) High quality wastewater systems and their maintenance in accordance with requirements of the *Province*.
 - c) Increasing public awareness of the effects and reduction in use of pesticides, insecticides, fertilizers, de-icing agents in private and public open spaces, such as along roadsides, and in gardens.
 - d) Regulating or prohibiting the placing or dumping of fill and alterations to the grade of the land in accordance with the *City's* Fill and Alteration By-law 160-09.

19.4.4.5 Noise and Air Pollution

- 1) In order to minimize the noise, air quality and climate change impacts associated with new growth, the following will be included in this Secondary Plan:
 - a) The reduction of air pollution through the development of *complete communities* and 15-minute neighbourhoods.
 - b) The reduction of vehicle kilometres travelled across the Secondary Plan area through increased mobility choices and transit-supportive development and a range and mix of land uses.
 - c) The separation of *sensitive land uses* from stationary noise and air pollutant sources through appropriate separation distances, land use planning, and zoning.
- 2) The lands to the south of the Secondary Plan area are designated Employment Area in the Regional Official Plan and Business Industrial in the Cambridge Official Plan. Sensitive uses, as defined by the Provincial Policy Statement will be located and designed to mitigate impacts from, and will demonstrate compatibility with, existing and/or planned employment uses, and not adversely impact the continuation of existing or planned employment uses.
- 3) The provision of charging *infrastructure* and electric vehicle ready parking spaces in the Low/Medium Density Residential and Mixed-Use Node designations as a private or common amenity or on a pay-per-use basis for the general public will be required through the implementing Zoning By-law.
- 4) The *City* will minimize the impact of car parking by:
 - a) Requiring that mixed-use *developments* include shared use of parking among uses that have different peak parking characteristics through the implementing Zoning By-law.
 - b) Reducing minimum car parking requirements within the Mixed-Use Node through the implementing Zoning By-law.
 - c) Designing parking areas so they are not visually predominant within a *development* or a neighbourhood.
 - d) Reducing the parking ratio required for *affordable* housing through the implementing Zoning By-law.
 - e) Dedicating priority parking spaces for carpool, ride sharing, and ultra-low emission vehicles.

- 5) A Parking Justification Report may be required to support proposed parking reductions and/or shared use of parking.
- 6) Proposed *developments* adjacent to or near sources of noise, such as *Regional* Roads, Collector Roads, and any industrial or commercial facilities will require a Traffic or Stationary Noise Study. Where required, methods of noise abatement will be part of site plan agreements, severance agreements, and subdivision/condominium agreements. Such studies may be identified through a pre-submission consultation and will be required at the time of application for *development*, or subdivision/condominium approval.
- 7) Noise abatement measures will be confirmed through the review and acceptance of detailed Noise Studies, completed in accordance with *Regional* policies and *Provincial* guidelines.

19.4.4.6 Local Food Production

- 1) The creation of opportunities for local food production and distribution in the Secondary Plan area is supported by the Cambridge Official Plan (Section 7.10). *Development* plans and building designs are encouraged to incorporate opportunities for local food production through:
 - a) *Community gardens*.
 - b) Community orchards and edible landscaping.
 - c) Local market space (i.e., a farmers' market) within the Mixed-Use Node.

19.4.5 Cultural Heritage

- 1) The North Cambridge Secondary Plan area possesses associative heritage significance due to the settlement of First Nations peoples and early European settlers that began farming in the area and the early and important transportation routes of Riverbank Drive and Fountain Street. Members of the initial German Company of Pennsylvania and other prominent *Regional* community members such as Bishop Joseph Hagey and Moses Springer lived and farmed in this area. Due to the largely agricultural nature of this area over the past 200 years, there are few identified *cultural heritage resources* relative to the size of the Secondary Plan area, including a *listed* heritage property as shown on **Schedule A**. There are several *listed* heritage properties immediately outside of the Secondary Plan area, including 1020 Riverbank Drive and 105 Middle Block Road. The cultural heritage policies of this Section will:
 - a) *Conserve* the *cultural heritage resources* of the city for the enjoyment of existing and future generations.

- b) Promote the adaptive reuse of remaining historic structures as part of future *development* applications, wherever feasible.
 - c) Incorporate heritage recognition and commemoration measures, including First Nations heritage, into the land use planning process by means such as historic or First Nations street naming and plaques on privately and *City*-owned properties.
 - d) Address rural landscapes of potential cultural heritage value within or adjacent to the Secondary Plan area including the Riverbank Drive *scenic heritage road* and the Grand River Canadian Heritage River, as identified in the City of Cambridge Cultural Heritage Master Plan (2008).
- 2) The *City* may use the power and tools provided by the enabling legislation, policies, and programs, particularly the *Ontario Heritage Act*, the *Planning Act*, the *Environmental Assessment Act*, and the *Municipal Act* in implementing and enforcing the policies of this Section. These may include but not be limited to the following:
- a) The authority to regulate alterations and halt or amend demolition proposals for *designated* heritage properties and temporarily halt the demolition of *listed* heritage properties provided under the *Ontario Heritage Act* and as set out by the policies in this Secondary Plan.
 - b) Requiring the preparation of a *Cultural Heritage Impact Assessment*, Documentation and Salvage Plan and/or Conservation Plan for *development* proposals and other land use planning proposals that may potentially affect a *designated* heritage property, a *listed* heritage property, a *Heritage Conservation District*, or a previously unidentified heritage property or resource determined by *City* staff to contain cultural heritage value or interest. *City* staff may also require the preparation of a *Cultural Heritage Impact Assessment* for proposals that may pose significant impacts on the Riverbank Drive *scenic heritage road* or the Grand River Heritage River corridor, as determined by *City* staff.
 - c) Using Zoning By-law provisions to protect *cultural heritage resources* by regulating such matters as use, massing, form, location, height, and setbacks.
 - d) Using the Site Plan Control By-law to ensure that new *development* is *compatible* with on-site or adjacent *cultural heritage resources*.
 - e) Using parkland dedication requirements to *conserve significant cultural heritage resources*.
 - f) Identifying, documenting, listing, and designating *cultural heritage resources* as appropriate in the Secondary Plan and including measures to protect and enhance any *significant* heritage resources identified as part of the approval conditions.

- g) Using fiscal tools and incentives to facilitate heritage conservation including but not limited to the *Community Improvement Plan* and facade improvement program pursuant to the *Planning Act*, grants, and loans pursuant to the *Ontario Heritage Act*, the City of Cambridge's Designated Heritage Property Grant Program, and heritage property tax reduction/rebate programs pursuant to the *Municipal Act*.

19.4.5.1 Archaeological Resources

- 1) *Archaeological Assessments* may be required in accordance with the policies of Section 19.6 of this Secondary Plan prior to any *development* or *site alteration* to identify any areas of *archaeological potential* and/or significance, the highest and best conservation option, or how *archaeological resources* can be incorporated into future *development*.
- 2) Lands within the Natural Open Space System identified on **Schedule B** where no *development* or *site alteration* is permitted may not require *Archaeological Assessment*.
- 3) Trails and parks within areas of *archaeological potential* will require *Archaeological Assessment*.
- 4) Areas of *archaeological potential* in proximity to *Provincially*-registered archaeological sites will require *Archaeological Assessment*.

19.5 Sustainable Infrastructure

The City and Region's infrastructure system, including its Mobility Network, sewer, water and stormwater systems and utilities, serve an essential role in a community's successful operation and ability to support sustainable development.

The City's commitment to reach an 80 percent reduction in greenhouse gas emissions by 2050 is a priority for Council as set out in the TransformWR Strategy. Transportation is responsible for 49 percent of greenhouse gas emissions in Waterloo Region. The Mobility Network will be designed to achieve Council's greenhouse gas reduction target.

Ensuring that the appropriate infrastructure and capacity is in place to accommodate the anticipated growth in North Cambridge is essential to the success of this Secondary Plan.

Development within the North Cambridge Secondary Plan area will be supported by the timely provision of and investment in new infrastructure both within and outside the Plan Area.

19.5.1 General Sustainable Infrastructure Policies

- 1) The following general objectives apply throughout the North Cambridge Secondary Plan area:
 - a) Design streets and direct land use for active modes of transportation and the use of transit to reduce the dependence on the private motor vehicle.
 - b) Support a dependable, accessible, and integrated transit system as an essential public service through appropriate land use, urban design, and transit management policies.
 - c) Ensure the development and maintenance of a safe, comfortable, and enjoyable environment for pedestrians and cyclists of all ages and abilities along roads and trails.
 - d) Ensure safe and convenient mobility for persons with disabilities and special needs.
 - e) Ensuring stormwater management facilities are technically appropriate and are integrated as amenity spaces within the overall Greenlands and Open Space Network.

- f) Strive towards the reduction of water and energy consumption, and waste production.
- g) Support opportunities for alternative energy systems and renewable energy systems.
- h) Phase *development* to ensure cost-effective and efficient use of *infrastructure* and utilities.

19.5.2 Mobility Network

19.5.2.1 General

- 1) The North Cambridge Mobility Network as shown on **Schedule C** is comprised of the following elements:
 - a) The Cycling Network;
 - b) The Trails Network;
 - c) Transit Supportive Streets; and,
 - d) The Street Network.
- 2) The Street Network serving the Secondary Plan area will be designed with complete streets principles to prioritize travel for pedestrians, cyclists, and transit users, and to accommodate vehicles and goods movement.
- 3) The Mobility Network will be designed to achieve or exceed the *City's* Transportation Master Plan non-auto driver modal share targets.
- 4) The provision of transportation *infrastructure* will conform to Chapter 6 of the Cambridge Official Plan and will have regard for the standards established through the *City* and *Region's* Transportation Master Plans.
- 5) All road designs will conform to the Cambridge Official Plan and be confirmed through a Traffic Impact Study submitted as part of a *development* application.
- 6) The intent of the Secondary Plan is to develop a connected grid-like multi-modal transportation network while recognizing constraints such as natural areas that will influence road alignment and adjustments to achieve a connected transportation network but maintain the scenic road quality of Riverbank Drive by not permitting road connections to this community edge.
- 7) Final route alignments and requirements will be designed according to detailed planning, transportation, and engineering studies at the time of applications for Draft

Plan of Subdivision or Site Plan Control. This work will be to the satisfaction of the *City* in consultation with other agencies having jurisdiction.

- 8) All streets will be designed as important components of the public realm, providing a network that is appealing for pedestrians, cyclists, transit users, and drivers. The Mobility Network will be designed to provide vistas and view sheds to public parks and open spaces and to the Greenlands and Open Space Network to assist in the creation of a sense of place.
- 9) Winter maintenance of the Cycling Network and Trails Network will be undertaken in accordance with *City* standards and the City of Cambridge Cycling Master Plan to ensure the maintenance of specific routes year-round.
- 10) Minor revisions to transportation routes to incorporate design features such as streetscaping and cycling facilities may be made without an Amendment to this Secondary Plan, provided that the principles of permeability and inter-connectivity are maintained to the satisfaction of the *City*.

19.5.2.2 Cycling Network

- 1) The Cycling Network provides opportunities for *active transportation* and enhances mobility by providing for a primary mode of travel and an alternative to single-occupancy vehicle trips.
- 2) Cycling within the Secondary Plan area will be consistent with the policies of the Secondary Plan and will support the implementation of the City of Cambridge Cycling Master Plan. Fountain Street North, Fairway Road North, and Middle Block Road adjacent to the Secondary Plan area form part of the All Ages and Abilities Network in the City of Cambridge Cycling Master Plan.
- 3) The Cycling Network should be designed for All Ages and Abilities, which includes physically separated facilities wherever possible. Local Roads should be designed for slower speeds.

19.5.2.3 Trails Network

- 1) The Trails Network is to provide both a recreational and transportation function. Accordingly, connections will be made to the Cycling Network, Neighbourhoods, parks, and schools.
- 2) Trails within the Secondary Plan area will be consistent with the policies of the Secondary Plan and will support the implementation of the City of Cambridge Cycling Master Plan.

- 3) Trail crossings of roads will generally be located at an intersection where trail users can be afforded a safe, protected crossing. Trail crossing at mid-block locations along a road will be provided with a signed trail crossing, curb extensions, road markings, and/or raised crossing to alert drivers of the presence of trail users. Pedestrian crossings (i.e., PXO crossings) will be considered at major pedestrian/trail crossings at the developer's expense.
- 4) Trails will be designed to accommodate a range of users and abilities. Curb-cuts and other safety measures and design elements may be provided to improve access at road crossings. The use of permeable materials may be considered for trail development in areas where sufficient drainage exists. Trails with asphalt surfaces may be incorporated into the Trails Network to address accessibility and *active transportation* needs.
- 5) Trail locations will be based on each site's sensitivity to minimize environmental impacts. The Trails Network may include trails along stormwater management facilities, the outer edge of the Natural Open Space System buffer, and within parks.
- 6) Trails identified on **Schedule C** will be assessed as part of an *Environmental Impact Statement*.
- 7) Trails located in proximity to sensitive *natural features*, or adjacent to stormwater management facilities should incorporate interpretive signage at various locations to promote stewardship initiatives that will protect and enhance the features and functions of the natural environment.
- 8) The *City* may require trail corridors to be dedicated for public purposes as a condition of *development* approval.
- 9) Trail connections and crossings will be subject to the following policies:
 - a) Trail connections bisecting the Natural Open Space System should be limited to promote the preservation and protection of the ecological integrity and function of the *natural features*.
 - b) New trail crossings of watercourses should be limited to ensure protection of the ecological integrity of the watercourse and riparian corridor.
 - c) Trail crossings will be designed to promote wildlife passage, passage of flows, and to minimize impacts on the riparian corridor.
- 10) As a condition of Draft Plan of Subdivision approval, the *City* will require that the developer construct and finance the Trails Network within the Secondary Plan area, and that the construction of the Trails Network is phased together with other *infrastructure*

including stormwater management facilities and streets, to ensure that the Trails Network is in place prior to building occupancy.

- 11) The Trails Network will be built in accordance with City of Cambridge standards for trail construction.
- 12) Additional trails may be identified through the *development* approvals process to augment the Trails Network conceptually identified on **Schedule C**.

19.5.2.4 Transit

- 1) Grand River transit services are encouraged to be provided in accordance with the principles of this Secondary Plan along the Transit Supportive Streets shown on **Schedule C**. Grand River transit services should be integrated early and appropriately to serve North Cambridge.
- 2) Grand River Transit will be consulted early through the pre-submission consultation process.
- 3) The location and design of streets, buildings, and other facilities should prioritize transit, pedestrians, and cyclists and will consider the following:
 - a) Convenient and safe access to stops and waiting areas.
 - b) Improving the transit users' experience.
 - c) Direct transit routes.
 - d) The efficient operation of transit vehicles, including the incorporation of bus bays where appropriate into road design requirements.
- 4) The land use plan for the Secondary Plan area will facilitate a transit-supportive Community Structure through transit-supportive *development* and densities.
- 5) Arterial Roads abutting the Secondary Plan area should be designed with sufficient flexibility to deliver bus routes within 450 metres of most residents and to conveniently serve the Mixed-Use Node.
- 6) *Development*, streets, and blocks will be designed to minimize walking distances to transit routes and provide safe, convenient, attractive, and direct pedestrian and cyclist access to transit stops.
- 7) Where transit stops are provided along the All Ages and Abilities Network for cycling, consideration will be given to integrating bus stops and separated cycling facilities to minimize user conflicts and with bicycle parking facilities to support first and last mile trips.

19.5.2.5 Street Network

General

- 1) The Street Network, for purposes of right-of-way protection, is shown on **Schedule C**. The Street Network is intended to provide for the efficient and safe passage of pedestrians, including those using diverse mobility devices, and cyclists, the operation of an efficient public transit system and to provide for the balanced usage of motor vehicles. **Schedule C**, together with the following policies, forms the basis for the provision of roads, trails, right-of-way widths and access controls. *Regional* Roads are subject to *Regional* requirements and permits in addition to the other policies of this Secondary Plan.
- 2) It is a fundamental principle of this Secondary Plan to ensure that the Greenlands and Open Space Network is visually and physically connected to adjacent neighbourhoods. The Street Network shown on **Schedule C**, identifies an array of opportunities for the consideration of single-loaded roads adjacent to parks, stormwater management facilities and to the Natural Open Space System designation. It is a policy of this Secondary Plan that single-loaded streets adjacent to the Greenlands and Open Space Network be considered, and be required where practical, particularly when abutting public parks and stormwater management facilities. Other forms of connectivity will also be considered, including trailhead and trail connections, vista corridors and other innovative techniques.
- 3) The Collector Road network as identified on **Schedule C** will be confirmed through either the Municipal Class Environmental Assessment (Municipal Class EA) process or through a *development* application(s) under the *Planning Act*.
- 4) Where applicable, design and construction of road improvements and new road projects other than the Collector Road network, will also be undertaken in accordance with the provisions of the Municipal Class EA or through a *development* application under the *Planning Act* as determined by the *City*.
- 5) All portions of the Collector Road network identified in **Schedule C** and confirmed through either a Municipal Class EA process or through a *development* application under the *Planning Act* will be conveyed through a *development* application under the *Planning Act*.

- 6) Road crossings over lands designated Natural Open Space System, as identified on **Schedule B**, and refined through the Municipal Class EA process or a *development* application under the *Planning Act*:
 - a) Will be accommodated within as narrow a right-of-way as possible, while complying with *City* standards.
 - b) Will be designed to minimize environmental impacts and to maximize public safety.
 - c) May be deleted or have its alignment adjusted without the need to amend this Secondary Plan.
 - d) Any, or all of these conditions will be subject to an *Environmental Impact Statement* and approval by the *City*.

Street Network and Hierarchy

- 7) The functional road classification and associated guidelines of this Secondary Plan pertain to Collector Roads, Local Roads, and Public or Private Lanes.
- 8) The Collector Road system is indicated on **Schedule C**.
- 9) The proposed Collector Roads will establish the framework for the overall Street Network. The proposed east-west Collector Roads will connect to, and act as an extension of Intermarket Road, connecting to Fountain Street North. The proposed north-south Collector Road will connect Fairway Road North to Middle Block Road. The existing intersection of Riverbank Drive and Fairway Road North will be re-aligned, with Riverbank Drive terminating into the proposed north-south Collector Road. Collector Roads will be designed in accordance with the *City's* Engineering Standards and Development Manual, including:
 - a) Collector Roads will have a right-of-way of 23.0 – 26.0 metres.
 - b) Separated pedestrian and cycling facilities will be required on both sides of all Collector Roads.
 - c) Where a multi-use trail is provided as a separated cycling facility, a sidewalk may not be required on that same side of the road and may be integrated into the trail.
- 10) Within the planned right-of-way, the Collector Road streetscape character at a typical mid-block cross-section will be defined by:
 - a) A boulevard, and pedestrian and cycling zone on either side of the street;
 - b) One separated cycling facility, including buffers, in each direction;

- c) One vehicular travel lane in each direction; and
 - d) One parking lane on one side of the street.
- 11) Intersections along Collector Roads should accommodate cycling without dismounting and sufficient right-of-way will be provided at intersections to accommodate protected intersection design.
 - 12) Collector Roads intersecting with Fairway Road North and Fountain Street North will be accessed via right-in, right-out turning movements only.
 - 13) The location and alignment of Local Roads will be determined through a *development* application under the *Planning Act*. Local Roads are designed to accommodate only low volumes of traffic at slow speeds and to service local area trips. Local Roads will be designed in accordance with the *City's Engineering Standards and Development Manual*, including:
 - a) Local Roads are expected to have a minimum right-of-way of 18.5 metres.
 - b) Sidewalks are required on both sides of all Local Roads.
 - 14) The location and alignment of Public and Private Lanes will be determined through a *development* application under the *Planning Act*. Public and Private Lanes will be designed to accommodate access to garage structures at the rear of a residential lot or to provide service access within the Mixed-Use Node.
 - a) Public or Private Lanes may be considered where it is either not desirable or possible to have driveways and garages fronting directly onto a road.
 - b) Public or Private Lanes should be prioritized where *development* fronts onto a Collector Road.
 - c) Public or Private Lanes will generally have a minimum right-of-way of 10.0 metres in accordance with the *City's Engineering Standards and Development Manual*.
 - d) Municipal *infrastructure* may be located within Public Lanes subject to functional and design standards established by the *City*.
 - e) Public or Private Lanes will provide access for service and maintenance vehicles for required uses as deemed necessary by the *City* and may include enhanced laneway widths and turning radii to accommodate municipal vehicles including access for snowplows, garbage trucks, and emergency vehicles where required.

Policies

- 15) The coordinated installation of municipal *infrastructure*, utilities, sidewalks, trails, cycling facilities, lighting and tree planting will be part of the detailed planning, design, and development of all roads.
- 16) The design of all roads will be in accordance with the policies of Section 19.4.2 of this Secondary Plan and in accordance with the *City's* Engineering Standards and Development Manual.
- 17) Traffic calming will be achieved on Collector Roads by:
 - a) Using curb extensions within the parking lane at intersections to shorten the crossing distance for pedestrians.
 - b) Installing mid-block crossings where trails or other major pedestrian routes are planned.
 - c) Designing streets that discourage vehicle speeding through right-of-way curvature, complimentary streetscape design, raised intersections and crossings, street lighting and utility poles in the boulevard space, building proximity to the street, and boulevard street tree planting.
- 18) Traffic calming will be achieved on Local Roads by:
 - a) Encouraging pedestrian-priority streets or woonerfs.
 - b) Designing streets that discourage vehicle speeding through right-of-way curvature, complimentary streetscape design, curb extensions, raised crossings, building proximity to the street, and boulevard street tree planting.
 - c) Minimizing traffic lane widths.
 - d) Minimizing the number of traffic lanes in the roadway.
- 19) In accordance with the *City's* Engineering Standards and Development Manual, on-street parking will be encouraged at appropriate locations on all streets to provide for anticipated parking requirements and to assist in traffic calming.
- 20) The *City* and *Region* will consider the following as general design policies for roundabouts:
 - a) The design of roundabouts should prioritize the safe movement of pedestrians and cyclists.

- b) Where used, roundabouts should incorporate appropriate landscape features or public art while ensuring that clear sightlines are maintained for drivers.

19.5.3 Municipal Infrastructure

19.5.3.1 Water and Wastewater

General

- 1) *Development* within the North Cambridge Secondary Plan area will be on full urban municipal wastewater and water supply services in accordance with Section 6.16 of the Cambridge Official Plan.
- 2) Proponents of *development* will be required to enter into appropriate agreements to provide protection for existing private water supply systems that remain in use should their operation be detrimentally impacted through the process of developing the Secondary Plan area.
- 3) The cost of providing full urban municipal services to facilitate the *development* of lands within the Secondary Plan area will not impose an undue financial burden on existing taxpayers. Accordingly, such costs will be the responsibility of the developer, with appropriate Development Charges.
- 4) *Development* will be designed and constructed in accordance with a Functional Servicing Plan or Plans dealing with sewage and water systems. A Functional Servicing Plan, prepared in accordance with *City* criteria, standards, and policies, will be submitted as part of a complete *development* application. These Plans will be prepared to provide for the continuous, orderly extension of services in a cost-effective manner, to the satisfaction of the *City*.
- 5) It is expected that landowners within the Secondary Plan area will co-operate with each other in order to facilitate the *development* of lands on the basis of full urban services and, to that end, permit access to services installed within their land by way of easements or in such other way as will be satisfactory to the *City*.

19.5.3.2 Stormwater Management

Intent

- 1) Stormwater management facilities are required to manage *development* impacts on watercourses in order to maintain and enhance water quality, protect *fish* and wildlife habitat, and prevent erosion. It is the intent of this Secondary Plan to ensure that stormwater management facilities are not only functional components of a community

but are also aesthetically pleasing and a key component of the connected Greenlands and Open Space Network.

- 2) Stormwater management facilities will be provided in accordance with the Master Drainage Report.

Policies

- 3) Stormwater management facilities are subject to the policies contained in this Secondary Plan, the *City's* policies, the policies of the Grand River Conservation Authority, the applicable *subwatershed study*, and Master Drainage Report.
- 4) The locations, configuration and boundaries of the stormwater management facilities identified on **Schedule A** will be confirmed through the required Stormwater Management Plan and subsequent *development* applications under the *Planning Act* and implementing Zoning By-law and may be adjusted or removed without further Amendment to this Secondary Plan, provided the general intent of the Plan is maintained.
- 5) It is the intent of this Section of the Secondary Plan to manage *development* impacts from stormwater on the Grand River and other watercourses within the watershed in order to maintain and/or enhance water quality, protect downstream *fish* and wildlife habitat, and prevent erosion. The *City* will seek to reduce stormwater run-off volumes and pollutant loadings in the Secondary Plan area by:
 - a) Encouraging implementation of a hierarchy of source, lot-level, conveyance, and end-of-pipe controls.
 - b) Encouraging the implementation of alternative community design and development standards, including innovative stormwater management techniques in accordance with the technical requirements of the *City*, the Grand River Conservation Authority, and Provincial Design Standards, as they evolve.
 - c) Encouraging the planting of native species and flood tolerant water's edge plants, including a mixture of herbaceous and woody vegetation to stabilize banks of ponds. The perimeter of the permanent pool should be planted with emergent, strand and submergent species to improve the aesthetics and enhance the performance of the facility.
 - d) Encouraging ponds to blend with the natural landscape, therefore, geometric forms and standard slope gradients will be avoided in favour of organic shapes and landform grading designed to replicate natural landforms in the area. Inlet and outlet structures should be concealed using a combination of planting, grading, and natural stone.

- e) Requiring "enhanced" level water quality control in accordance with the applicable *subwatershed study*.
- f) Requiring post to pre-water quantity control for the 1:2-year storm event up to and including the 1:100-year or Regional storm event.
- g) Ensuring that where technical conditions related to soil conditions and groundwater levels are appropriate, an integrated, innovative, and water efficient approach to water management is followed. The approach will minimize stormwater volumes and contaminant loads and maximize infiltration through an integrated treatment approach, which may include techniques such as rainwater harvesting, runoff reduction of solids and materials at source, constructed wetlands, bioretention swales, green roofs, permeable surfaces, clean water collection systems, and the preservation and enhancement of native vegetation cover.

19.5.3.3 Utilities

Intent

- 1) It is the intent of this Secondary Plan to promote the provision of adequate utilities required for the residents of the Secondary Plan area in an economically and environmentally responsible manner.

Policies

- 2) The *City*, together with developers, will participate in discussions with utility providers such as hydroelectric power, communications/telecommunications facilities and utilities, broadband fibre optics, and natural gas to ensure that sufficient *infrastructure* is or will be in place to serve the Secondary Plan area.
- 3) The *City* will promote utilities to be planned for and installed in common trenches, where feasible, in a coordinated and integrated manner in order to be more efficient, cost effective, and minimize disruption.
- 4) The *City* will require that lower voltage electric wiring be buried underground in all new *development* and may require wiring is buried underground in areas where major public works make this conversion economically feasible.
- 5) Utility services will be developed to be compatible with the general character of the surrounding uses and minimize visual impact, while maintaining necessary access and clearance requirements. The *City* will encourage utility providers to consider innovative methods of containing utility services on or within streetscape features such as gateways, lamp posts, transit shelters, etc., when determining appropriate locations for large utility equipment and utility cluster sites.

- 6) The *City* will ensure that utility corridors not detract from the Greenlands and Open Space Network through an *environmental assessment* process, vertical or horizontal circumvention, or other suitable alternatives.
- 7) The *City* will ensure that an adequate and efficient supply of electric power is provided for the community by:
 - a) Not requiring an Amendment to this Secondary Plan for facilities which comply with the goals and objective of this Secondary Plan.
 - b) Consulting with the utility provider regarding Site Plan Control, Draft Plan of Subdivision, and Zoning By-law applications.
- 8) The *City* will promote small-scale opportunities for increased power generation, supply, and conservation, including alternative energy systems and renewable energy systems.

19.5.4 Source Water Protection

- 1) A portion of the North Cambridge Secondary Plan area is within established wellhead protection areas and the surface water intake protection zones along the Randall Drain identified in the Grand River Source Protection Plan.
- 2) Future *development* proposals will demonstrate that there will be no *adverse environmental impacts* to existing groundwater and surface water users as a result of the proposed *development*. This will be demonstrated through appropriate hydrogeological studies in accordance with the requirements of the *Region* and any other relevant agencies.
- 3) *Development* applications on lands north of the Randall Drain will be accompanied by a Notice of Source Protection Plan Compliance (Section 59 Notice) under the *Clean Water Act*, as part of a complete application.
- 4) Land uses that are considered to pose a significant threat to drinking water supplies will not be permitted within wellhead protection areas and intake protection zones, as established by the *Region*, and shown on Map 15 of the Cambridge Official Plan. All *development* will conform to the Source Water Protection policies in Chapter 8 of the Regional Official Plan.
- 5) To minimize chloride loadings in runoff to protect water quality and ecosystem health, the *City* will reduce the use of salt through the implementation of management measures described in the applicable *subwatershed study*.

19.6 Implementation

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

- a) The planning and development application process, through tools such as Site Plan Control, Draft Plans of Subdivision and Condominium, and land severances;
- b) The City's Zoning By-law;
- c) The City and Regional Transportation Master Plans;
- d) The City's Parks Master Plan;
- e) The City's Cycling Master Plan; and,
- f) Other tools as described in this Section.

19.6.1 Interpretation

19.6.1.1 Boundaries

- 1) It is intended that the boundaries identified on the Schedules of this Secondary Plan be considered as approximate. The boundaries may be considered exact only where they correspond to existing roads, watercourses, or other similar geographical demarcations. It is also intended that the location and alignment of proposed roads and trails be conceptual and not exact.
- 2) Amendments to this Secondary Plan will not be required to permit minor adjustments to identified land use boundaries or to the conceptual locations of roads and trails provided that the general intent of this Secondary Plan is maintained.

19.6.1.2 Secondary Plan Amendments

- 1) Unless otherwise stated in this Secondary Plan or the Cambridge Official Plan, applications for *development* which do not align with the policies or Schedules of this Secondary Plan will require an Official Plan Amendment. Amendments to the Cambridge Official Plan will be subject to the policies of this Secondary Plan and will require a Planning Justification Report, along with other supporting studies identified through the pre-consultation process.
- 2) When considering an Amendment to this Secondary Plan, *Council* will consider the following issues:

- a) The need for the proposed change to commercial and service use requirements in the Mixed-Use Node designation, as determined through an analysis of the existing and/or planned supply of similar uses in the market area versus the identified demand for the proposed use in the market area through a Market Demand Study.
- b) The impact of the proposed change in terms of the social, economic, environmental, and aesthetic costs and benefits for the community.
- c) The extent to which the proposed change will affect policies, objectives, and principles of this Secondary Plan. Planning principles and objectives will not be changed outside of the context of a full review of this Secondary Plan.
- d) Suitability of the proposed change with respect to physical characteristics of the area, especially where the Greenlands and Open Space Network is involved, and adequacy of *infrastructure*.
- e) Conformity with the Regional Official Plan and Cambridge Official Plan.
- f) The effect on population and employment projections and finances of the *City* and *Region*.

19.6.2 General Implementation

- 1) Approval of *development* applications will be conditional upon commitments from the appropriate authorities and the proponents of *development* to the timing and funding of the required road and transportation facilities, parks, and recreation facilities. These works will be provided for in the subdivision and *development* agreements. Phasing of the *development*, based on the completion of the external road works, may be required.
- 2) Approval of *development* applications will also be conditional upon commitments from the appropriate authorities and the proponents of *development* to the timing and funding of required stormwater management, wastewater, and water supply facilities. These works will be provided for in subdivision and site plan agreements. Phasing of *development*, based on the completion of external sewer and water services, may be implemented if required.
- 3) The Urban Design Policies contained within this Secondary Plan including those policies related to Building a Green North Cambridge in Section 19.4.4 provide specific design direction for both the public and private sectors. They indicate the *City's* expectations with respect to the character, quality, and form of *development* in the North Cambridge Secondary Plan. All *development* within the Secondary Plan area will be in accordance with the Urban Design Policies.

19.6.2.1 Complete Applications

- 1) Applications will comply with the Complete Application provisions of the Cambridge Official Plan along with the relevant provisions of this Secondary Plan which pertain to studies, plans, and/or assessments that the *City* or other agencies may require.
- 2) The required information and studies will be determined by *City*, *Region*, and other technical agency staff through the pre-consultation process prior to the submission of any *development* application.
- 3) Any detailed study, plan, or assessment may be subject to a peer review at the expense of the proponent.
- 4) The Master Drainage Report and applicable *subwatershed studies* will provide the basis for, and provide direction to, any future detailed studies, plans, or assessments. Future studies required as part of a complete applications should conform with and implement the recommendations of these technical studies.
- 5) Every *development* application, as part of a Planning Justification Report prepared in support of complete application and updated at the time of final approval, will include details regarding the following, as applicable:
 - a) For the *development* application area:
 - i) Net density by land use designation.
 - ii) Number and type of units.
 - iii) Total *development* application unit count.
 - iv) Estimated population.
 - b) For the entire Secondary Plan area:
 - i) Overall density per hectare and by land use designation.
 - ii) Number of dwelling units by type.
 - iii) Amount/type of non-residential space and number of jobs.
 - c) How the application implements the Parks policies in Section 19.3.2.3 of the Secondary Plan.
 - d) How the application implements the Housing policies in Section 19.4.3.3 of the Secondary Plan.

- e) How the application implements the Building a Resilient Green North Cambridge policies in Section 19.4.4 of the Secondary Plan.

19.6.2.2 Zoning By-law

- 1) The *City* may update its Zoning By-law to implement the policies of this Secondary Plan through appropriate zones and lot and building requirements.
- 2) Amendments to the Zoning By-law will be subject to the policies of this Secondary Plan and the Cambridge Official Plan and will require a Planning Justification Report, along with any other supporting studies identified through the pre-consultation process.
- 3) Where this Secondary Plan designates undeveloped land for urban *development*, such land may be zoned in a Holding “H” provision, where all relevant goals, objectives, and policies of the Secondary Plan have not been met, including:
 - a) Agreement on the provisions of school, parks, trails, and other support facilities.
 - b) Recommendations of a completed *Environmental Impact Statement*.
 - c) A phasing plan, supported by detailed unit yield information.
 - d) Compliance with the growth management policies of this Secondary Plan.
- 4) No provision of this Secondary Plan will require *Council* to zone any lands for the designated use to permit immediate *development*. When *Council* receives an application for a suitable *development* project according to the designation and policies of this Secondary Plan, the Holding “H” provision may be removed by amending the Zoning By-law, without amending this Secondary Plan.
- 5) Until the “H” provision is lifted, the uses permitted on such lands will be limited to those for which the land is zoned at the time of the adoption of this Secondary Plan or to public uses.

19.6.2.3 Development Applications

- 1) The review and approval of future *development* applications under the *Planning Act* will be based on the Secondary Plan and associated technical documents. Applications will be reviewed for conformity and consistency with these documents.
- 2) Applications for Site Plan Control, Draft Plans of Subdivision, Draft Plans of Condominium, and land severances will conform with the policies of this Secondary Plan and Cambridge Official Plan.
- 3) Prior to any grading/*site alteration* and/or construction on a site and prior to registration of a plan, the approval and issuance of a Permit from the Grand River Conservation

Authority for all works subject to Ontario Regulation 150/06 (Development, Interference with Wetlands and Alterations to Shorelines and Watercourses Regulation) is required.

Draft Plans of Subdivision

- 4) All *development* applications which involve re-lotting of existing parcels of land or subdivisions will be on the basis of subdivision procedures, outlined in the *Planning Act*.
- 5) *Council* may require that applications for Draft Plans of Subdivision include among other matters:
 - a) A statement of *development* objectives.
 - b) An indication of the extent to which the plan conforms to this Secondary Plan and the Regional Official Plan.
 - c) The proposed zoning for the Draft Plan of Subdivision.
 - d) An inventory and assessment of the area's existing features in terms of the Greenlands and Open Space Network, ownership, land use (such as agriculture and residential), and capacity and availability of all utilities required by the *development*.
 - e) Details of the proposed *development* including the proposed alignment of the Roads Network, proposed land uses and densities, impact of the *development* on existing *natural features*, and proposed method of addressing the impact on an area's existing *natural features*.
- 6) *Council* will recommend approval of only those Draft Plans of Subdivision which:
 - a) Comply with the intent of this Secondary Plan.
 - b) Can be supplied with adequate municipal *infrastructure*, community facilities such as schools, fire protection, and road maintenance.
 - c) Will not adversely affect the financial status of the *City* or *Region*.
 - d) Will not harm any aspect of the environment, including the Greenlands and Open Space Network.

19.6.2.4 Municipal Works

- 1) All future municipal works undertaken by the *City* within the Secondary Plan area will conform with the policies of this Secondary Plan and the Regional Official Plan.

- 2) It is the intent of this Secondary Plan to achieve the agreement of all public agencies involved in any aspect of *development* in the Secondary Plan area, to comply with the policies of this Secondary Plan and the regulations in the Zoning By-law prior to any further *development* approvals to the satisfaction of *City*.

19.6.2.5 Coordination with the Region of Waterloo

- 1) The *City* will work with the *Region*, as the approval authority for this Plan, to ensure that the policies of this Plan are implemented, including any opportunities to implement the urban design, public realm, *active transportation*, and transit improvements through any future *Regional* works.
- 2) The *City* also encourages consideration of opportunities for *affordable* housing within the Secondary Plan area.

19.6.3 Phasing and Financial Tools

19.6.3.1 Financial Agreements

- 1) Prior to the registration of any *development*, the owner will have entered into a subdivision agreement with the City of Cambridge, including but not limited to the posting of required securities, payment of engineering fees as applicable, any cash-in-lieu payments, any front-end requirements, and Development Charges as applicable.
- 2) The *City*, at the discretion of the Director of Engineering and Chief Financial Officer, may allow and/or require the use of front-ending agreements and/or credit for service agreements, as per the *Development Charges Act*, and applicable *City* policies, to implement *development* of the Secondary Plan area.

19.6.3.2 Parkland

- 1) Dedication of lands for Community Parks and Neighbourhood Parks will be in accordance with the Cambridge Official Plan. The *City* will not accept the following as parkland dedication:
 - a) Lands within the Natural Open Space System.
 - b) Urban Greens and Squares where the *City* is of the opinion a Neighbourhood Park or Community Park is necessary or desirable.
 - c) Where the lands, or a portion thereof, are required on-site to meet zoning by-law requirements for amenity areas or landscaped open space.
 - d) Hazard lands.

- e) Stormwater management ponds.
 - f) *Contaminated sites* unless a Record of Site Condition is provided.
 - g) The Riverbank Drive Transition Buffer.
- 2) The requirements for outdoor recreation, trails, parks, and natural areas shall be consistent with the Development Charges Background Study.
 - 3) Parkland dedicated to the *City* will be of a shape, quality, and grading to be developable, programmable, and accessible.
 - 4) The developer will be responsible for providing developable parkland sites, including completing grading works, topsoil, seeding, stone-picking, stormwater and inclusion of an entrance and accessible path of travel to and from the park in accordance with the *City's* Engineering Standards and Development Manual, prior to being accepted by the *City*.
 - 5) Parkland will be acquired by the *City* through combined means of dedication and purchase at fair market value.

19.6.3.3 Phasing

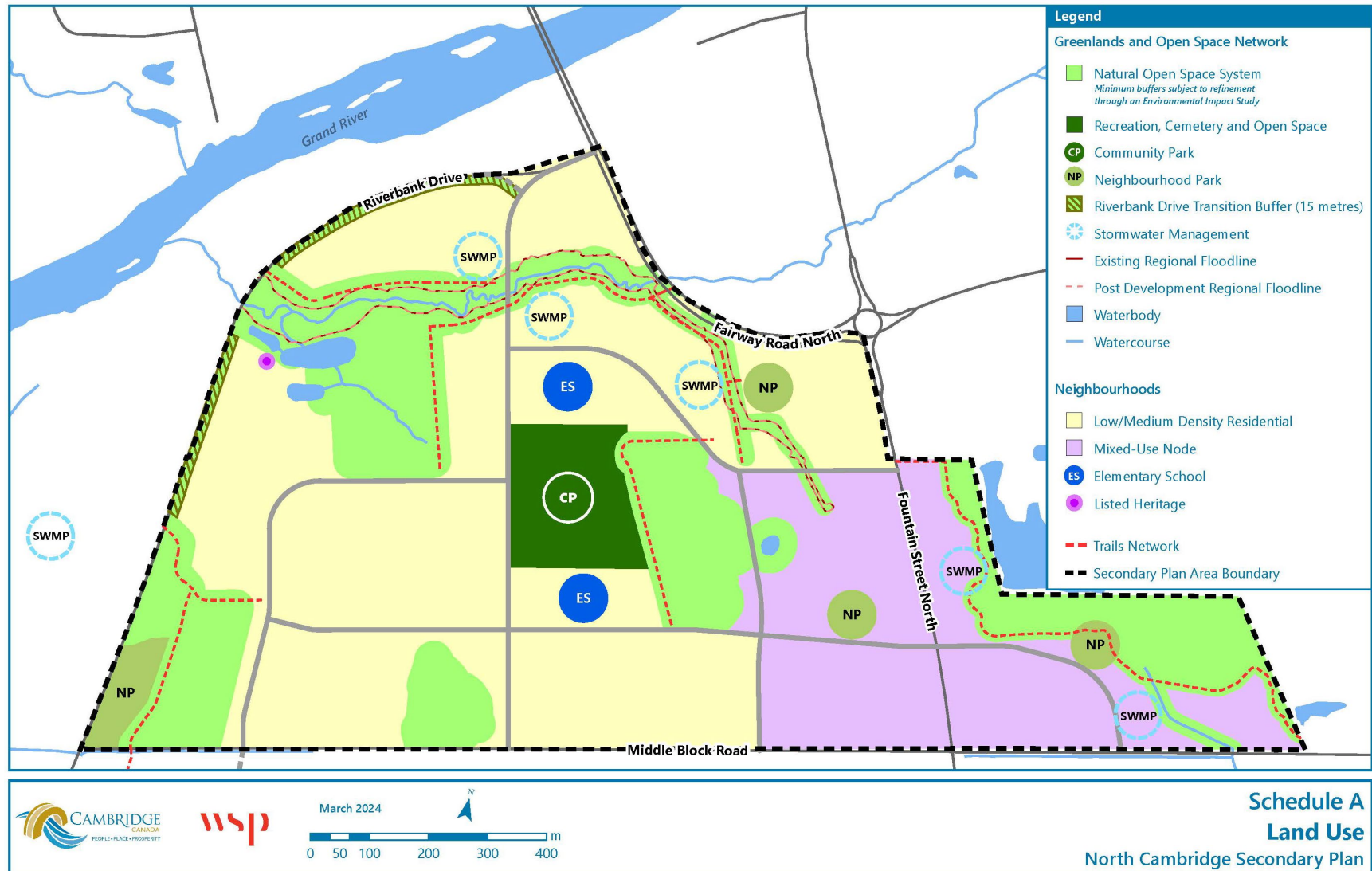
- 1) The phasing of *development* is addressed to ensure the Secondary Plan conforms with the Urban System Policies of the Regional Official Plan with respect to growth management.
- 2) The *City* and *Region* will carefully monitor residential growth within North Cambridge. *Development* phasing will be established based on population growth over time, in accordance with, and in conjunction with the ability of the developers, the *City*, and the *Region* to pay for their respective responsibilities of municipal *infrastructure* development costs, as required.
- 3) *Development* will progress in a logical, efficient, and fiscally responsible manner. The cost-effective provision of municipal *infrastructure* will establish the phasing for this Secondary Plan. Phasing will generally occur from south to north as municipal *infrastructure* is extended.
- 4) It is the intent of this Secondary Plan that growth will occur in an orderly and phased manner. The phasing strategy for the Secondary Plan area and the primary factors to consider in this regard include:
 - a) The integration of new *development* within the planned community structure, resulting in a contiguous, connected, and compact built form.

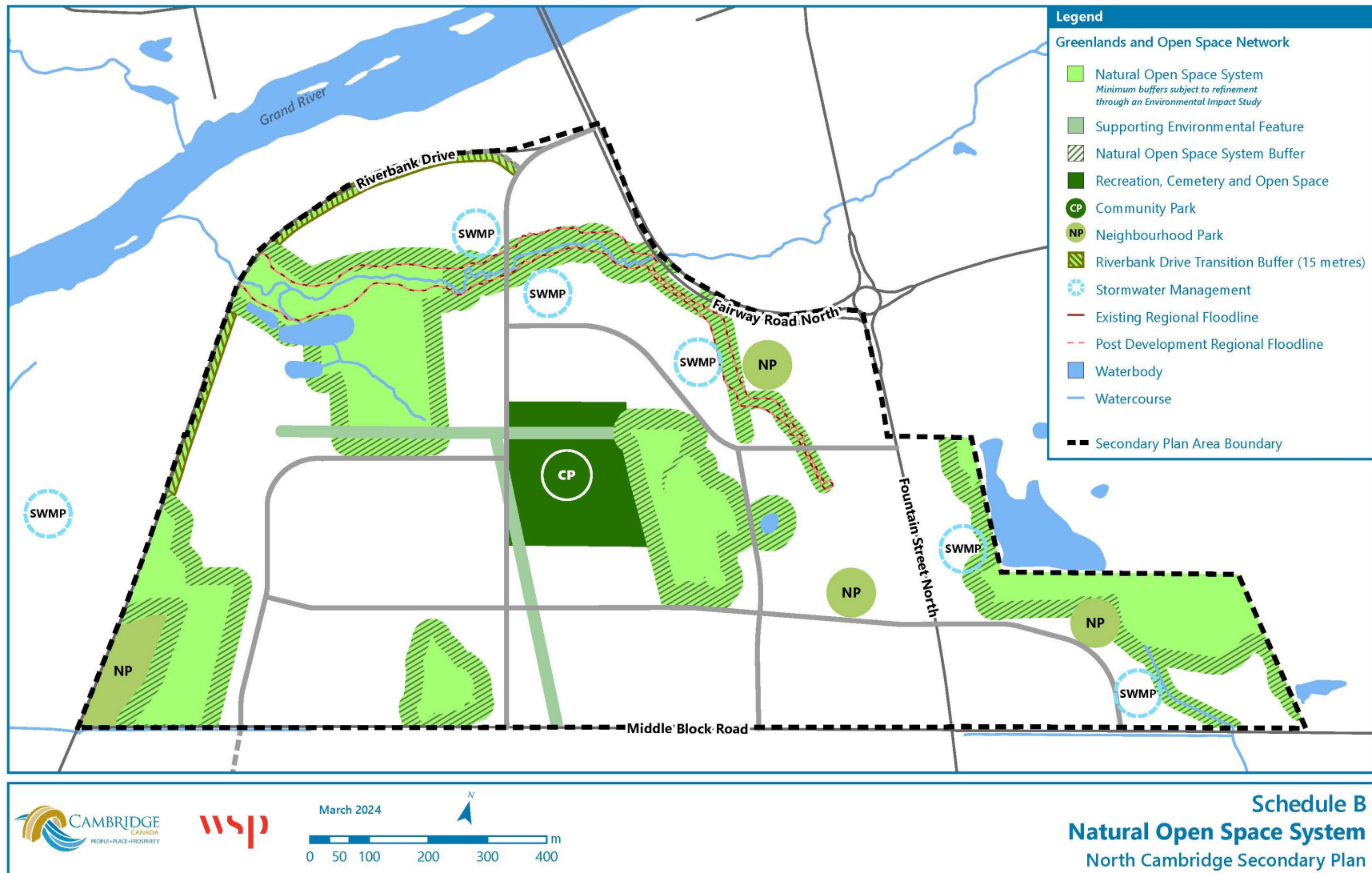
- b) Supporting the early introduction of transit services to North Cambridge, including *development* within the Mixed-Use Node.
- c) The provision of adequate municipal *infrastructure* to accommodate the proposed growth in a cost-efficient manner.
- d) The provision of the Mobility Network, including pedestrian and cycling *infrastructure*, and the availability of adequate capacity on the existing road network.
- e) The provision and adequacy of social services, community facilities, and other cultural and recreational amenities.

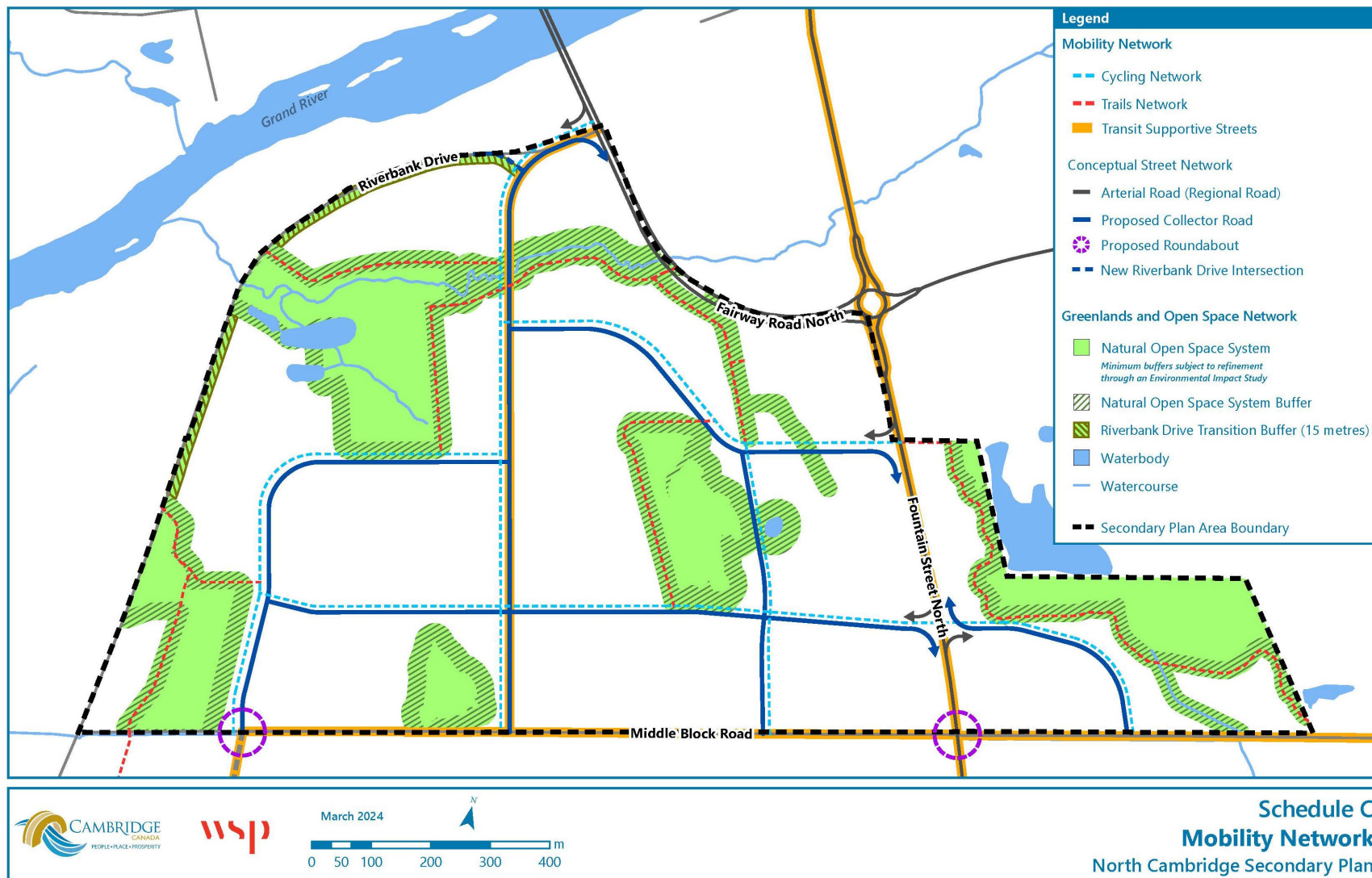
19.6.3.4 Updating

- 1) The *City* will comprehensively review the policies of this Secondary Plan at the 10-year review of the Cambridge Official Plan. Depending on the outcomes of the review, the *City* may decide to update the Secondary Plan.

Schedules







Appendix 1 - Collector Road Cross-Section

