

**PROPOSED AMENDMENT NO. _____ TO THE CITY OF CAMBRIDGE OFFICIAL
PLAN**

HESPELER ROAD CORRIDOR SECONDARY PLAN

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**PROPOSED AMENDMENT NO.____ TO THE OFFICIAL PLAN
OF THE CITY OF CAMBRIDGE**

SECTION 1 – TITLE AND COMPONENTS

This amendment shall be referred to as Amendment No.____ to the Official Plan of the City of Cambridge. Sections 1 to 3 provide an explanation of the amendment including the purpose, location, background, policy framework, description and rationale, and public engagement but do not form part of this amendment. Section 4 and Schedule 1 describe the additions, deletions and/or modification to the Official Plan of the City of Cambridge which constitute Official Plan Amendment No. ____.

SECTION 2 – PURPOSE OF THE AMENDMENT

The purpose of the Official Plan Amendment is to:

- 1) Amend the Official Plan to include the Hespeler Road Corridor Secondary Plan which will introduce a policy framework to guide growth and redevelopment in the Hespeler Road Corridor Secondary Plan Area.
- 2) Implement three of the the Major Transit Station Areas (MTSAs) identified in Regional Official Plan Amendment No. 6 (ROPA 6).

SECTION 3 – BASIS OF THE AMENDMENT

3.1 Location and Description of Area

The Hespeler Road Corridor Secondary Plan Area includes the lands on the east and west side of Hespeler Road between Highway 401 and lands south of the Can-Amara Parkway. Lands within the Study Area have been identified in the Official Plan as a: Regeneration Area; Regional Scale Node; and Community Node.

The Hespeler Road Corridor Secondary Plan is planning to achieve a density of 160 persons and jobs per hectare at build out and to facilitate 15-minute neighbourhoods.

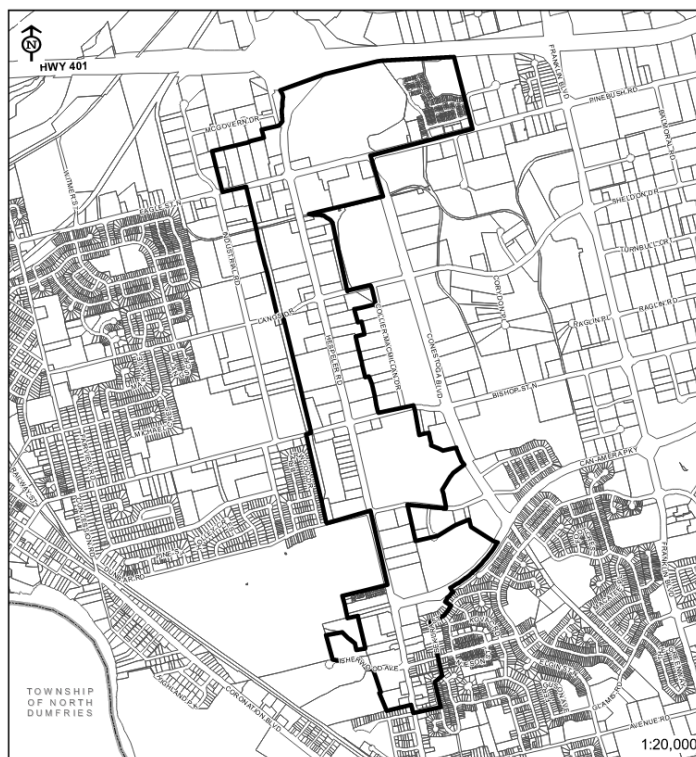


Figure 1: Secondary Plan Area

3.2 Background

The City of Cambridge Official Plan (approved on November 21, 2012 by the Region of Waterloo) imagines Cambridge as a growing, well designed, compact, vibrant and complete community. The city is planned to feature an appropriate mix of jobs, range of housing options, access to services and community infrastructure and access to transportation options including public transit and active transportation. One of the keys to achieving this vision is the development and implementation of a robust policy framework that focuses growth and intensification in strategic locations within the existing built-up areas. These locations include the Urban Growth Centre, Community Core Areas, Nodes, Regeneration Areas, Reurbanization Corridors and Major Transit Station Areas. These locations have been selected because they boast services and community infrastructure that support growth, they have land parcels with development and redevelopment potential, and they are located along existing or proposed transit routes including the Region of Waterloo's rapid transit service (ION).

3.3 Existing Policy Framework

The Secondary Plan has been prepared as an amendment to the City of Cambridge Official Plan. The Secondary Plan Area is currently designated Hespeler Road Mixed-Use Corridor, High Density Residential, Natural Open Space System and Regional Commercial in the City's Official Plan. The City's 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 (Section 10.2).

3.4 Official Plan Amendment Description and Rationale

The City of Cambridge Official Plan is hereby amended by adding the attached “Chapter 21: Hespeler Road Corridor Secondary Plan”.

In addition, the Amendment modifies Maps 1A, 2, 2A and 6 and Figures 1 and 2 in the Official Plan.

Map 1A is amended by removing the Regeneration Area designation from the Hespeler Road Corridor Secondary Plan area.

Map 2 is amended by adding the boundary of the Hespeler Road Corridor Secondary Plan Area

Map 2A is amended by adding a site specific policy for the Bishop Street Operation Centre as well as the property at 15 Sheldon Drive

Map 6 is amended by removing the Regeneration Area designation from the Hespeler Road Corridor Secondary Plan area.

Figures 1 and 2 are amended by including the lands identified as “future study area for inclusion in node boundary” within the node boundary.

3.4.1 Secondary Plan

The purpose of the Hespeler Road Corridor Secondary Plan is to guide the future planning and development of the Hespeler Road Corridor Secondary Plan lands. The Secondary Plan supports and builds on the policies of the City of Cambridge Official Plan, and provincial and regional policies and plans, with respect to orderly development of the area.

The Secondary Plan establishes a vision and the principles for the design and development of the area. It also establishes the general land use patterns and conceptual locations of parks and trails, roads and infrastructure. The Secondary Plan includes goals, general policies and land use policies.

3.4.2 Proposed Land Use Changes

The Hespeler Road Corridor lands are currently designated Hespeler Road Mixed-Use Corridor, High Density Residential, Natural Open Space System and Regional Commercial in the City’s Official Plan. The proposed new land use designations are shown on Schedule B of the Secondary Plan and are generally described as follows:

- **Mixed Use High Density** permits a range of medium and high-density residential uses such as mid and high-rise apartments as well as commercial and office uses.

- **Mixed Use Medium Density** permits medium density residential uses such as street townhomes, stacked townhomes and low-rise apartments as well as commercial and office uses.
- **Mixed Use Office** permits a range of transit-oriented employment and commercial uses ranging from office and hotel, conference centre to medical clinics and commercial-recreational facilities and permits accessory and complimentary uses with limited retail sales and service commercial uses as accessory uses.
- **High Density Residential** permits medium to high density residential uses such as mid-rise and high-rise apartments and other multiple dwellings.
- **Medium Density Residential** permits medium density residential uses such as street townhomes, stacked townhomes, low-rise apartments and other multiple dwellings (excluding semi-detached).
- **Low Density Residential** permits residential uses such as single and semi-detached dwellings as well as secondary units and existing medium density multi-unit residential uses. The maximum building height is 4 storeys.
- **Regional Commercial** permits large scale commercial development which are generally anchored by one or more department stores, home improvement store, warehouse membership club or food store. The Regional Commercial designation will have commercial development which exceeds 42,000 m² of gross leasable floor area
- **Business Industrial** permits a range of traditional industrial park uses ranging from hotel and office type uses through to assembly, fabricating, warehousing and distribution facilities and permits accessory and complimentary uses.
- **Employment Corridor** is located along the Highway 401 corridor and provides high visibility and convenient accessibility for prestige employment uses such as advanced manufacturing, major office complexes and offices.
- **Natural Open Space System** is applied to core environmental features, such as wetlands, woodlands, and tributaries, and the associated buffers identified in the applicable Subwatershed Study.
- **Recreation, Cemetery, and Open Space** is applied to lands identified for the purposes of a Community Park which accommodates a range of park facilities and active recreational uses for the Secondary Plan and surrounding area residents.

3.4.3 Compliance with Provincial Legislation and Policy

Provincial Policy Statement (2020)

Section 3 of the *Planning Act* requires that decisions affecting planning matters shall be consistent with policy statements issued under the Act. The Provincial Policy Statement (PPS) was issued under the authority of Section 3 of the Act. The PPS provides policy direction on matters of provincial interest related to land use planning and development, including the protection of resources of provincial interest, public health and safety, and the quality of the natural and built environment.

The PPS directs growth to Settlement Areas on full municipal services (Policy 1.1.3) and directs that new development taking place in designated growth areas should occur adjacent to the existing built-up area and is to have a compact form, mix of uses and densities that allow for the efficient use of land, infrastructure and public service facilities. The Hespeler Road Corridor Secondary Plan lands are located along the future ION light rail corridor and will provide a mix of residential, commercial, institutional, and open space uses at densities to promote the efficient use of land, infrastructure, public service facilities and the ION.

Policy 1.6.7.1 states that transportation systems should be provided which are safe, energy efficient, facilitate the movement of people and goods, and appropriate to address projected needs. The Secondary Plan proposes complete streets which prioritize active transportation and allow for vehicular movements and plan for future ION infrastructure.

Policy 1.8.1 directs municipalities to support energy conservation and efficiency, improved air quality, reduced greenhouse gas emissions, and preparing for the impacts of a changing climate. The Secondary Plan promotes a compact built form and the use of active transportation and transit through transit supportive development. Further, it promotes sustainable design which maximizes energy efficiency and conservation and considers the mitigating effects of vegetation and green infrastructure.

The Secondary Plan is appropriate and consistent with the PPS.

A Place to Grow – Growth Plan for the Greater Golden Horseshoe (Office Consolidation 2020)

In 2019, the Province of Ontario released an update to the provincial growth plan called “A Place to Grow – Growth Plan for the Greater Golden Horseshoe” (Growth Plan). An Office Consolidation of the Growth Plan, which includes Amendment 1 (2020) was released in August of 2020. Planning applications are required to conform to Provincial plans.

The Growth Plan focusses on directing new development to existing settlement areas in order to support the development of complete communities that contain a diverse mix of uses and housing options in order to optimize existing infrastructure and public transit. The Growth Plan contains development targets for urban areas (referred to as Built-Up

areas). The Hespeler Road Corridor Secondary Plan area is located within a settlement area and is considered a Built-Up area in the Growth Plan.

The Secondary Plan conforms to A Place to Grow: A Growth Plan for the Greater Golden Horseshoe (Office Consolidation 2020).

Regional Official Plan

The Secondary Plan area is located in the Built-up Area within the Urban Area Boundary as identified in the Region of Waterloo Official Plan. It is intended that land within the Urban Area is “to accommodate the majority of the Region’s growth within the planning horizon” of the Plan (Section 2.B.2).

The Built-Up Area identifies all lands within the built boundary of the Urban Area. Area municipalities are required to establish policies in their official plans and other supporting documents to ensure that “a minimum of 45 per cent of all new residential development occurring annually within the region as a whole will be constructed within the Built-Up Area” (Section 2.C.2).

Section 2.D.1 requires planning for new development within the Urban Area that:

- b) is serviced by a municipal drinking-water supply system and a municipal wastewater system;
- c) contributes to the creation of complete communities with development patterns, densities and an appropriate mix of land uses that supports walking, cycling and the use of transit;
- d) protects the natural environment, and surface water and groundwater resources;
- e) conserves cultural heritage resources and supports the adaptive reuse of historic buildings;
- f) respects the scale, physical character and context of established neighbourhoods in areas where reurbanization is planned to occur; and,
- h) promotes building designs and orientations that incorporate energy conservation features and the use of alternative and/or renewable energy systems.

The Hespeler Road Corridor Secondary Plan was prepared based on the principles supporting the creation of complete, 15 minute, neighbourhoods, transit supportive design and uses and alternative transportation modes. The policy framework was developed to ensure appropriate and efficient growth to support the future Stage 2 ION light rail transit corridor.

The proposed Official Plan Amendment conforms to the Regional Official Plan.

City of Cambridge Official Plan

The Hespeler Road Corridor Secondary Plan area is located in the Built-Up Area according to the City's Official Plan, and is designated Low/Medium Density Residential and Natural Open Space System.

Uses such as single detached dwellings, townhouses and/or walk-up apartments are permitted on lands designated Low/Medium Density Residential where municipal water supply and wastewater systems are available (8.4.6.9).

The City's 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 (10.2.1) provided the secondary plan is in conformity with the City and Regional Official Plans (10.2.2), and in consideration of the following Section 10.2.4 criteria:

- a) patterns of land use;
- b) population and employment projections;
- c) mix and range of housing types and densities;
- d) phasing of development in an efficient manner;
- e) provision for adequate and appropriate areas for commercial, institutional and community-oriented facilities;
- f) provision for trails, parks and open space;
- g) natural features;
- h) cultural heritage resources;
- i) incorporating intensification opportunities;
- j) development of a transportation network that facilitates the efficient movement of vehicular and pedestrian traffic including active transportation considerations;
- k) municipal services;
- l) incorporating opportunities for mixed-use and higher density development in appropriate locations;
- m) designation of land; and
- n) any other matters as deemed appropriate by the City.

Section 5.2.1 states that the design of the built environment will promote sustainable, healthy, active living through:

- a) well-connected and maintained streets, paths and trails that are able to safely accommodate different modes of transportation;
- b) safe, accessible, aesthetically pleasing, well-serviced and inclusive developments;

- c) resilient natural environments that support wildlife and their habitat and are better connected to residential areas; and
- d) walkable neighbourhoods that offer a mix of uses and range and variety of housing types with convenient access to public transit.

Chapter 5 of the Official Plan establishes urban design policies to achieve a high standard of urban design across the City. The Secondary Plan builds on the policies of the Official Plan to achieve design excellence along the Hespeler Road Corridor. It is planned to promote sustainable, healthy, and active living (Section 5.2), support transit usage (Section 5.3), consider sustainability and energy efficiency in the design of both private and public realms (Section 5.8), and build a high-quality, attractive public realm (Section 5.5).

The Secondary Plan conforms to the City of Cambridge Official Plan.

3.5 Public Engagement

Prior to preparing the Hespeler Road Corridor Secondary Plan, extensive public consultation occurred stakeholder meetings, Public Information Centres and public meetings being held:

- September 12, 2016 – Stakeholders meeting to allow property owners and interested parties to discuss ideas about the future of the corridor.
- May 28, 2019 – Second stakeholders meeting to present initial draft of secondary plan to stakeholders.
- June 11, 2019 – Statutory public meeting.
- December 12, 2022 – Public information centre.

At the December 12, 2022, Public Information Centre. A proposed vision for the Hespeler Road Corridor Secondary Plan Area was shared with the community, along with proposed key principles to guide future development in the area related to land use and built form, transportation and mobility, parks and open space, and natural heritage. A land use concept was also presented to demonstrate how lands within the Secondary Plan Area could be organized. A question-and-answer period was also held following the presentation to allow participants a chance to ask questions and provide comments on the project, presentation, and land use option presented. The Project Team provided responses to all questions received through a subsequent comment-response matrix.

All feedback received during this process was considered when preparing the Secondary Plan.

SECTION 4 –THE AMENDMENT

- 1) That Map 1A is amended by removing the Regeneration Area designation from the Hespeler Road Corridor Secondary Plan area;

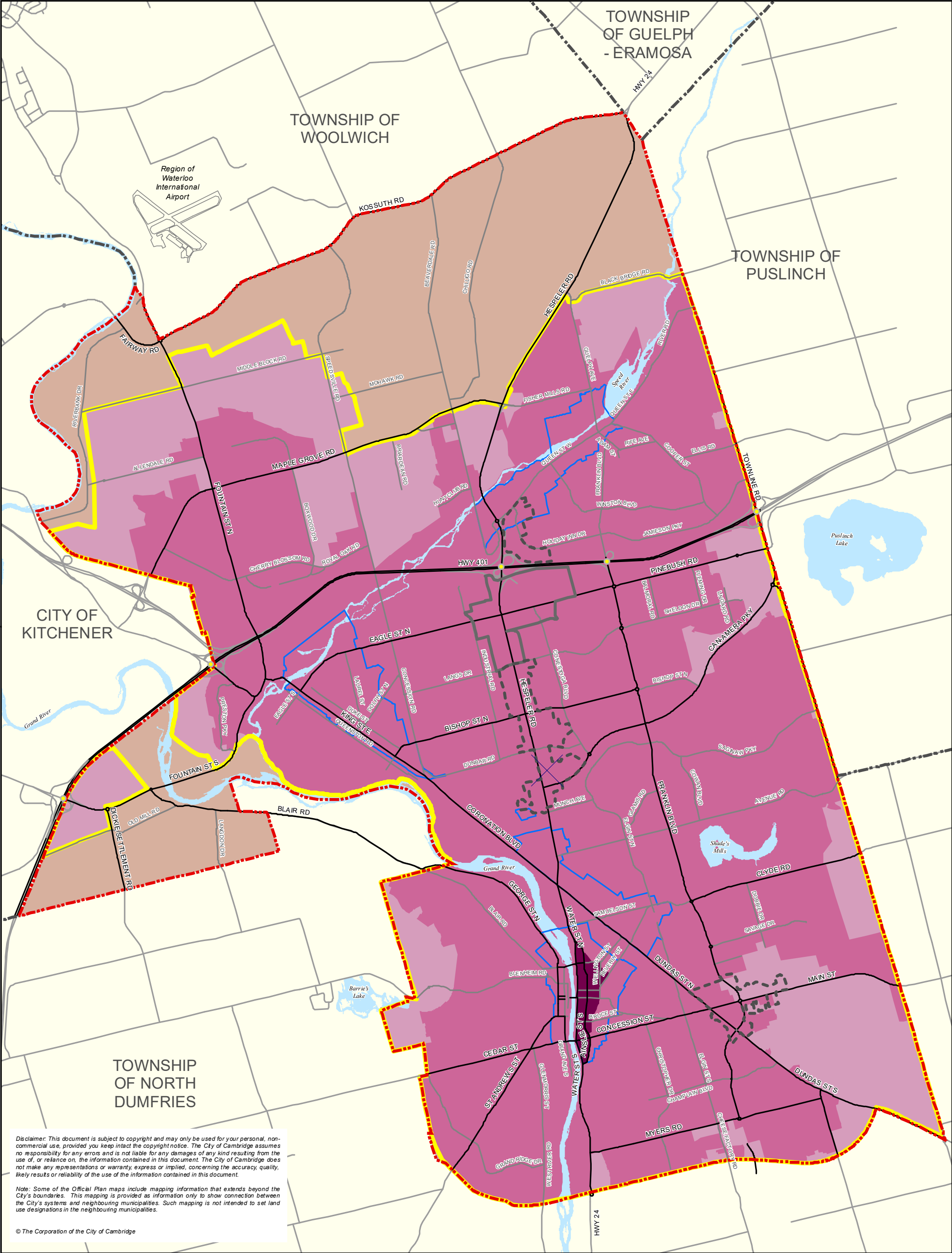
That Map 2 is amended by adding the boundary of the Hespeler Road Corridor Secondary Plan Area;

That Map 2A is amended by adding a site specific policy for the Bishop Street Operation Centre as well as the property at 15 Sheldon Drive;

That Map 6 is amended by removing the Regeneration Area designation from the Hespeler Road Corridor Secondary Plan area; and

That Figures 1 and 2 are amended by including the lands identified as “future study area for inclusion in node boundary” within the node boundary.

- 2) Add new Chapter 21: Hespeler Road Corridor Secondary Plan



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City of Cambridge Official Plan



Schedule 1A
Urban Structure

Legend

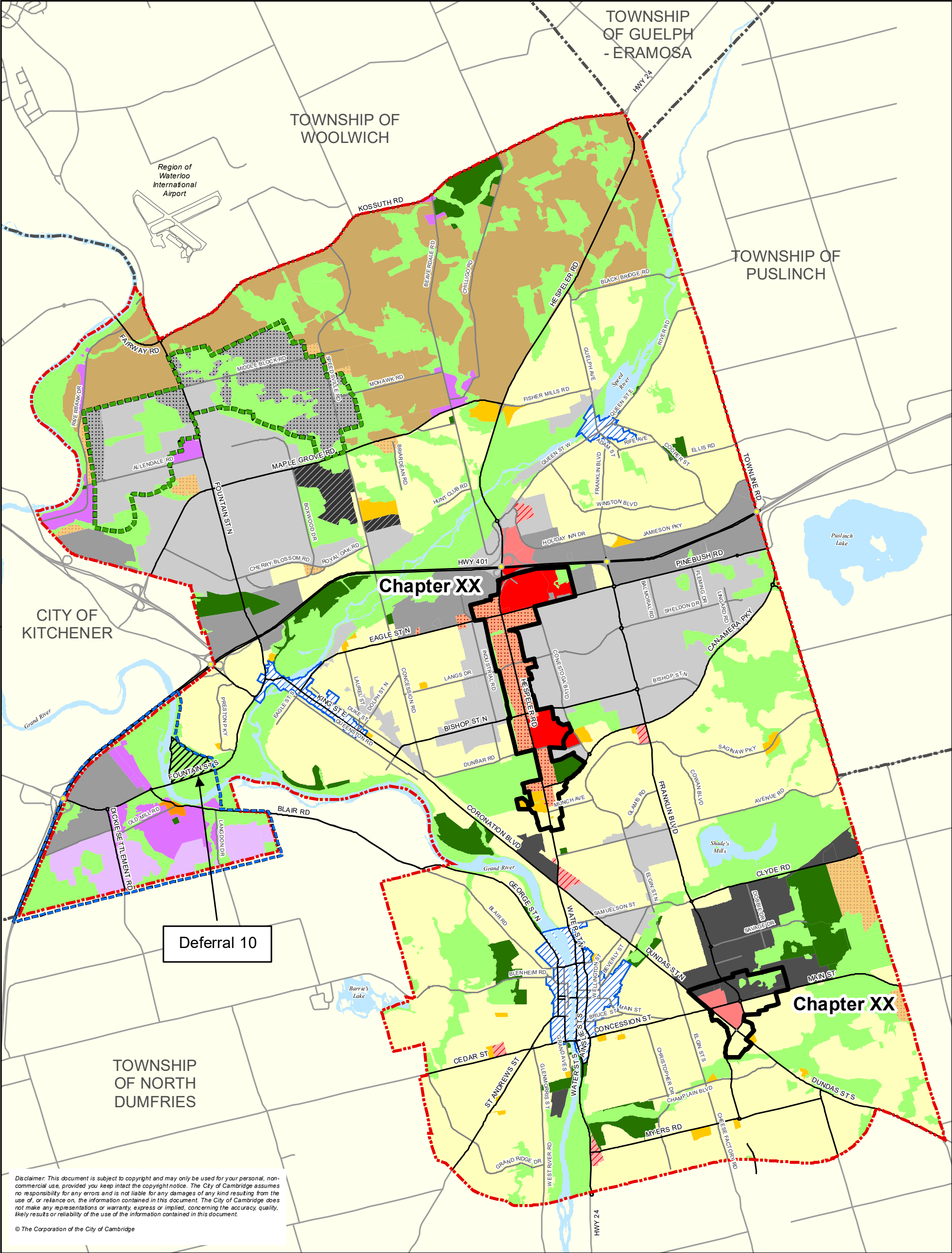
- City Limits
- Municipal Boundaries
- Existing Grade - Separated Interchange
- Roads - Ownership
 - Province of Ontario or Region of Waterloo
 - City of Cambridge

- Regional Scale Node
- Community Nodes

- Regeneration Areas
- Urban Area Boundary (RMW)
- Built-Up Area (Province of Ontario)
- Urban Growth Centre (see map 3)
- Designated Greenfield Area (RMW)
- Countryside (RMW)
- Rivers and Lakes

Note: Reurbanization corridors and major transit station areas are not yet mapped.


Data Sources: Regional Municipality of Waterloo (RMW) and the Province of Ontario



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City of Cambridge Official Plan



Schedule 2

General Land Use Plan

Secondary Plan Area

City Limits

Municipal Boundaries

Blair Village

East Side Lands (RMW)

Future Urban Reserve

Roads - Ownership

Province of Ontario or Region of Waterloo

City of Cambridge

Rivers and Lakes

Deferrals

1. Community Core Areas

Galt City Centre; Preston Towne Centre; Hespeler Village

2. Residential Designations

Low / Medium Density Residential

High Density Residential

Blair Core Area

Rural Residential

Rural

Prime Agricultural

3. Rural Designations

Rural

Prime Agricultural

4. Commercial Designations

Regional Commercial

Community Commercial

Hespeler Road Mixed-Use Corridor

Neighbourhood Commercial

5. Employment Designations

Business Industrial

Prime Industrial Strategic Reserve (Served)

Employment Corridor

Industrial

Prestige Industrial

6. Open Space Designations

Recreation, Cemetery and Open Space

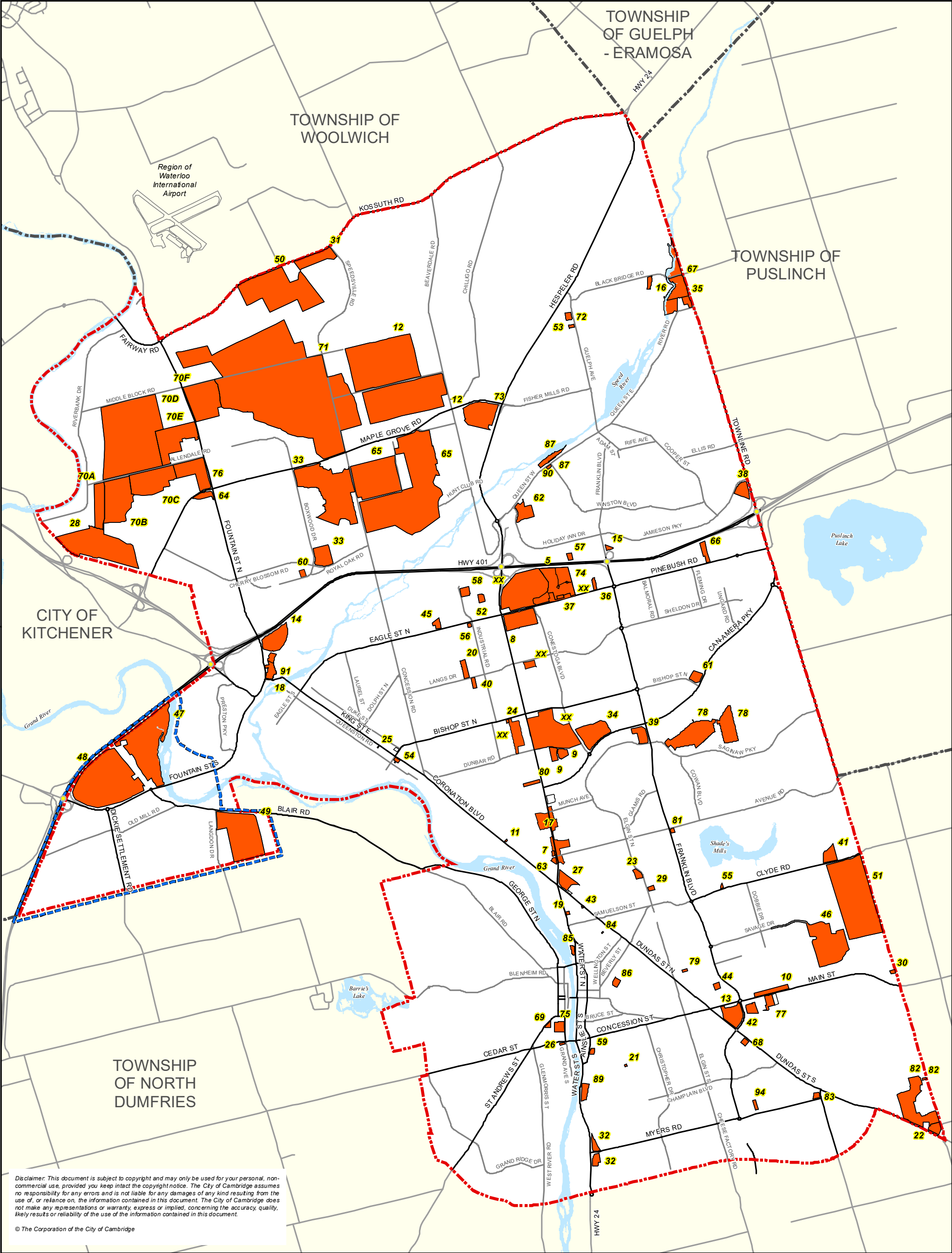
Natural Open Space System

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City of Cambridge Official Plan



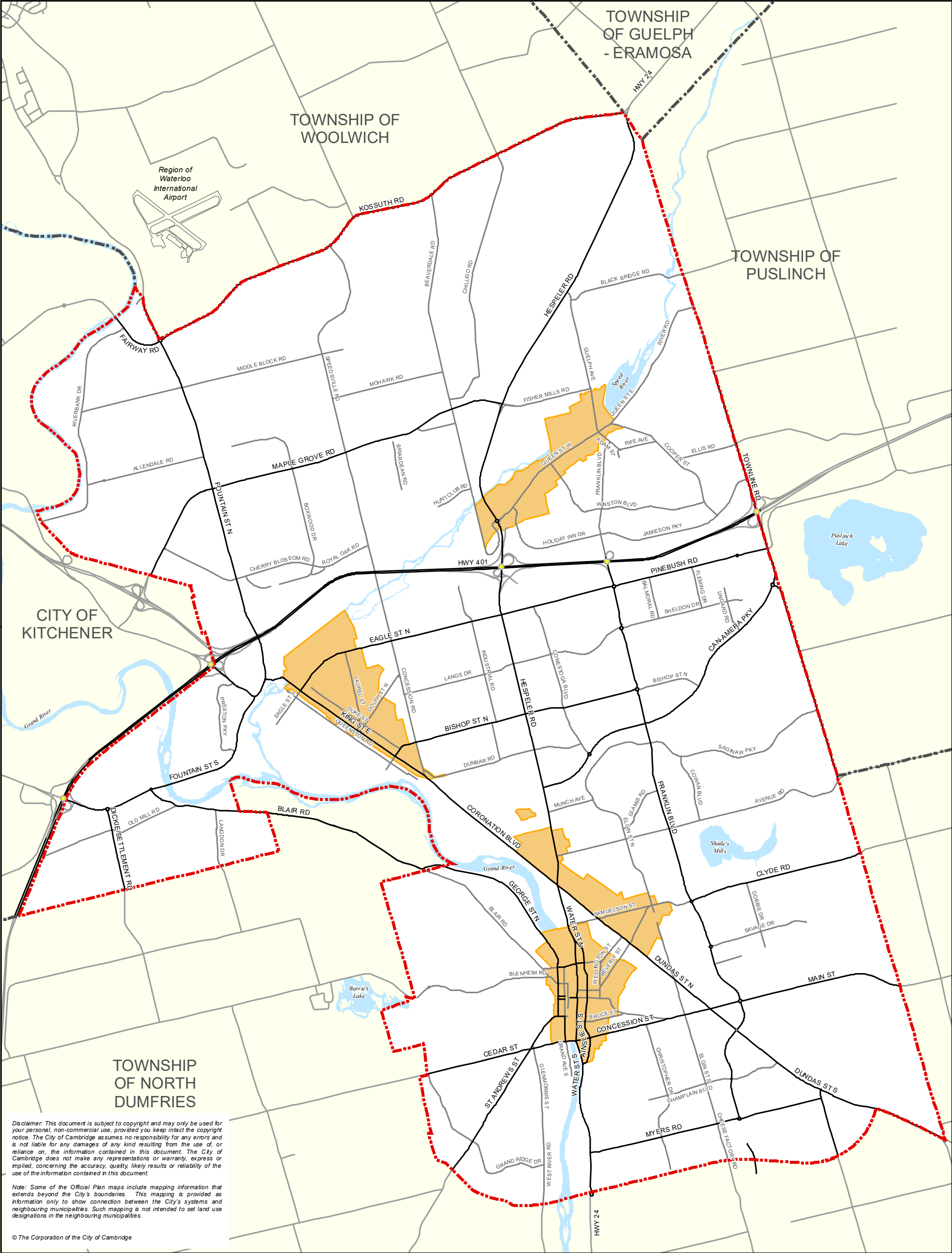
Schedule 2A
Site Specific Policies
(See Section 8.10)



1:50,000

Legend

- City Limits
- Municipal Boundaries
- CAMB.SITE_SPECIFIC_NEW
- Existing Grade - Separated Interchange
- Roads - Ownership
 - Province of Ontario or Region of Waterloo
 - City of Cambridge
- Site Specific (Figure Number)
- Blair Village
- Rivers and Lakes



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City of Cambridge Official Plan



Schedule 6
Regeneration Areas

Legend

- City Limits
 - Municipal Boundaries
 - Existing Grade - Separated Interchange
 - Rivers and Lakes
 - Regeneration Areas
- Roads - Ownership*
- Province of Ontario or Region of Waterloo
 - City of Cambridge



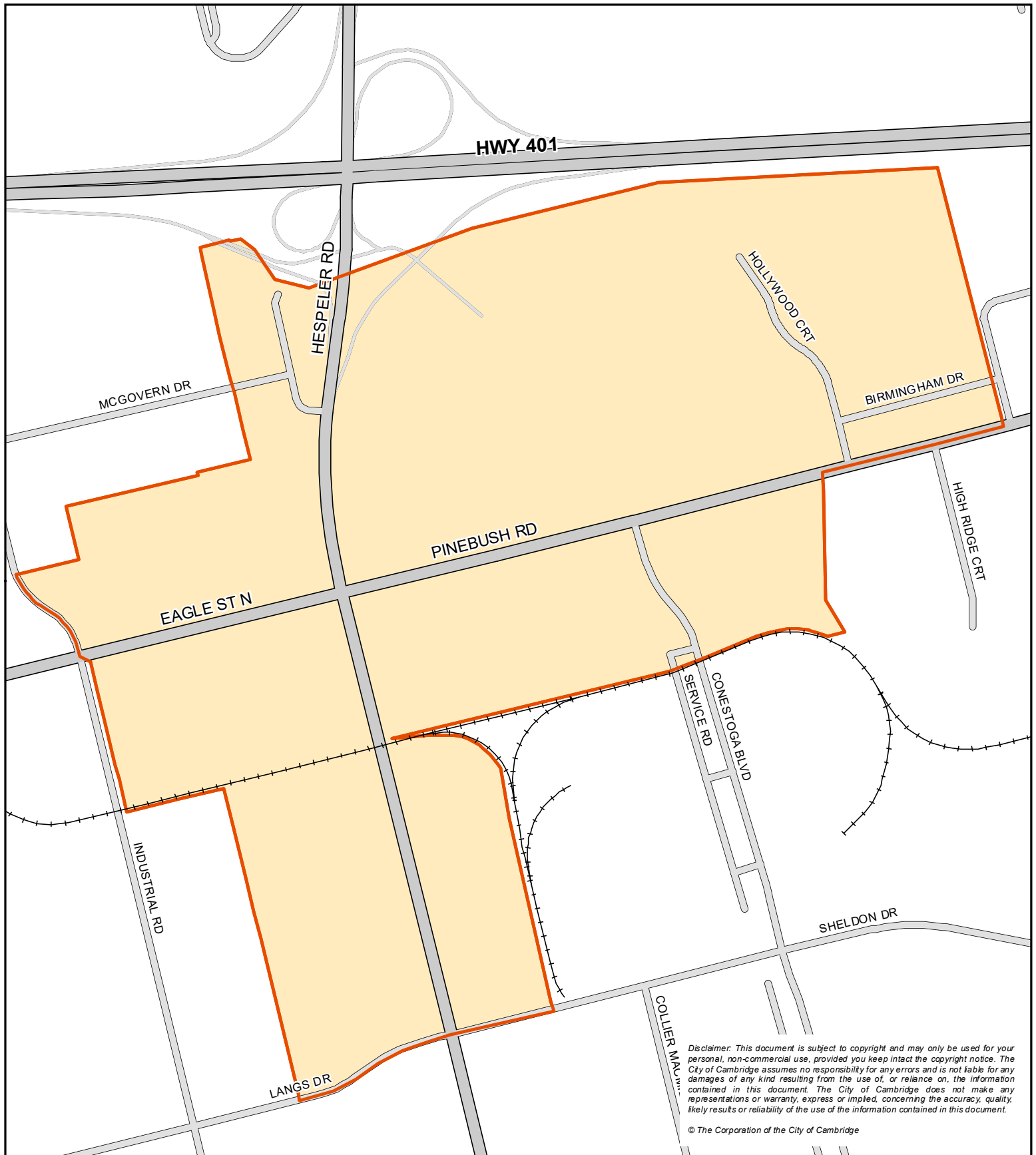


Figure 1
Regional Scale Node



1:8,000

Legend

- Node Boundary
- Railway

In Association with:

Curtis Planning Inc
Tim Welch Consulting
Watson & Associates

City of Cambridge Hespeler Road Corridor Secondary Plan

Draft April, 2023

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21.1 INTRODUCTION

The preparation of a Secondary Plan is required for by the City of Cambridge Official Plan (2012), as amended, for the Hespeler Road Corridor. The Hespeler Road Corridor Secondary Plan (“the Secondary Plan”) provides detailed boundaries and land use policies for this corridor to achieve a significant density increase and become a medium to high density mixed-use area.

21.1.1 PURPOSE OF THE PLAN

The purpose of this Secondary Plan is to provide a planning framework that will guide future development and redevelopment in the Hespeler Road corridor area and implement the policies of the Cambridge Official Plan and Region of Waterloo Official Plan. The plan provides long range policies for the following elements:

- Land use;
- Urban design and public realm improvements;
- Transportation and infrastructure improvements; and,
- Implementation tools and monitoring program.

The Secondary Plan must be read in conjunction with the applicable policies within the City of Cambridge Official Plan (2012), as amended. In addition to the policies of this Secondary Plan, all other parts of the City of Cambridge Official Plan shall apply. The land use designations for the Secondary Plan are intended to complement the broader land use designations provided in the Official Plan. In most cases, the land use policies and permissions described in the Secondary Plan are more detailed than those provided for within the Official Plan. In the event of a policy conflict, the Secondary Plan will prevail unless otherwise specified.

21.1.2 LOCATION AND BOUNDARY

The limits of the Secondary Plan (the “Plan Area”) are depicted on **Schedule A**, and is generally centred along Hespeler Road, and bound by the intersection of Hespeler Road and Highway 401 to the north and Isherwood Avenue to the south. The Secondary Plan Area includes the following three (3) Major Transit Station Areas: Pinebush, Cambridge Centre Mall and Can-Amara; and, a number of urban structure elements identified in the Cambridge Official Plan, including a Regional Scale Node and Community Node. Unless otherwise stated, the policies of this Secondary Plan apply to the lands located within the Secondary Plan limits as depicted on **Schedule A**. Changes to the boundary of the Secondary Plan will require an Official Plan Amendment.

21.1.3 ORGANIZATION

The Secondary Plan document is organized into five main sections:

- Section 21.1 provides the introduction and background for the Secondary Plan;
- Section 21.2 describes the vision and principles for the Secondary Plan;
- Section 21.3 includes Secondary Plan general policies;
- Section 21.4 includes the Secondary Plan land use and urban design policies; and,
- Section 21.5 provides the implementation policies for the Secondary Plan.

Footnotes, figures, graphics and images are provided for explanatory purposes only and are not considered to be part of the plan. The contents of Section 21.2 to 21.5 are considered to be the formal Secondary Plan, including Schedules A through F. Any alterations to the policies or Schedules in Section 21.2-21.5 shall require an Official Plan Amendment (unless otherwise stated in the Plan). Alterations to the contents of Section 21.1 including all text, images, figures, formatting, footnotes and graphics are not subject to an Official Plan Amendment and are provide explanatory purposes only. Schedules contained in Section 21.1 constitute part of the Plan and alterations to Schedules would be subject to an Official Plan Amendment, unless otherwise stated in the Plan.



21.2 VISION AND GUIDING PRINCIPLES

21.2.1 VISION FOR CHANGE

Hespeler Road is a multifunctional corridor. It is a major thoroughfare that connects Highway 401 to Highway 403 and is the main access into Cambridge from the north, connecting the downtowns of Kitchener, Waterloo and Cambridge. It is also a major commercial destination for people across the region, providing a diverse range of retail, shopping and service uses, attracting a number of people to the area for shopping purposes. As a local commercial hub, Hespeler Road provides the retail and service uses that serve the daily and weekly needs of those living and working in the area.

These functions are going to evolve over time. At a broader scale, the introduction of higher-order transit provides an opportunity to improve the broader connectivity within the Region's transportation network and also help to address resiliency aspects of climate change. At the corridor scale, the future significant City and Regional investment in the ION light rapid transit system, coupled with the existing recent investments in the ION Bus rapid transit system, will enable the City to proactively plan the land uses and public infrastructure along the Hespeler Road corridor. To support the significant transit investment planned for this corridor, the area is planned to transition into a mixed use corridor, with concentrations of high density, transit-supportive development around the three major transit stations. The area is intended to continue to serve the commercial needs of the community, while providing other elements of a complete, inclusive community: a range of residential options that enliven the area throughout the day, employment uses that support growing economic prosperity, institutional and recreational uses that support a healthy liveable community, with access to public transit and active transportation options.

Significant transit investment has the ability to be a catalyst to transition this area into a compact, urban environment where people can live, work and play. Hespeler Road will gradually support a complete streets approach that appropriately considers and accommodates the needs and safety of all road users. A more extensive network of streets with new mid-block connections will support connectivity and accessibility. Over time, the expectation is that the Hespeler Road Corridor area evolves from a major thoroughfare into a vibrant, transit-supportive and safe transportation corridor. Each of the Major Transit Station Areas (Pinebush, Cambridge Centre Mall and Can-Amara) are being planned to achieve a minimum of 160 people and jobs per hectare at build out.

It is envisioned that the Plan Area will transition into a compact, complete, sustainable, vibrant, thriving and integrated node that supports active transportation and transit service. The Plan Area will integrate a diverse mix of well-connected uses where people can meet their daily need for goods, services and employment within a short trip from home by walking, cycling and rolling, and where other needs can be met by direct, frequent and convenient transit. This mixed-use and higher density node will be supported by new parks, public spaces, trails, and community amenities that are well connected to the existing public realm network. The transportation network in the Plan Area will provide a full range of mobility options, but will prioritize and facilitate active transportation and transit. This vision is to be achieved through a combination of public realm improvements and private sector land development and re-development.

21.2.2 SECONDARY PLAN GUIDING PRINCIPLES

The guiding principles for the Hespeler Road Corridor Secondary Plan are as follows:

- a) Implement the policies of the City's Official Plan and help achieve the City's growth management objectives;
- b) Establish a land use structure for lands within the Secondary Plan Area;

- c) Identify a vision and design principles for the corridor;
- d) Maintain the corridor's important transportation function by planning for a greater variety of modes;
- e) Maintain and enhance the corridor's important commercial function by providing an appropriate range of mixed-use policies;
- f) Enhance and improve the character of Hespeler Road by improving and expanding the public realm;
- g) Provide opportunities for transit-supportive development, including mixed use, medium and high density development to support investments in higher order transit;
- h) Prioritize intensification and higher densities within Major Transit Station Areas to make efficient use of land and infrastructure and prioritize walking, cycling, and rolling and taking transit;
- i) Coordinate transit infrastructure investment along the corridor (such as the Stage 2 ION LRT project and associated works) with land use planning to support the vision;
- j) Improve the quality of the pedestrian and cycling environment and connectivity for people living and working in the area through streetscape and public space improvements/enhancements, reduced/shared driveways, better private realm planning and connections to promote active transportation;
- k) Enhance linkages and views of Dumfries Conservation Area and identify, protect and enhance other natural features and functions;
- l) Ensure sufficient transportation and municipal infrastructure is in place to accommodate future development and redevelopment potential;
- m) Minimize the potential for land use conflict;
- n) Support the development of complete communities, that support healthy and active living and meet people's needs for daily living throughout an entire lifetime;
- o) Consider the wellbeing of all residents, including children and youth, and work towards only making investments that improve social equity and benefit everyone;
- p) Encourage the construction of a mix of housing options, including additional residential units and accessible, affordable and 'missing middle' housing, to serve all size, incomes and ages of households; and

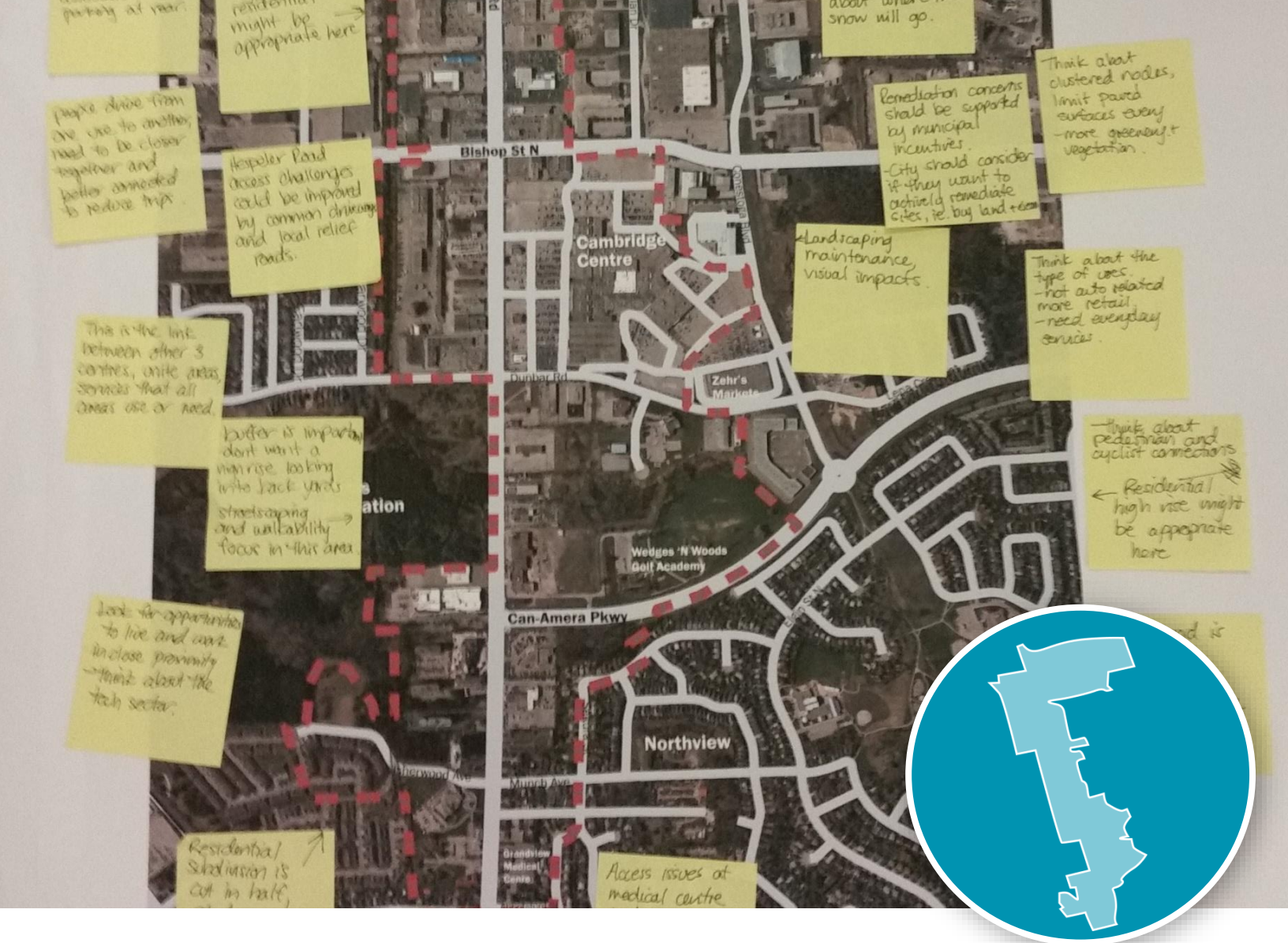
- q) Provide Transportation Demand Management (TDM) measures to ensure maximum benefits from transit and active transportation investments to reduce congestion and improve overall road safety.

21.2.3 COMMUNITY STRUCTURE

The land use designations implement the vision for the Plan Area to transform into a compact and *complete community*.

Lands within the Secondary Plan Area are designated one of the following land use categories as depicted on **Schedule B - Land Use Plan**:

- a) Mixed Use High Density;
- b) Mixed Use Medium Density;
- c) Mixed Use Office;
- d) High Density Residential;
- e) Medium Density Residential;
- f) Low Density Residential;
- g) Regional Commercial;
- h) Business Industrial;
- i) Employment Corridor;
- j) Natural Open Space System; or
- k) Recreation, Cemetery and Open Space.



21.3 POLICIES

21.3.1 GENERAL LAND USE POLICIES

21.3.1.1 Uses Permitted in All Designations

With the exception of the Natural Open Space System designation, the following uses are permitted in all land use designations in this Secondary Plan:

- A use which is accessory to a permitted use;
- Legally existing uses, buildings and structures;

- c) Replacement and expansions to existing legal uses, buildings and structures in conformity with the policies of the Official Plan and this Secondary Plan;
- d) Public utilities, including water, wastewater and stormwater infrastructure (except within the Natural Open Space system);
- e) City parks, public spaces and recreational facilities, and other City uses as defined in the Official Plan; and,
- f) Institutional uses, as outlined in policy 21.4.1.8 of this Plan.

21.3.1.2 Uses Prohibited in All Designations

The Official Plan prohibits a list of uses in all land use designations of the Official Plan. Those land uses are also prohibited in all designations of this Secondary Plan. In addition, the following uses will be prohibited in all designations of the Secondary Plan:

- a) New drive-through facilities subject to Section 21.3.1.4;
- b) New auto-related uses subject to Section 21.3.1.4;
- c) New *large-format commercial* uses subject to Section 21.3.1.5; and
- d) Noxious uses as defined in the City's Zoning By-law.

21.3.1.3 Active At-Grade Uses

Portions of certain public streets in the Plan Area are envisioned to transform into vibrant, engaging, and active streetscapes that foster pedestrian-oriented commercial and community activity in the Plan Area.

Developments that front onto streets identified for Active Frontages on Schedule D shall provide active at-grade uses at the street level. These uses will be street-related, provide visual interest, animate the streetscape, and be designed in accordance with the Urban Design policies of this Secondary Plan.

Residential entrances and lobbies within the ground floor of mixed-use buildings are permitted along Active Frontages, but shall consist of a limited portion of a development's frontage.

Surface parking and structured parking are not permitted along Active Frontages. Driveways and direct vehicular access along Active Frontages shall be in accordance with Schedule D.

21.3.1.4 Drive-Through Facilities and Auto-Related Uses

Auto-related uses include gas bars/stations, motor vehicle service and repair shops (including body shops), motor vehicle sales and rental, and motor vehicle washing establishments.

Existing drive-through facilities and auto-related uses in the Plan Area that legally existed before the date of adoption of this Secondary Plan are permitted to continue. Over the long term and upon *build-out* of this Secondary Plan, existing drive-through facilities and auto-related uses should be redeveloped and replaced with pedestrian- oriented and *transit-supportive* development.

For the purpose of transition and to facilitate redevelopment, existing drive-through facilities may be relocated on the same lot or block on an interim basis subject to the following conditions:

- a) Relocated drive-through facilities shall not be situated along Active Frontages;
- b) The commercial use to which the drive-through facility is ancillary must be a permitted use on the lands the drive-through facility is being relocated to; and
- c) A site plan approval application for relocation must include a Build-out Demonstration Plan.

Existing drive-through facilities are not permitted to increase the number of drive-through lanes existing on the date of adoption of this Secondary Plan.

21.3.1.5 Large- Format Commercial Uses

New *large-format commercial* uses with more than 2,000 square metres of *ground floor area* are not permitted within the Plan Area. The purpose of this policy is to limit land-intensive commercial uses to facilitate opportunities for intensification.

Existing *large-format commercial* uses in the Plan Area that legally existed before the date of adoption of this Secondary Plan are permitted to continue. Over the long term and upon *build-out* of this Secondary Plan, existing *large-format commercial* uses should be redeveloped into compact medium to high density mixed-use developments that integrate commercial with residential and other uses. Surface parking should be significantly reduced.

For the purpose of transition and to facilitate redevelopment, existing *large-format commercial* uses may be relocated on the same lot or block subject to the following conditions:

- a) Relocated *large-format commercial* uses shall not be situated along Active Frontages; and
- b) A site plan approval application for relocation must include a Build-out Demonstration Plan.

Existing *large-format commercial* uses may be permitted an expansion or enlargement in accordance with the interim use policies in this Plan.

21.3.1.6 Land Assembly and Redevelopment of Large Sites

Where redevelopment occurs on large sites of 4 hectares or more; or, through land assembly that would result in the consolidation of lots to exceed 4 hectares, the City shall

require as part of any future redevelopment the submission of a demonstration plan and planning justification analysis which:

- Demonstrates how the proposed redevelopment contributes toward, or does not impede the achievement of, the long term redevelopment objectives set out in policy 21.2.1 and 21.2.2 of this Plan;
- Provides a framework for the distribution of development, design direction for future development, pedestrian connections and public realm elements in accordance with the relevant policies of section 21.4.2; and,
- Includes a development phasing plan to the satisfaction of the municipality.

21.3.1.7 Housing

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

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

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

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

To support the development of *affordable* housing units, the City, in conjunction with the Region, will explore potential incentives such as reduced or deferred development charges, reduced application fees, grants, and loans.

The development of intrinsically more *affordable* ownership and rental housing, which may include buildings constructed using innovative and cost-effective techniques, basic in-unit amenities, modest finishes, minimal details, and flexibility within units, is encouraged.

Residential developments and dwelling units designed, constructed, and maintained as purpose-built rental units are encouraged in the Plan Area. Purpose-built rental development should include units for various levels of affordability, including for households with low and moderate income.

To achieve a mix of unit types, and to support the creation of housing suitable for larger households, development containing more than 80 new residential units will include larger units, as follows:

- a) A minimum of 15 percent of the total number of units as 2-bedroom units; and
- b) A minimum of 10 percent of the total number of units as 3-bedroom or larger units.

For clarity, one bedroom plus den units will not constitute a 2-bedroom unit, and a two-bedroom plus den unit will not constitute a 3-bedroom unit.

Where appropriate, private, public, and non-profit housing developments designed to provide housing options for seniors, that facilitate “aging-in-place”, are encouraged, including small ownership and rental units as well as retirement and assisted living facilities.

A minimum 20 percent of new *affordable* units and new purpose-built rental units shall be constructed accessible with barrier-free, universal or flex design. Housing units geared towards seniors are encouraged to provide accessibility features.

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

The City encourages opportunities to locate affordable rental and ownership housing within the Secondary Plan Area in close proximity to transit (as defined in the Provincial Policy Statement). Incentive-based programs which encourage the creation of affordable housing units are outlined within Cambridge’s 2016 Affordable Housing Community Improvement Plan (CIP). Additionally, the City may explore other tools to support the provision of affordable housing within the Secondary Plan Area, including but not limited to the implementation of inclusionary Zoning policies and regulations within Major Transit Station Areas, upon completion of a housing needs assessment and Inclusionary Zoning Municipal Assessment Report in accordance with O. Reg 232/06.

Additional Affordable Housing policies are contained within the Cambridge Official Plan, which should be read in conjunction with this Plan.

21.3.1.8 Employment Areas

The Regional Official Plan has established a planning framework for accommodating the forecasted population and employment growth to 2051, and this includes the establishment of regional *employment area* boundaries as shown on Schedule 3 of Amendment No. 6. On April 11, 2023, the Province approved Regional Official Plan Amendment No. 6 with modifications. The western and eastern side of the Secondary Plan are surrounded by two large regional *employment areas*. In addition, the *employment area* designation also applies to a small area of land within the Secondary Plan, which have been designated Business Industrial. In general, the *employment area* designation identified lands to be protected over the long term for a range of business and economic activities.

21.3.1.9 Land Use Compatibility

21.3.1.9.1 Industrial Uses

There are a number of active industrial uses adjacent to the Secondary Plan Area. Any new proposed sensitive development which is within 1000 metres of an existing Class 3 industrial facility, 300 metres of an existing Class 2 industrial facility or 70 metres of an existing Class 1 industrial facility shall be subject to the Province’s D-6 Guidelines for Land Use Compatibility (or equivalent). Supporting studies may be required to address air, noise, vibration or other compatibility concerns. Refer to policy 21.5.1.9 for additional details.

21.3.1.9.2 Active Heavy Rail

No new residential development is permitted within a 30 metre setback of an active heavy rail right-of-way. Permitted uses within this setback include public and private roads, parkland and other outdoor recreational space including backyards, swimming pools and tennis courts, unenclosed gazebos, garages and other parking structures and storage sheds, where permitted within the policies of this Plan. New residential development within 300 metres of an active heavy rail right-of-way shall undertake a land use compatibility assessment based on the Guidelines for New Development in Proximity to Railway Operations (Federation of Canadian Municipalities, 2013) or equivalent guidelines/standards which mitigate risks associated with development in proximity to heavy rail. The above noted policy does not apply to the ION LRT.

21.3.1.9.3 Provincial Highway

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

21.3.1.10 Transition for Existing Auto-Oriented Uses

The Hespeler Corridor includes a number of auto-oriented uses and activities, including auto dealerships, service stations and fast food restaurants with drive-throughs. All existing auto-oriented uses are permitted and considered to be legal uses (where permissions have been established legally) at the date of adoption of this Plan. No new auto-oriented uses nor drive-through commercial establishments are permitted within the Major Transit Station Areas identified within the Secondary Plan. Expansions to existing auto-oriented uses may be permitted provided they are small in scale and do not undermine the vision and objectives of the Secondary Plan. In the fullness of time, the expectation is that auto-oriented uses will be redeveloped and replaced with transit supportive development. The above-noted policy is provided for transition purposes and should be reviewed when the Secondary Plan is updated in the future.

21.3.1.11 Source Water Protection

Lands in the northern portion and east central portion of the Secondary Plan Area are identified as being part of the Region's Wellhead Protection Area shown in the Grand River Source Protection Plan. Lands in the northern and southern portions of the Secondary Plan area are identified as being part of the Region's Wellhead Protection Sensitive Area shown in the Regional Official Plan. Refer to the Official Plan or Grand River Source Protection Plans as required for additional guidance regarding development within any of these Wellhead Protection Area. No policies or permissions of this Secondary Plan take precedence over the Wellhead Protection Area policy guidance contained in the Official Plan or Grand River Source Protection Plan. In the event of a policy conflict, the parent policies of the Official Plan and the Grand River Source Protection Plan shall take precedence.

21.3.1.12 Contaminated Sites

Refer to Contaminated Sites policies of the Official Plan for guidance on redevelopment of potentially contaminated sites and need for a Record of Site Condition.



21.4 LAND USE POLICIES

21.4.1 RELATIONSHIP WITH THE OFFICIAL PLAN LAND USE CATEGORIES AND PERMISSIONS

The land use designations for the Secondary Plan are intended to complement the broader land use designations provided in the Official Plan. In most cases, the land use policies and permissions described in the Secondary Plan are more detailed than those provided for within the Official Plan. Where there are inconsistencies between a particular policy in the Official Plan and the Secondary Plan, the policies of the Secondary Plan will prevail.

21.4.1.1 Mixed Used High Density

21.4.1.1.1 Planned Function

The planned function of the Mixed Use High Density designation is to provide opportunities for mixed use development in a high density format. Uses can be mixed across a parcel or mixed within a building. Commercial, office, institutional uses that enliven the street should be located on the ground floor of buildings close to the front property line to help frame and animate the street.

21.4.1.1.2 Permitted Uses

Permitted uses include medium and high density residential uses such as mid and high-rise apartments, as well as commercial and office uses. Permitted commercial uses include a full range of personal and professional service commercial uses. Smaller scale retail commercial uses are also permitted (less than 1,860 square metres of gross leasable floor space). Larger format retail commercial uses shall be subject to a Market Impact Study to be prepared by the applicant where the proposed amount of gross leasable area is greater than 1,860 square metres to demonstrate that the objective of this Secondary Plan can be met to the satisfaction of the City. Institutional and recreational uses are also permitted.

Notwithstanding the permitted uses described herein, no street townhouses or stacked townhouses shall be permitted on lands fronting onto Hespeler Road. Ground floor commercial uses that animate the street should be located on the ground floor in buildings facing Hespeler Road. Uses that incorporate commercial or office uses on the ground floor with residential units above are encouraged.

21.4.1.1.3 Height and Density

The permitted height for new development shall range from a minimum of five storeys up to a maximum of 20 storeys, as per **Table 21-1**. Development fronting Hespeler Road shall include ground floor commercial uses, office uses or institutional uses that are intended to animate the street.

21.4.1.1.4 Form of Mixed Use Development and Redevelopment

For lands which front onto Hespeler Road all new development shall be in a mixed use format. The preferred format is for ground floor commercial or institutional uses, with upper storey residential uses. Stand-alone uses, such as high density or medium density residential development may be permitted as infilling elsewhere on the site (e.g. rear lot area).



Example of mixed use medium density format

21.4.1.2 Mixed Use Medium Density

21.4.1.2.1 Planned Function

The planned function of the Mixed Use Medium Density designation is to provide opportunities for a broad range of uses in a mix of compact development forms. Uses can be mixed across a parcel and/or mixed within a building. Commercial, office and institutional uses that enliven the street should be located on the ground floor of buildings close to the front property line to help frame and animate the street.



Example of mixed use medium density format

21.4.1.2.2 Permitted Uses

Permitted uses include medium density residential uses such as street townhomes, stacked townhomes and low-rise apartments, as well as commercial and office uses. Permitted commercial uses include a full range of personal and professional service commercial uses. Smaller scale retail commercial uses are also permitted (less than 1,860 square metres of gross leasable area). Larger format retail commercial uses shall be subject to a Market Impact Study to be prepared by the applicant where the proposed amount of gross leasable area is greater than 1,860 square metres. Institutional and recreational uses are also permitted.

Notwithstanding the permitted uses described herein, no street townhouses or stacked townhouses shall be permitted on lands fronting onto Hespeler Road. Ground floor commercial uses that animate the street should be located on the ground floor in buildings facing Hespeler Road. Uses that incorporate commercial or office uses on the ground floor with residential units above are encouraged.

21.4.1.2.3 Height and Density

The permitted height for new development shall range from a minimum of three storeys up to a maximum of eight storeys, as per **Table 21-1**.

21.4.1.2.4 Form of Mixed Use Development and Redevelopment

For lands which front onto Hespeler Road all new development shall be in a mixed use format. The preferred format is for ground floor commercial or institutional uses, with upper storey residential uses. Stand-alone uses, such as medium density residential development may be permitted as infilling elsewhere on the site (e.g. rear lot area).

21.4.1.3 Mixed Use Office

21.4.1.3.1 Planned Function

The planned function of the Mixed Use Office designation is to provide a vibrant mix of transit-oriented employment and commercial development in higher density built form in proximity to established business and industrial uses and higher order transit. The Mixed Use Office designation provides for a transition between more traditional industrial areas (outside of the Plan Area) and the mixed use designations along Hespeler Road (which permit residential and other sensitive uses).

21.4.1.3.2 Permitted Uses

The permitted uses include:

- a) Office;
- b) Hotel, conference centre and banquet facilities;
- c) Community college or university;
- d) Medical clinics;
- e) Commercial school;
- f) Personal service uses;
- g) Banks and financial services;
- h) Commercial parking garage;
- i) Commercial-recreational facilities;
- j) Accessory uses to the uses permitted above;
- k) Complementary uses including licensed childcare establishment, food service, restaurants, security services, and janitorial services may be permitted provided the uses are compatible with the development and operation of the surrounding industrial uses; and,
- l) Limited retail sales and service commercial uses as an accessory use in conjunction with a permitted use.



Example of mixed use office/institutional format

21.4.1.3.3 Height

The permitted height for new development shall range from a minimum of three storeys up to a maximum of 12 storeys, as per **Table 21-1**.

21.4.1.3.4 Lands Designated Mixed Use Office Commercial are Not Employment Land

For the purposes of implementing the employment conversion policies of Section 2.7.2 of the City of Cambridge Official Plan, the lands designated Mixed Use Office are not considered employment lands and are therefore not subject to the conversion policies of the City's Official Plan.



Example of high density residential development

21.4.1.4 High Density Residential

21.4.1.4.1 Planned Function

The planned function of the High Density designation is to provide opportunities for residential development in a medium to high density format. Diversity of dwelling types is encouraged to support the City's range of housing options.

21.4.1.4.2 Permitted Uses

Permitted uses include medium to high density residential uses such as mid-rise and high-rise apartments and other multiple dwellings.

21.4.1.4.3 Height and Density

The permitted height for new development shall range from a minimum of five storeys up to a maximum of 20 storeys, as per **Table 21-1**.

21.4.1.5 Medium Density Residential

21.4.1.5.1 Planned Function

The planned function of the Medium Density designation is to provide opportunities for residential development in a medium density format in proximity to existing, established low density residential uses, providing opportunities for transitions between the Corridor's denser uses and nearby lower density residential uses. Diversity of dwelling types is encouraged to support the City's range of housing options.



Example of medium density development (stacked townhomes)

21.4.1.5.2 Permitted Uses

Permitted uses include residential uses such as street townhomes, stacked townhomes, low-rise apartments and other multiple dwellings (excluding semi-detached).

21.4.1.5.3 Height and Density

The permitted height for new development shall range from a minimum of three storeys up to a maximum of eight storeys, as per **Table 21-1**.

21.4.1.6 Low Density Residential

21.4.1.6.1 Planned Function

The planned function of the Low Density designation is to provide opportunities for ground-oriented housing in a low density format. The intention of this designation is to recognize the existing, established low density residential neighbourhoods which form the edges of the Plan Area. Areas which are designated for low density residential development are expected to be maintained as low density areas and should not be the focus of significant intensification.



Example of low density residential format

21.4.1.6.2 Permitted Uses

Permitted uses include residential uses such as single detached dwellings, semi-detached dwellings and multiple unit housing, including but not limited to multiplexes, stacked townhouses, apartments and other low-rise housing options. Additional residential units and existing medium density (as defined in this Secondary Plan) multi-unit residential are also permitted.

21.4.1.6.3 Height and Density

The permitted height for new development is up to a maximum of four storeys.

21.4.1.7 Permitted Height and Density

Permitted heights and densities for new development are depicted in **Table 21-1**.

Table 0-1: Permitted Height and Density

Land Use Designation	Min density for freestanding residential development (units/ha)	Permitted Height (storeys)	
		Minimum Height	Maximum Height
Mixed Use High Density	150	5	20
Mixed Use Medium Density	60	3	8
Mixed Use Office	N/A	3	12
High Density Residential	150	10	20
Medium Density Residential	60	3	8
Low Density Residential	N/A	-	4

Minimum heights described in Table 3-1 apply to the full height of a building. Refer to the policies of Section 21.4.2.5.4 regarding minimum and maximum heights for podiums associated with tall buildings (buildings greater than 8 storeys).

21.4.1.8 Institutional Uses

21.4.1.8.1 Permissions for Institutional Uses

Institutional uses are permitted within most designations contained within this Secondary Plan, except the Natural Open Space System. New institutional uses are subject to the Institutional Uses policies of the City's Official Plan.

21.4.1.8.2 Future Needs for Institutional Uses

At present, the lands along Hespeler Road do not offer a full range of institutional uses. The expectation is that a fuller range of institutional uses will be required to support intensification along this corridor over the long term. A full range of public service facilities are expected to be needed to support the scale of development anticipated within the Secondary Plan Area.

The City will work with the School Boards to coordinate planning for any future school needs. As part of the implementation work associated with the Secondary Plan, the City will prepare updated imates of potential unit yields, by type, along with an anticipated phasing program for the Corridor to enable the School Boards to plan accommodation needs. The City will also work with the Region to improve the pedestrian safety along the corridor to ensure that the environment is safe and accessible to students.

21.4.1.8.3 Monitoring of Needs for new Institutional Facilities

The provision of appropriate community facilities will be monitored as development proceeds. All development proposals will be assessed to determine their anticipated impact on both existing and proposed community facilities including school facilities, and to determine if any additional facilities may be required.

21.4.1.8.4 Preferred Location for New Institutional Uses

The preferred location for any new institutional use is on lands within 500 to 800 metres of a Major Transit Station.

21.4.1.9 Regional Commercial

The City of Cambridge Official Plan provides the planned function and permitted uses within the Regional Commercial designation.

21.4.1.10 Business Industrial

The City of Cambridge Official Plan provides the planned function and permitted uses within the Business Industrial designation.

21.4.1.11 Employment Corridor

The City of Cambridge Official Plan provides the planned function and permitted uses within the Employment Corridor designation.

21.4.1.12 Recreation, Cemetery and Open Space

The City of Cambridge Official Plan provides the planned function and permitted uses within the Recreation, Cemetery and Open Space designation.

21.4.1.13 Natural Open Space System

The City of Cambridge Official Plan provides the planned function and permitted uses within the Natural Open Space System designation.

21.4.1.14 Natural Hazards & Floodplain

Natural heritage and natural hazards within the Secondary Plan Area have been identified on **Schedule C**. Please refer to the City of Cambridge Official Plan for Environmental Management policies. Refer to the Floodplains policies of the Cambridge Official Plan for the two-zone floodway and flood fringe policies applicable to the Groff Mill Creek Floodplain.

21.4.1.15 Site Specific Policies

21.4.1.15.1 Existing Site Specific Policies

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

21.4.1.15.2 Ongoing Development Applications

In the event an Official Plan amendment application for lands within the Plan Area has been deemed complete but a decision has not been made by Council prior to the date of adoption of this Secondary Plan, the following shall apply:

- a) Applications in the public consultation phase of the Official Plan amendment process shall take into consideration the policies of this Secondary Plan; and
- b) The resulting Site Specific Policy, if any, shall be considered an amendment and Site Specific Policy of this Secondary Plan.

21.4.1.15.3 SSP1

The Cambridge Centre Mall, which is designated Regional Commercial on **Schedule B** of this Secondary Plan is located at the northeast quadrant of the intersection of Hespeler Road and Dunbar has an important regional commercial function. Over time, as the market evolves, there will be opportunities for infill, intensification and redevelopment, given its proximity to the Stage 2 ION LRT Cambridge Centre Mall station. In addition to the permitted uses outlined in Regional Commercial Section 21.4.1.9 of this Plan, the following permissions also apply:

- a) Medium to high density residential uses such as mid to high-rise apartments and other multiple dwellings.

- b) Notwithstanding the minimum heights identified in Table 3-1 of this Secondary Plan, the permitted height for new residential and/or mixed use shall range from a minimum of four storeys up to a maximum of 20 storeys.
- c) All other relevant policies of Official Plan and this Secondary Plan.

21.4.1.15.4 SSP2

The lands identified as SSP2 on Schedule B of this Secondary Plan apply to the existing Bishop Street Operation Centre owned by the City. Schedule B designates the property as Mixed Use Medium Density to allow for intensification and redevelopment of the land over the time and to make use of the lands in proximity to higher order transit infrastructure. In the interim, this SSP2 designation allows for the operation of the public works facility continue until the City deems it is appropriate to relocate the facility elsewhere.

21.4.1.15.5 SSP3

Notwithstanding the height and density permissions associated with the Mixed Use Medium Density Designation, the lands identified as SSP3 on Schedule B allow for a maximum height of 15 storeys and a minimum height of 2 storeys, consistent with the Amendment No. 41 to the Cambridge Official Plan.

21.4.1.15.6 SSP4

The lands identified as SSP4 on Schedule B of this Secondary Plan apply to the southeast quadrant of the intersection of Highway 401 and Hespeler Road (municipally addressed as 14 & 90 Pinebush Road). Schedule B designates the property as Regional Commercial. Opportunities exist for infill, intensification and redevelopment across the entire site, given its proximity to the Pinebush Stage 2 ION station. Development in this area shall be in accordance with the Minister's Zoning Order as set out in O. Reg. 611.20 under the Planning Act. Refer to Ontario Regulation 611.20 for a full description of permissions and development regulations. No policy within this plan is intended to conflict or limit the development permissions approved through Ontario Regulation 611.20. Other applicable local policies and regulations shall apply to site plan approval process.

21.4.1.15.7 SSP 5

Notwithstanding policy 21.4.1.1 or anything else to the contrary contained in this Plan or the City of Cambridge Official Plan, all new development on the lands identified as SSP5 on Schedule B of this Secondary Plan shall be in a mixed use format. The preferred format is for ground floor commercial or institutional uses, with upper storey residential uses.

21.4.2 URBAN DESIGN AND BUILT FORM

21.4.2.1 Intent of the Urban Design and Built Form Policies

The following section provides the urban design policies for the Secondary Plan Area. The policies of this section are intended to complement and build upon the urban design policies of the Official Plan and be implemented through the site plan process and future

projects and studies. The purpose of these policies is to provide guidance for enhancing the character and functionality of the area as it redevelops over time. The policies are intended to provide a degree of flexibility, allowing for a range of design styles and expressions which will contribute to creating a unique sense of place. The following sections outline overall design vision (21.4.2.2), guidance to the City for public realm improvements (21.4.2.4) and guidelines for private sector development (21.4.2.5).

21.4.2.2 Urban Design and Built Form Vision

The Hespeler Road Corridor is a busy area, with its existing character reflective of its auto-oriented, large-scale, predominantly service commercial and retail uses. Its built form includes large, low building coverage parcels, extensive street-facing surface parking lots and a number of signs, displays and lighting. During the Secondary Plan consultation process, stakeholders expressed a desire for active transportation improvements and traffic calming measures to make the corridor safer for a full range of users and modes, wayfinding and improved signage to create a unique identity, and the introduction of new uses through intensification (including residential and supportive amenities).

With significant transit investment, streetscaping and public realm improvements, comprehensive planning and private sector redevelopment and infill, there is an opportunity to transform this corridor into a number of compact, mixed use and vibrant urban nodes along an ION LRT corridor that balances all modes of travel. In order to achieve this vision, the design of development for large blocks will need to be broken-up to introduce more connections which support improved connectivity and pedestrian environment. The significant amount of existing surface parking will be redeveloped to create a more inviting, attractive street condition, where parking is screened in structures, underground and at the rear of buildings. The hard surfaces will be repurposed, allowing for greening, landscaping and tree planting supporting a high quality public realm. A series of public spaces, including a large central greenspace will provide recreation opportunities for people living and working in the area. Signage and wayfinding will be used to define an identity, and will be complementary to the built environment.

21.4.2.3 Demonstration Plan

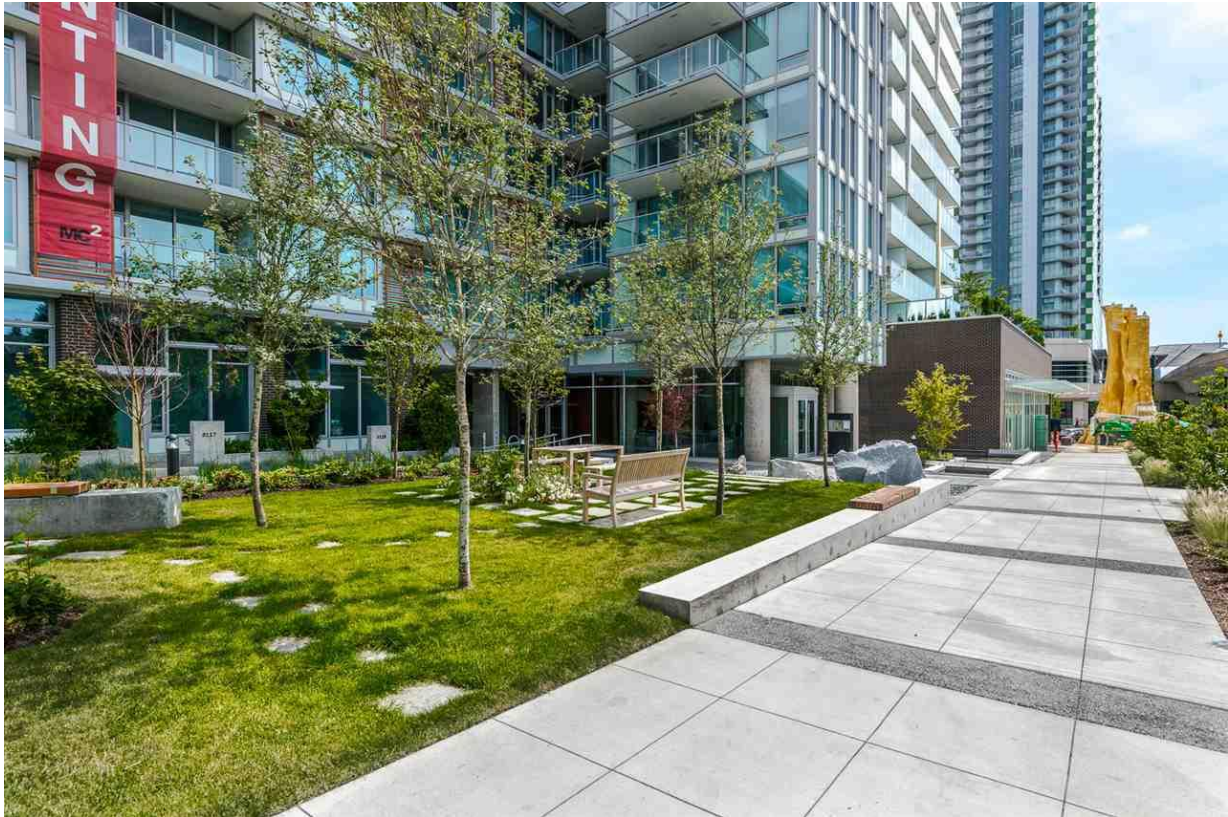
The following Demonstration Plans (see **Figures 21-1: HRC 1 and 21-2: HRC2**) provides a long-term concept for the central portion of the Area. The concept is intended to help visualize the urban design policies and provide high-level direction for how and where development and redevelopment could occur.

Figure 0-1: HRC 1 Demonstration Plan, Hespeler Road and Eagle Street North



Figure 0-2: HRC 2 Demonstration Plan, Hespeler Road and Bishop Street





The Secondary Plan design vision provides a framework for developing a network of both public (bottom) and private open spaces (top).



21.4.2.4 Public Realm Improvement Strategy

The public realm improvement strategy is intended to enhance the attractiveness and functionality of the Hespeler Road Corridor Secondary Plan Area. The planned Public Realm Improvement Plan is depicted on Schedule D and includes the following:

- a) Gateway improvements;
- b) Major streetscape improvements;
- c) Minor streetscape improvements;
- d) Potential new public spaces;
- e) Active transportation connections; and,
- f) Pedestrian safety improvements.

The specific location of the icons on **Schedule D** are conceptual and the precise location and design of public realm improvements shall be determined through subsequent

development approvals processes or concurrent and ongoing City Master Planning exercises. Minor adjustments to the size and location of the public realm elements may be made through the development approval process without the need for an Official Plan Amendment, where the general intent of the policies of this Secondary Plan are maintained to the satisfaction of the City.



Example of a proposed gateway treatment along the edge of an urban campus (note the wider sidewalk at the intersection, colourful landscaping, abundant street trees and signage).

21.4.2.4.1 Gateway Improvements

Gateways are intended to function as formal entranceways into the Hespeler Road Secondary Plan Area and are intended to create a strong sense of place. Gateways include lands within the right-of-way and all abutting lands. The Secondary Plan identifies three Gateway Improvement Areas for the Corridor. Major gateway improvements should include attractive, prominent signage, enhanced lighting, intensive landscaping (such as seasonal floral displays, ornamental tree planting), public art and other types of public realm enhancements that focus on improving access to transit stations/ stops and accommodating significant passenger volumes. Adjacent redevelopment should also be designed to support the function of the gateway. Gateway Improvement Areas include:

- a) **Cambridge Centre Mall Station:** The east quadrant of this intersection is occupied by the Cambridge Centre Mall, which is a major shopping destination within the area. The Region of Waterloo Council- endorsed ION station is located along Hespeler Road in proximity to this gateway improvement area. In addition, short term redevelopment opportunities along the southeast quadrant of the intersection can provide the uses, built form and investment needed to support the node.

Gateway improvements should include signage and wayfinding linking the Dumfries Conservation Area, transit station and adjacent uses, landscaping and plantings on both sides of Hespeler Road and the introduction of a new public space and mid-block pedestrian crossing.

- b) **Hespeler Road and Can-Amara Parkway:** At the intersection of two arterial roads, and in proximity to the Dumfries Conservation Area, this intersection has been identified as a minor gateway improvement area. It has also been identified as the location of an ION station. It includes a large community recreational facility on the west side of Hespeler Road (YMCA), and a recently developed high density retirement complex to the southwest. In addition, redevelopment opportunities along the east side of Hespeler Road can provide the uses, built form and investment needed to support the node. Gateway improvements should include improved signage and wayfinding linking the Dumfries Conservation Area with the YMCA and adjacent uses, enhanced landscaping and tree plantings, and the introduction of a new public space and sidewalk connection along the north side of Can-Amara Parkway.
- c) **Hespeler Road and Pinebush Road / Eagle Street North intersection and Transit Station Area:** This intersection is a very wide, high-traffic intersection immediately south of Highway 401. For travelers coming from the highway towards the downtown, this is the first major intersection they encounter. It intersects two arterial roads; Hespeler Road's nine lanes of traffic with Pinebush Road / Eagle Street North's 6-7 lanes. The intersection design includes pedestrian refuge islands on all four sides. It currently includes some gateway functions for the commercial uses (on the southeast quadrant), with large signage and structures at the southeast corner of the intersection. The Region of Waterloo's planned Stage 2 ION LRT route travels along a rail spur line south of Eagle Street to Hespeler Road, with a station at this intersection of the rail line and Hespeler Road before continuing south along Hespeler Road to downtown Galt. Due to its proximity to Highway 401, it could be a major transit station that connects highway users with transit into the Region. The Regional Commercial uses to the northeast quadrant of the intersection function as a commercial destination and draw in customers from across the region and beyond. There is an opportunity to establish a visual identity that can be carried throughout the corridor. To achieve this, private realm signage should be consolidated and minimized, new welcome and wayfinding public signage should be introduced, for all modes of travel, sidewalks should be widened and landscaping and tree planting should be expanded on the southeast and southwest side of the intersection.



21.4.2.4.2 Streetscape Improvements

Streetscape improvements are intended to provide direction for future enhancements to the non-travel portion of the right-of-way within the Secondary Plan Area. Streetscape improvements apply to the public land within the right-of-way. The Secondary Plan contemplates two levels of improvement:

- Major streetscape improvements; and,
- Minor streetscape improvements.

Major streetscape improvements are proposed for Hespeler Road and Eagle Street/Pinebush Road. This is of particular importance on Hespeler Road where the current six lane road will be transformed into a multi-modal corridor with ION LRT down the centre, two lanes of traffic in each direction and separated cycling lanes.. Refer to **Figure 0-3** for an illustrative cross section depicting the potential major streetscaping improvements within the public right-of-way that could be completed along Hespeler Road. The streetscape improvements are intended to soften the transition between travel portion of the road and pedestrian and cycling facilities and complement the investments made by Grand River Transit along the Hespeler Road Corridor (e.g. transit shelters and other amenities). These improvements are described below.

Figure 0-4: Minor Streetscape Improvements (Variable ROW)

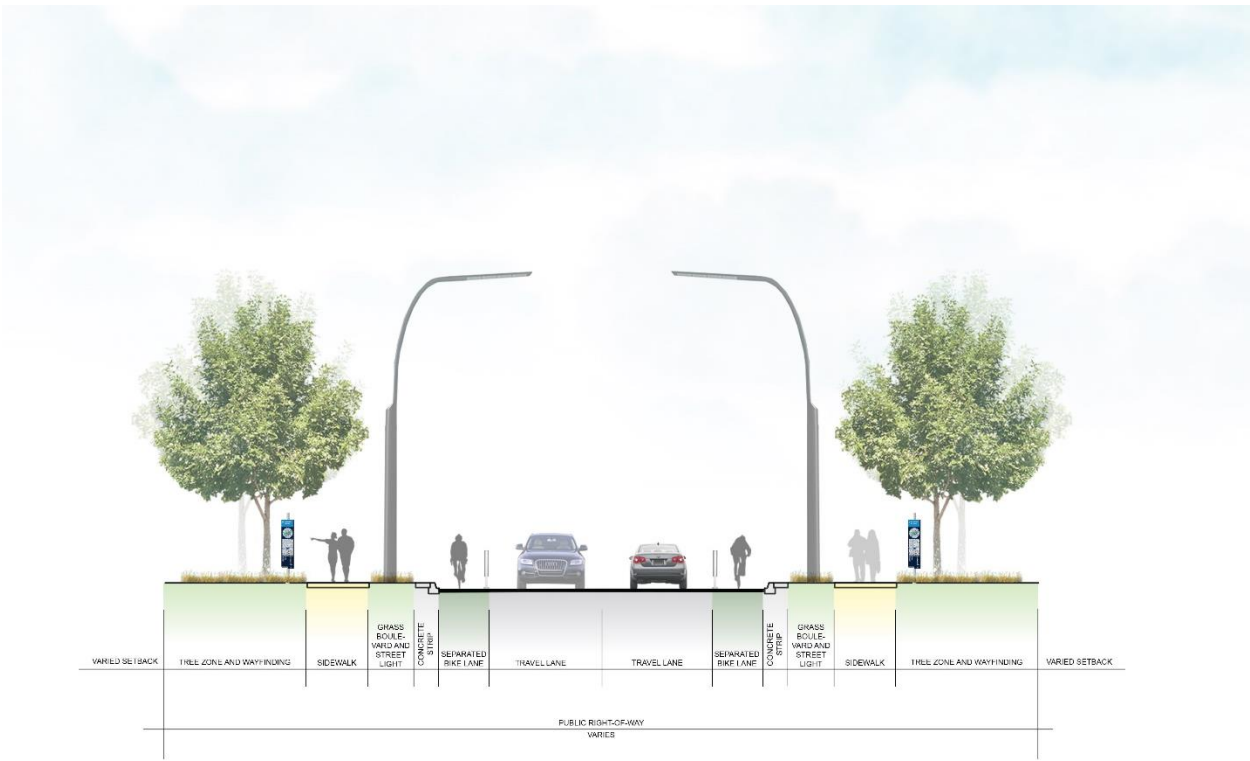
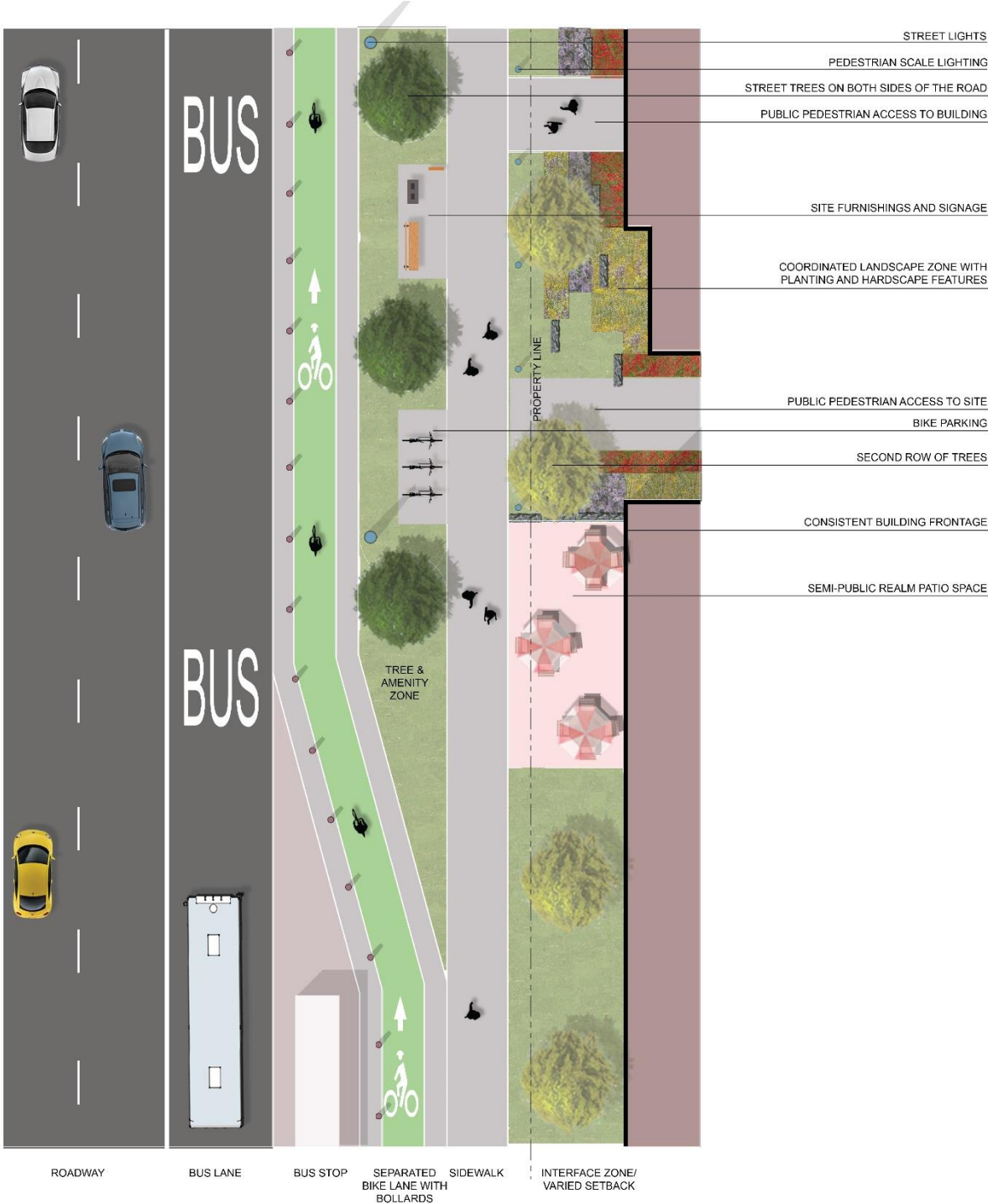


Figure 0-5: Public-Private Realm Transition





21.4.2.4.3 New Parks and Public Spaces

Over the long term, the Corridor will need to provide at least 17 hectares of new park and public space (based on the City's standard of 1 hectare per 300 units)¹. The expectation is that this demand will be accommodated through two larger Community Parks and a series of smaller parks and public spaces distributed along the Corridor. **Schedule D** identifies the location of potential new Community Parks and public spaces. When siting new parks and public spaces, the City will consider opportunities for co-locating parks and public spaces with any new schools or institutional uses.

21.4.2.4.4 Community Parks

The Secondary Plan contemplates the following new potential parks and public spaces to service the significant increase in population planned for the Secondary Plan Area: Two large centrally located Community Park(s). The Secondary Plan acknowledges that there will be challenges securing land for a large central Community Parks. The precise location and configuration of the Community Park(s) will be determined through the City's Parks and Recreation Master Plan.

¹ Hemson Consulting's Growth Management Study identified the potential for 5,200 units in the Corridor Area.

- **Potential Community Park at 155 Can-Amara Parkway:** This property is owned by the City of Cambridge and currently used by the Wedges 'N Woods Golf Academy. Due to this site being a former landfill, engineering and environmental investigations are required to explore the potential of this site for a Community Park.
- **Potential Linear Community Park along Groff Mill Creek from Langs Drive to Bishop Street North:** **Schedule D** shows the approximate location of the potential linear Community Park. The potential linear park is centrally located and provides a buffer between Groff Mill Creek and future mixed-use developments along Hespeler Road. A portion of the proposed linear park is within the floodway, which may limit those areas to passive recreational uses. However, as recommended in the Groff Mill Creek Study, vegetation removal and culvert upgrades (particularly at Langs Dr & Bishop St N) may reduce flooding. Engineering and environmental investigations are required to explore the potential of these lands for a Community Park.

21.4.2.4.5 Mid-Sized Parks and Recreation Space on Larger Sites

In addition to the two Community Parks noted in 21.4.2.4.3 larger development/redevelopment sites should provide a portion or the entirety of the parkland dedication required by the Planning Act as lands to be dedicated for park or other recreational purposes. Larger sites such as:

- **Lands designated SSP4 on Schedule D (SmartCentres):** The lands northeast of the Hespeler Road and Pinebush Road intersection known as the SmartCentres site is subject to Ministers Zoning Order, Ontario Regulation 611/20. These lands are expected to be master planned as a complete community that includes park and/or community recreation space.
- **Lands designated SSP1 on Schedule D (Cambridge Centre Mall):** With future redevelopment, these lands are expected to be master planned as a complete community that includes park and/or community recreation space.

21.4.2.4.6 Smaller Public Spaces and Plazas

Three high-quality, smaller urban plazas are planned to be located in close proximity to the future transit stations. The icons depicted on **Schedule D** are not intended to be comprehensive and additional new public spaces will be required through the development application process and will be further explored through the development of design guidance that the City is undertaking or has implemented.



21.4.2.4.7 General Design

New public spaces should be designed to be barrier free and to include a mix of design elements, including but not limited to: enhanced landscaping; shade opportunities (structures and/or trees); ample locations for seating; and, public art. New public spaces should be located close to the street and be connected to the pedestrian network. New public spaces should also be connected with existing or planned transit stations and offer bike parking to encourage multi-modal community options. The design and development of these public spaces would need to be in compliance with applicable by-laws or planning guidance in effect at the time of the project being undertaken.

21.4.2.4.8 Privately Owned Publicly Accessible Spaces (POPS)

Privately Owned Publicly Accessible Spaces (POPS) are spaces which are accessible to the public while being privately owned and managed. They are typically negotiated with developers as part of the development application review process and are meant to complement, extend or integrate with public parks and plazas not replace them. POPS can take many forms, including forecourts and front yards, courtyards, enhanced walkways, plazas and gardens. As a general rule, on larger development/redevelopment sites, the City's primary goal is to acquire park-land, consistent with the provisions of the Planning Act. However, POPS may form part of a parkland dedication contribution where the City is

satisfied that the full amount of required parkland dedication on-site is not necessary, desirable or appropriate and subject to the following considerations:

1. The City may accept all or part of a POPS on a site as a portion of the required parkland dedication for a site or as a Community Benefit under a Section 37 Agreement where this is the case:
 - The POPS must be designed to the City’s standard for parkland, or a higher standard;
 - The City must be provided a satisfactory easement granting unimpeded public access to and through the POPS;
 - The POPS must be signed to clearly identify the lands as publicly accessible, to the City’s satisfaction; and
 - A satisfactory agreement must be registered on title of the lands providing for the on-going private maintenance of the site for the life of the development.
2. The City will not accept POPS in lieu of a parkland dedication contribution or as a Section 37 Community Benefit where:
 - The City is of the opinion a public park is necessary or desirable;
 - The lands, or a portion thereof, are required on-site to meet zoning by-law requirements for Outdoor Common Area, Amenity Area or Landscaped Open Space;
 - The lands are hazard lands; or
 - The lands are deemed not appropriate or desirable by the City for reasons such as size, location, or other considerations.

21.4.2.4.9 Active Transportation Improvements

Active transportation infrastructure should provide continuous facilities and connectivity to transit stations, multi-use trails, parks, schools, recreational facilities and on-street cycling network. Proposed active transportation improvements for the area include:

- Streetscape Improvements depicted on **Schedule D**, which are intended to enhance both pedestrian comfort and connectivity;
- Completion of the sidewalk network within the Plan Area;
- Potential Active Transportation Connections depicted on **Schedule F**;

Potential Pedestrian Safety Improvements depicted on Schedule D, including pedestrian crossing/safety improvements at Hespeler Road and Eagle Street North/Pinebush Road, Hespeler Road at the rail spur, Hespeler Road midblock between Sheldon Drive and Bishop Street N, Hespeler Road at the Cambridge Centre Mall and Hespeler Road at Can-Amara Parkway.



Above is an example of multi-use path treatment through a larger public plaza.

21.4.2.4.10 Pedestrian and Cycling Safety Improvements

A number of pedestrian and cycling safety improvement opportunities were identified by stakeholders during the Secondary Plan consultation process, and have been indicated on **Schedule D**. Infrastructure investment, development, and redevelopment in and around these areas should consider improvements to pedestrian safety through crosswalk visibility enhancements, reducing vehicle conflicts with pedestrians, lighting, signage, daylighting, introduction of medians, accessibility improvements, and other means. In addition, any narrow sidewalks within the Study Area should be considered for widening as part of the right-of-way design, development applications, related study or as an opportunity arises. These are not intended to be an exhaustive list, and other pedestrian safety improvements should be considered through the future master planning processes and/or the redevelopment process.



21.4.2.4.11 Signage and Wayfinding

The City may consider preparing a signage and wayfinding strategy for the Hespeler Road Corridor that enhances the public realm and support the land use vision for this corridor. The signage and wayfinding strategy would be implemented through a new signage by-law.

21.4.2.4.12 Street Tree Guidelines

The combination of both public realm improvements as well as the design guidelines for the private realm are intended to increase the overall tree canopy along the Corridor and support the overall City-wide target for a 30% tree canopy. To support the achievement of the target, the City will:

- a) Promote an extensive tree canopy over main pedestrian connections in the Secondary Plan Area;
- b) Ensure that sufficient space is provided within the right-of-way to maximize opportunities for trees (in collaboration with the Region);
- c) Promote the use of silva cells and/or raised beds on both public and private lands to allow for healthy soil volumes; and,
- d) Promote best practices in arboricultural maintenance.

21.4.2.4.13 Implementation of Public Realm Improvements

The public realm improvements depicted on **Schedule D** shall be implemented through a variety of tools, including the future Public Realm Master Plan, the Parks and Recreation Master Plan or as part of other municipal works. Additional public realm improvements should be implemented through the development review process, based on the needs of the proposed development. Public realm improvements along Regional roads will be coordinated and implemented in collaboration with the Region of Waterloo. The improvements depicted on **Schedule D** are intended to support growth and intensification within the Hespeler Road Secondary Plan Area. Section 21.5 of this Plan provides additional details regarding implementation.

21.4.2.5 Private Realm Urban Design Guidelines

The Private Realm Design Guidelines identify the desired future character and function of the built environment, including massing, building articulation, parking and vehicle movement, and landscaping. The intent is to ensure that new buildings reinforce a coherent, harmonious and appealing urban environment, are compatible in scale, form, massing and height, transition with existing urban forms as well as contribute to the enhancement of the public and private realm. The private realm urban design guidelines should be reviewed alongside the Public Realm Improvement Strategy and **Schedule D** in order to align public and private investment. Development proposals shall include an Urban Design Study which illustrate how the objectives and policies of the Secondary Plan have been applied.

21.4.2.5.1 Building Orientation and Street Edge

Within the Mixed Use Medium and High Density Residential designations, the design, use and animation through integration of uses on the ground level of buildings define the character and experience of the street. This space between the building and curb is often referred to as the “street edge”. Ensuring that buildings provide an attractive and animated face, especially at the ground level, is a priority for improving conditions along the street edge and creating a seamless and harmonious streetscape between the private and public realms.

Buildings and structures should be organized on their sites to have consistent setbacks adjacent to streets. Mid-block open space areas and landscaped pedestrian connections to support and enhance a green and well-treed character should be included for larger block developments. The siting of buildings, location, and orientation are critical in creating a comfortable and safe pedestrian environment by providing an active and attractive interface conditions that:

- a) Orient buildings entrances toward public streets and other public spaces, in order to clearly define the public realm, create a consistent street wall, and to create a safe and attractive street environment for pedestrians.
- b) Ensure pedestrian comfort, shading, and adequate light penetration. Pedestrian connections should be universally accessible and allow for barrier free movement

between the public right-of-way and private property. Connections should also be provided across the site to ensure safe, efficient and accessible movement.

- c) Locate buildings to provide a consistent edge to the street or public space. Deviation from the general built edge is permitted for building articulations, step-backs/recesses, openings, and other architectural treatments.
- d) Buildings in general shall be designed to create mid-block connections and shall be massed and articulated to avoid creating excessively long continuous building façades. Buildings shall generally be not more than 60 metres long. Mid-block connections should be pedestrian-oriented with appropriate pavement treatment and provide a safe and attractive environment.
- e) All buildings oriented toward public streets must have a clearly defined primary entry point that opens directly onto the public sidewalk.
- f) Provide a double frontage for corner buildings to address all streets and provide attractive building design features demonstrating appropriate architectural expression.
- g) Encourage architectural features and articulation at all corner building locations, including residential buildings, to enhance the visual prominence and identity of the area and to enhance the corner.
- h) For all commercial buildings, minimum glazing should generally be 70% and up to 80% glazing is preferred at-grade; second levels and above should be approximately 50% glazing;
- i) Blank walls are not permitted on buildings along the public right-of-way; and,
- j) Support functions, such as loading and servicing areas shall be located at the side or at the rear of the lots and adequately screened (using fencing or landscaping) from the street, parks, publicly accessible open spaces and pedestrian connections.



21.4.2.5.2 Building Entrances, Façades and Corner Sites

- a) Primary building entrances will be located adjacent to the public street, or a publicly-accessible courtyard physically and visually connected to the street. Where a corner lot has access to Hespeler Road or Eagle Street North/Pinebush Road, the primary building entrances shall be a prominent feature at the street corner.
- b) Residential building entrances will be located and oriented to have direct access from the street, where ground floor residential uses are permitted. Porches, stoops and balconies are encouraged to create opportunities for overlook and social interaction along the street
- c) Entrances to individual grade-related residential units are encouraged to be provided along streets and park edges. A modest grade change will create a threshold between public and semi-private space at the entrance and limit direct views into residential units.
- d) Retail activities and other non-residential or commercial activities within buildings should be oriented towards the street and have direct access from sidewalks through storefront entries to promote overlook, and enliven and support the public street.
- e) Along Hespeler Road, the ground floor of new developments should have large street-facing windows to establish a strong visual connection to the street and create a welcoming and comfortable pedestrian environment.
- f) Pedestrian entrances should be architecturally distinct and identifiable as an entry point, and designed to be universally accessible from a street or a publicly accessible open space.
- g) Entrances to buildings must be clearly defined with maximum visibility to ensure ease of access directly from the street and from open spaces. Architectural treatment, and where appropriate, landscaping, should be used to accentuate entrances.
- h) All buildings must be designed to be universally accessible and must provide an unobstructed walkway or pathway between the principal building(s) and the street.
- i) Entrances should be designed with attractive weather protection to add to the pedestrian experience and comfort of users.

21.4.2.5.3 Transition from Public Right-of-Way to Adjacent Development

The transition between private buildings/properties and the public right-of-way should appear seamless to users. Areas between building frontages and the property line should have a consistent treatment of landscaping, trees, street furnishings and pedestrian connections into the public right-of-way. The same is true for the adjacent public property treatment. Frontages of new developments or redevelopments should also be designed in relation to neighbouring properties in order to create coherent and consistent streetscapes. The adjacent designs should be visually harmonious and allow for physical permeability for both interest and safety of users. Refer to **Figure 0-5** for an example diagram of how to address the transition between the public right-of-way and private property. Where new development or redevelopment is planned near a Gateway Improvement Area, the proposed works should be designed to enhance the gateway through:

- a) Complementary building orientation and massing;
- b) Enhanced architectural detailing;
- c) Linked private and public pedestrian connectivity;
- d) Enhanced private realm landscaping; and,
- e) Other elements as appropriate.



21.4.2.5.4 Tall Buildings

Minimum and maximum building heights are identified in Section 21.4.1.7 of this Plan and shall be implemented through the City's Zoning by-law. The following policies shall apply to buildings taller than 8 storeys:

- a) The maximum podium height shall be no taller than 20 metres (approximately 6 storeys);
- b) The minimum podium height shall be 10.5 metres (approximately 3 storeys);
- c) A minimum 3 metre building step back is required to offset the tower portion of taller buildings;
- d) The minimum separation distance between two towers shall be 25 metres;

- e) Where there are no existing towers on an adjacent site, the proposed development shall include a minimum 12.5 metre setback for the tower portion of the building to protect for future tower development on the adjacent site (where the adjacent site has permissions for a building greater than 6 storeys);
- f) The tower floorplate component of a tall building should be slender and generally not exceed 750 square metres (excluding balconies); and,
- g) Building design should take into consideration wind impacts and should be mitigated to avoid adverse wind impacts at the street level.





21.4.2.5.5 Transitional Areas

The Hespeler Road Corridor Secondary Plan Area is intended to change over a lengthy period of time. However, land use compatibility needs to be managed in the interim with both the existing low density residential and commercial uses, as well as adjacent active industrial uses. New development should be designed to ensure that it provides adequate transition and buffering to existing low density residential and industrial uses to reduce compatibility issues. New buildings within the Secondary Plan Area will be located in the following manner to provide appropriate transition between new development and the existing uses:

- a) Where applicable, the use of appropriate setbacks, landscape buffers and green walls should be used to soften transition between uses.
- b) New development should be sympathetic to the existing residential uses and be developed in a way that does not detract or impose negative impacts for light and shadow.
- c) Where applicable (such as within the High Density Residential and Mixed Use High Density Residential designations), taller buildings should transition from the height of

adjacent buildings through the use of building step backs, increased setbacks, and terracing building mass.

- d) Where new residential development is located in proximity to existing industrial uses, a land use compatibility assessment in accordance with Provincial guidelines shall be required to determine the appropriate measures for addressing compatibility as per policies outlined in Section 21.3.1.9 and 21.5.1.9 of this Plan.
- e) There are properties in the Secondary Plan Area that are adjacent to an active rail spur line and/or the future proposed ION LRT corridor. In addition to the applicable policies of this Plan, new buildings within the Secondary Plan Area will be located in a manner that provides appropriate transitions between new development and the existing rail spur lines. The Province's Guidelines for development in proximity to rail should also be considered.

21.4.2.5.6 Landscaped Setbacks and other Private Open Spaces

Where buildings do not front onto Hespeler Road, sites should include landscaped setbacks along local streets and park edges to enhance the attractiveness of the street and to provide a privacy buffer for residential and other at-grade uses. In general, the following should be considered:

- a) For any new high density development, private open space enhancements are required as part of the built form design in order to contribute to the visual aesthetics and quality of the public realm.
- b) Landscape treatments should be designed to edge streets, frame and soften structures, define spaces and screen undesirable views.
- c) Landscaping and open spaces should aim to incorporate low impact development techniques to manage stormwater.
- d) Shade trees and shrubs should be selected with appropriate regard to their scale and planting characteristics.
- e) Plant materials should be grouped to frame buildings, add visual interest, fill in blank areas, accentuate entrances, and screen service areas.
- f) Larger areas that may have deeper setbacks may take the form of courtyards, forecourts, mid-block connections, or small plazas.
- g) Where appropriate, outdoor spill-out activities such as patios are encouraged to further animate the street.
- h) Courtyards, forecourts and other intimate spaces accessible to the public and animated with at-grade uses are encouraged.

- i) For mixed use, commercial and residential apartment developments, portions of a lot not occupied by a building or structure or used for parking, loading, or waste collection must be landscaped.
- j) Where appropriate and available, mixed use and multiple residential buildings (e.g. townhouses and condominium/apartment buildings) should provide at-grade open space and outdoor amenity areas.
- k) Outdoor amenity areas will include generously scaled areas of soft landscaping capable of supporting shade trees.
- l) Landscaped courtyards may be either partially open to streets or parks, or surrounded by buildings on all sides. Courtyards will be designed to extend and enhance the public realm of streets, parks and open spaces, where applicable.
- m) The courtyard character will be green and well-treed with outdoor uses that promote pedestrian circulation as well as recreational, gathering and other social uses. Vehicular access and servicing areas will generally be discouraged from being located within a courtyard.

21.4.2.5.7 Pedestrian and Bicycle Circulation

The Secondary Plan Area should be connected to the broader community, utilizing a network of universally accessible pedestrian paths, walkways, and cycling. Future redevelopment will provide the opportunity to improve pedestrian and bicycle linkages within the area and the adjacent neighbourhoods. Permeability and connectivity throughout the Secondary Plan Area are key aspects of the overall objectives for a more walkable and connected environment. As lands are developed or redeveloped, mid-block walkways and active transportation connections are encouraged within the Secondary Plan Area. To facilitate enhanced pedestrian connectivity, the following guidelines shall be considered by the development proponent:

- a) Sidewalk connections shall be provided between all building entrances and the public sidewalk within a comprehensive network.
- b) Landscaped mid-block pedestrian walkways and/or bicycle trails shall be at least 6 metres wide to provide room for the path and soft landscaping. Narrower spaces that limit visibility and safety are discouraged.
- c) Fencing along local neighbourhood road connections, pedestrian walkways and/or trails shall be low and allow for views from surrounding buildings and areas to promote safety. A coordinated approach to fencing design, location and height along these routes will be encouraged.

- d) Where possible, pedestrian crossings shall be designed to be distinct from the street by using paving materials, textures, and colours to enhance the legibility of the crossing.
- e) Locate bicycle racks near entrances of buildings and near transit stations with connectivity to the public sidewalk. Where appropriate, the bicycle racks should be covered (the canopy can be designed as part of the building.)
- f) Align pedestrian paths with transit stations to provide a more direct connection for users.
- g) Private outdoor spaces shall be designed as barrier free with appropriate lighting to improve route legibility, access, safety, and comfort.
- h) Limit planting along edges of pedestrian walkways and cycling trails to low lying vegetation or other that does not restrict visibility and safety.

21.4.2.5.8 Parking, Access and Servicing

This Secondary Plan encourages smaller block pattern and street network that supports opportunities for walking, cycling, and connectivity with surrounding areas.

Site specific vehicular access, ramps, servicing and loading should be provided from local streets wherever possible to minimize impacts on vehicular and pedestrian traffic on arterial streets. Ramps, servicing and loading facilities should be integrated into the buildings they serve to minimize impacts on landscaped open space. The view of at-grade parking will be minimized where possible. Where permitted, surface parking areas will be carefully located and screened to minimize impacts on adjoining streets or parks. The following shall be considered in designing parking and servicing facilities:

- a) Surface parking areas are not permitted to be located along street frontages.
- b) For structured parking, the facility should be integrated into the built form such that it relates to the design and façade treatment of the building and streetscape. Solid blank walls are not permitted. Open structure parking lots should include an attractive screening/cladding to enhance the overall character of the area.
- c) Wherever possible, surface parking and servicing for new developments should be placed at the rear of buildings, and accessed by a rear or side yard lane.
- d) Where surface parking or service areas are exposed, a generous separation should be provided from the public realm, and designed to include additional street trees or landscaping and buffered with hedges or shrub planting or other mitigating design measures.

- e) Where a surface parking lot is permitted, it shall be separated with sufficient landscaped islands and trees to break up the pavement and provide pedestrian refuge.
- f) Parking lot lighting, pedestrian pathways and other street furniture should be used to create a comfortable, safe, and connected pedestrian environment.
- g) The edges of parking facilities should receive architectural and design treatments to be consistent with the streetscape design and complement adjacent buildings.
- h) Any auto-focused retail (such as drive-throughs) should be discouraged or be placed in an area where vehicular traffic would minimally affect pedestrians and cyclists.

21.4.2.5.9 Internal Streets

Redevelopment in the Secondary Plan Area may include internal streets, both private and public, to support development. The following guidelines shall be considered for proposed new internal streets:

- a) Internal streets should be developed with a high degree of streetscape and design.
- b) Streets should be designed at the pedestrian scale with sidewalks, street trees, and street furniture for an enhanced pedestrian environment and for seamless integration with the public realm.
- c) Pedestrian scale lighting should be provided along the street edge.
- d) A mid-block road network which includes sidewalks for pedestrians should be developed.

21.4.3 TRANSPORTATION AND INFRASTRUCTURE

21.4.3.1 Transportation

21.4.3.1.1 Planned Transportation Network

The existing and planned transportation network is depicted on **Schedule E and Schedule F** and is designed to accommodate a variety of modes, including automobiles, trucks, transit, cycling and pedestrians. Hespeler Road is an arterial road that currently functions both as a highway (as the main connection between Highway 401 and Highway 403) and a local road, providing driveway access to the adjacent establishments. The significant existing and planned transit investment in this corridor will continue to expand the corridor's function, as it becomes a major transit route. As the Area evolves over time, the expectation is that major improvements will be made to enhance automobile, transit, cycling and walking networks within and around the area to ensure that an appropriate balance of transportation options are provided. The Hespeler Road Corridor shall provide for a balance of the full range of transportation modes, while continuing to function as a

major thoroughfare for the foreseeable future. A more complete street network with improved access is needed to support pedestrian and active transportation modes.

The implementation of the proposed transportation infrastructure improvements should be undertaken as part of the City's Transportation Master Plan, applicable Environmental Assessments and/or development review processes.

21.4.3.1.2 Improvements and Enhancements to Transportation Network

The Secondary Plan contemplates the following potential infrastructure improvements to the transportation network:

- a) Road improvements;
- b) Transit improvements; and,
- c) Active transportation improvements.

21.4.3.1.3 Existing and Planned Road Network

The existing and planned road network is depicted on **Schedule E** and is expected to accommodate the planned growth and intensification potential for the Area up to 2031. The locations for proposed Local Road Connections are conceptual, with final alignment to be confirmed through updates to the City's Transportation Master.

21.4.3.1.4 Local Road Connections (Mid-Block Connections)

New local connections are required to facilitate development and/or redevelopment in some locations. New local road connections are illustrated on Schedules D, E and F as mid-block connections. The locations shown on Schedules D, E and F were identified based on proximity to major destinations, such as transit stations. The alignment and location of the proposed new Local Roads are conceptual (except where right-of-ways are already established). Detailed alignments and locations of local streets and private laneways shall be determined through further engineering studies and through the development review process.

21.4.3.1.5 Consolidated Entranceways

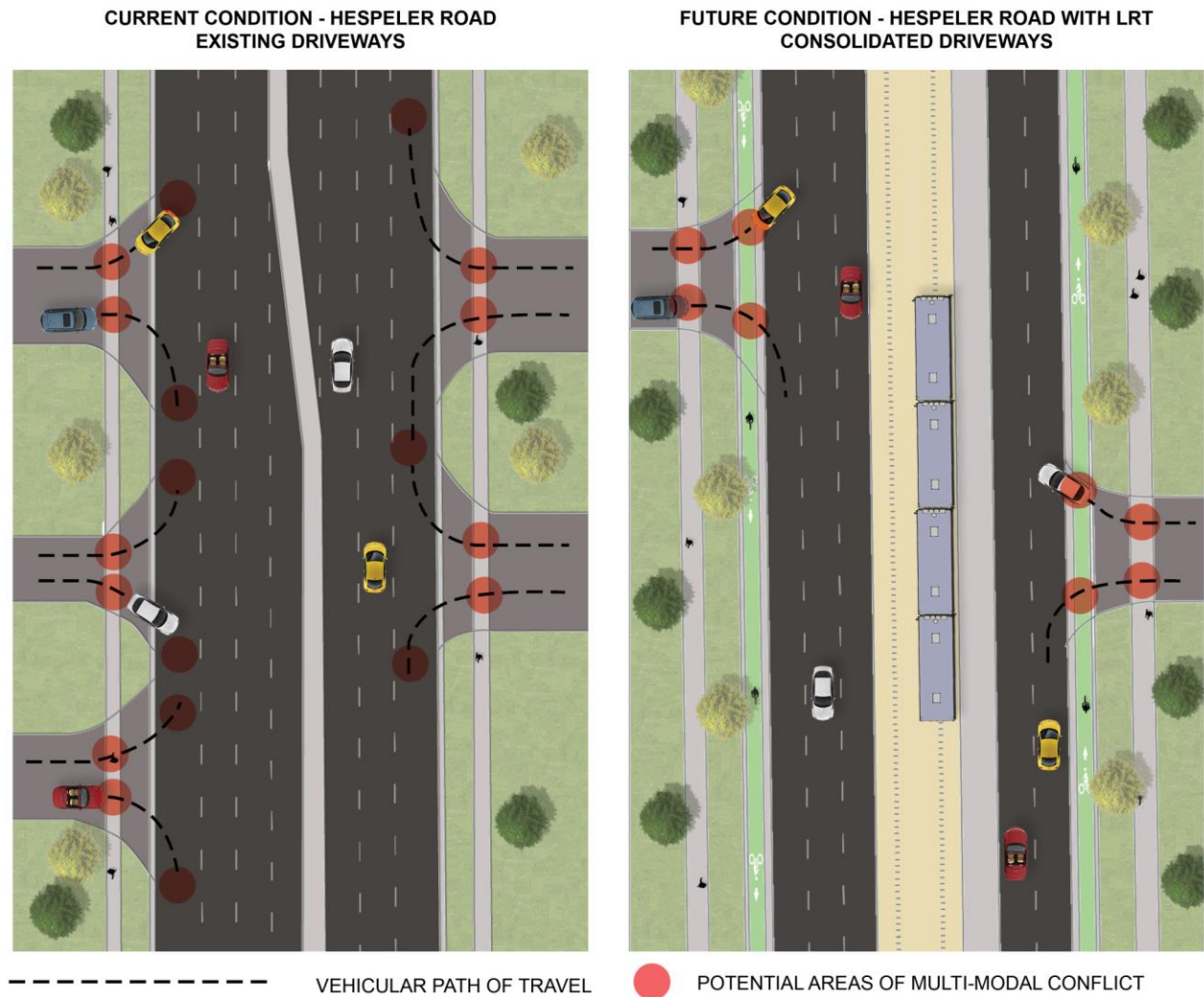
Development or redevelopment will seek the consolidation of access points and common traffic circulation in accordance with the provisions of this Plan and the Region of Waterloo's access guidelines. Through development and redevelopment, entranceways along Hespeler Road shall be consolidated to improve pedestrian safety and manage traffic. **Figure 0-6** provides an illustration showing how the consolidation of multiple access points helps to reduce conflict.

21.4.3.1.6 Transit Network

The existing and planned transit network is depicted on **Schedule F**. **Schedule F** identifies the planned Stage 2 ION light rapid transit corridor illustrated on Map 2 (Urban System) of ROPA 6, as well as the existing bus network at the time of plan preparation. The proposed

land use plan (**Schedule B**) promotes infilling and intensification at a scale which would support increased transit ridership through the Hespeler Road Secondary Plan Area.

Figure 0-6: Consolidation of Access Points



21.4.3.1.7 Major Transit Station Areas

Major Transit Station Areas (MTSAs) are defined in the Growth Plan as areas within an approximate 500-800 metre radius of any existing or planned higher order transit station. The Region of Waterloo is required to identify MTSA boundaries in the Regional Official Plan. The MTSA boundaries have been established through ROPA 6 and are depicted on **Schedule A**. Major Transit Station Areas shall be a priority for development, redevelopment, and investment, and are being planned to achieve the following:

- a) Increased residential and employment densities that support and ensure the viability of existing and planned transit service levels;
- b) A mix of residential, office, institutional and commercial development wherever appropriate; and,
- c) Active street-related uses in close proximity to stations.

Public realm improvements and transportation, transit and active transportation improvements within and around the Major Transit Station Areas shall be prioritized to support the development, redevelopment and investment in these areas. Where possible, public realm improvements should be integrated with transit infrastructure improvements to enhance the passenger travel experience. In addition to the policies of this plan, development within the MTSAs shall be planned based on the Major Transit Station Areas and the transit oriented development policies of the Cambridge Official Plan.

21.4.3.1.8 Potential Transit Improvements

ION LRT stations will have transit amenities and maintenance provided by the Region. The City will coordinate with the Region of the Waterloo to identify improvements to the provision of transit pedestrian amenities such as shelters, bike racks, seating, and lighting at all transit stations. The City will coordinate with the Region to ensure public realm improvements, linkages and new public spaces are provided on city roads, sidewalks and trails. The Region of Waterloo manages public transit, regional roads, and traffic lights.

21.4.3.1.9 Improving On-site Linkages

Where new or expansions to existing development is proposed, the City will work with private sector applicants to improve on-site linkages and pathways to existing and planned transit stations.

Residential developments that fall within 2 km of an elementary school shall be designed with school travel routes in mind and must complete a School Travel Plan to the satisfaction of the City of Cambridge.



21.4.3.1.10 Active Transportation Network

The existing, planned and proposed Active Transportation Network is depicted on **Schedule F**. The network is intended to provide a system of smaller blocks with pedestrian and cyclist connections. Active transportation networks should be connected to transit stations to integrate multi-modal travel. The expectation is that improvements to the pedestrian networks be made through the redevelopment process and/or a future master planning project and their location would be confirmed at that time. Trails and active transportation networks identified on **Schedule F** are conceptual, with final alignments to be confirmed through subsequent processes. The following active transportation connections have been identified:

- **New multi-use trail along Groff Mill Creek:** The Groff Mill Creek runs north-south approximately 250m to the west of Hespeler Road. It is a natural feature flowing along the back of the properties fronting on Hespeler Road and is currently not publicly accessible. With the redevelopment of the properties along the west side of Hespeler Road, this community asset should be leveraged to create a naturalized corridor and multi-use trail that provides pedestrian refuge from the busy vehicle activity in the roadway. It should extend from Eagle Street North to the Dumfries Conservation Area.
- **New mid-block east-west connections linking new Groff Mill Creek trail to Hespeler Road:** Three mid-block active transportation connections have been identified in an effort to provide improved accessibility from the three ION LRT stations on Hespeler Road to the proposed multi-use trail along Groff Mill Creek. Their location should be confirmed through the site planning and development review process and/or subsequent studies.
- **Mid-block north-south connection east of Hespeler Road:** A mid-block north-south connection from Bishop Street to Can-Amara Parkway has been identified in order to provide a safe active transportation route and connection to the Cambridge Centre Mall activity centre and other uses east of Hespeler Road.

- **New mid-block east-west connection linking Cambridge Centre Mall to Hespeler Road:** An east-west mid-block connection from the proposed north-south mid-block connection to Hespeler Road at the ION station has been identified.
- **New east-west connection linking Hespeler Road with the Dumfries Conservation Area at Can-Amara Parkway:** The Can-Amara Parkway and Hespeler Road intersection is the location of the future ION Station, and will be a future hub of activity. This priority active transportation connection links Hespeler Road with the Dumfries Conservation Area at Can-Amara Parkway.

21.4.3.1.11 Sidewalk Improvements

Sidewalk infrastructure is provided throughout the Secondary Plan Area; however there remain parts of the network which are incomplete, including along Can-Amara Parkway and Langs Drive. Over time, the expectation is that sidewalks will be provided on both sides of the street for all existing and new roads within the Plan Area.

21.4.3.1.12 Secure Bike Parking Facilities

The implementing Zoning By-law may require the provision of secure bicycle parking facilities in a conspicuous location, long-term bike parking areas within buildings and on-site shower facilities and lockers for employees who bike to work.

21.4.3.1.13 Transportation Demand Management

Council shall require that development applications include a Transportation Demand Management (TDM) Plan, prepared to the satisfaction of the City of Cambridge as well as the Region of Waterloo (where applicable). The intent of the TDM Plan shall be to implement and promote measures to reduce the use of low-occupancy automobiles for trips and to increase transit use, cycling and walking.

A comprehensive Transportation Demand Management Plan, including implementation measures, may be considered a component in justifying a reduction in the required amount of parking for a development or redevelopment, based on the Parking policies of the Official Plan.

21.4.3.1.14 Parking

Through the development review process, the City may consider alternative parking requirements for mixed use and high density developments including shared parking standards. Please refer to the Official Plan for additional policies regarding parking.

21.4.3.1.15 Coordination with the City's Transportation Master Plan

This Secondary Plan generally aligns with the recommendations of the city-wide Moving Cambridge - Transportation Master Plan (TMP) completed in 2020. However, since the completion of the TMP preceded the completion of the Secondary Plan, not all aspects of this Secondary Plan were considered in the TMP. The expectation is that the growth assumptions, vision, proposed transportation improvements and other relevant aspects of this Secondary Plan will be considered in the preparation of the next Transportation Master

Plan review. This Secondary Plan will also be reviewed and amended if necessary to ensure alignment between the Secondary Plan and the Transportation Master Plan.

21.4.3.2 Infrastructure

21.4.3.2.1 Water and Sanitary Servicing

As part of the implementation of this Secondary Plan, the City will work with the Region of Waterloo to ensure that there is adequate water and sanitary servicing capacity to accommodate the long term planned development for the Hespeler Road Secondary Plan Area.



21.4.3.2.2 Municipal Servicing Study

As part of the implementation of this Secondary Plan, and the Infrastructure policies of the Official Plan, the City will undertake an analysis of local infrastructure to ensure that adequate servicing is in place to accommodate the planned growth for the Secondary Plan Area. The City will update its municipal master servicing strategy as required.

21.4.3.2.3 Development Applications and Servicing Requirements

The City may also require development applications to be supported by site-specific servicing studies.

21.4.3.2.4 Sustainable Stormwater Management

The municipality encourages innovative measures to help reduce the impacts of urban run-off and maintain base groundwater flow. Such measures may include bioswales, permeable pavers, rain barrels, green roofs and green buildings.

21.4.3.2.5 Coordination of Public Works

The City will work with the Region to ensure that planned public works for the Secondary Plan Area are coordinated to minimize the impacts of construction on the residents and businesses within the area. Coordination efforts will consider the phasing of streetscape improvements, any future road works and maintenance, as well as any upgrades to water and sanitary networks. Upon completion of this Plan, consideration should be given to developing a winter maintenance strategy that prioritizes active transportation routes.



21.5 IMPLEMENTATION

21.5.1 GENERAL IMPLEMENTATION

21.5.1.1 General Implementation

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

- a) City of Cambridge Transportation Master Plan;
- b) The City's Parks and Recreation Master Plan (to be completed);
- c) The City of Cambridge Zoning By-law;
- d) Planning and development application processes, through tools such as site plan approval, plans of subdivision and condominium, and land severances; and,

e) Other tools as described in this Section.

21.5.1.2 Municipal Works within the Secondary Plan

All future municipal works undertaken by the City of Cambridge within the Secondary Plan Area shall be consistent with the policies of this Plan and the Region of Waterloo's Official Plan.

21.5.1.3 Coordination with the Region of Waterloo and other Agencies

21.5.1.3.1 General Coordination

The City will work with the Region of Waterloo, who is the approval authority for this Plan, to ensure that the policies of this Plan are implemented, including any opportunities to implement the urban design and public realm improvements through any future Regional works. The City also encourages the Region of Waterloo to consider opportunities for affordable housing development within the Secondary Plan area.

21.5.1.3.2 Stage 2 ION Light Rail Transit

The City of Cambridge will work collaboratively with the Region of Waterloo to ensure that the planning, design and implementation of Stage 2 of the Region's ION extension along Hespeler Road addresses the vision and policies of this Plan. It is expected that the City will collaborate with the Region in a number of areas, such as:

- a) Public realm design;
- b) Safety;
- c) Infrastructure planning; and,
- d) Other areas as required.

21.5.1.3.3 Schools

As noted in policies 21.4.1.8.2, 21.4.1.8.3, and 21.4.1.8.4, the City will work with the School Boards to identify and confirm the need, timing and location for any future school sites within the Secondary Plan Area.

21.5.1.4 Parks and Recreation Master Plan

The public realm improvement program articulated in policy 21.4.2.4 of this Plan will be further refined and modified through the City's Parks Master Plan. The expectation is that the Master Plan reviews the Corridor to further refine the long term need, location, conceptual design and required agreements for gateways, streetscape improvements and new public spaces. Accordingly, the overall strategy and supporting policies shall be considered when the City undertakes the Master Plan process.

The proposed and potential parks as noted in this Secondary Plan, will be acquired through parkland dedication, purchase of lands, cash-in-lieu of parkland dedication, and/or expropriation if necessary.

21.5.1.5 Signage and Wayfinding Strategy for Hespeler Road Corridor

Upon approval of the Secondary Plan, the City may prepare a signage and wayfinding strategy as part of the broader public realm improvement program for Hespeler Road Corridor. The purpose of the signage and wayfinding strategy is to reduce visual pollution and improve wayfinding.

21.5.1.6 Official Plan Amendments

Unless otherwise stated in this Plan or the City's Official Plan, applications for development which do not align with the Policies or Schedules of this Plan shall require an Official Plan Amendment. Amendments to the Official Plan shall be subject to policies of the Official Plan and shall require a planning justification report, along with any other supporting studies identified through the pre-consultation process.

21.5.1.7 Zoning By-Law

21.5.1.7.1 Alignment with Zoning By-Law

The City will update its Zoning By-law to ensure that the land use and design policies for this Secondary Plan are reflected in the City's Zoning By-law.

21.5.1.7.2 Amendments to Zoning By-Law

Applications for development within the Secondary Plan Area shall be subject to the policies of this Secondary Plan and the City's Official Plan Amendments to the zoning by-law shall be subject to policies of the Official Plan/Secondary Plan and shall require a planning justification report, along with any other supporting studies identified through the pre-consultation process.

21.5.1.8 Site Plan Review, Plans of Subdivision, Plans of Condominium and Severances

Applications for site plan review, plans of subdivision, plans of condominium and land severances shall be consistent with the policies of this Secondary Plan and the City of Cambridge's Official Plan.

21.5.1.9 Supporting Studies

Prior to site plan approval, plan of subdivision/condominium, zoning by-law amendment or official plan amendment, the City may require the completion and implementation of various studies as a condition of approval or agreement depending on the location and nature of the development proposal. Studies may include, but are not limited to: Scoped Environmental Impact Statements; Tree Management Plans; Hydrogeological Studies; Chloride Impact Studies and Salt Management Plans; Spill Prevention, Response and Contingency Plans; Stormwater Management Reports; Traffic Impact Studies;

Transportation Noise Studies; Functional Servicing Studies; Land Use Compatibility Studies; Stationary Noise Studies; or other studies the City deems appropriate given the nature of the proposal. For example, a development application may require a Stationary Noise Study in accordance with the Province's Publication NPC-300 depending on the type of use being proposed, to the satisfaction of the City in consultation with the Region. Any required on-site implementation measures identified in the study will be secured as part of a plan agreement/condition of approval with the City as the case may be.

21.5.2 PHASING AND FINANCIAL TOOLS

21.5.2.1 Municipal Capital Improvements

21.5.2.1.1 Phasing of Improvements

The City will prepare a phasing strategy to assist with the implementation of this Secondary Plan. The Phasing Strategy should consider the following:

- a) The expected timing of development, including the expected built-out of vacant lands and redevelopment of existing areas;
- b) The timing and funding approach for any potential transportation, infrastructure and public realm improvements; and,
- c) Any other projects or initiatives which may impact the timing of development.

Priority should be given to improvements in the Major Transit Station Areas that support transit oriented development and intensification in these areas.

21.5.2.1.2 Development Charges

The City will include any growth-related infrastructure identified in this plan as part of the Development Charges update in accordance with the City's local service policy.

21.5.2.1.3 Parkland Dedication

Where the City accepts cash-in-lieu of parkland dedication, the City will dedicate the funding to the development of the public space program for the Hespeler Road Corridor area. The City will prioritize development which contributes to the enhancement of the public realm along the corridor. The City may need to acquire specific lands to achieve the public realm goals and objectives of this Plan.

21.5.2.2 Monitoring Program

The City will prepare a monitoring program to track the implementation of the Secondary Plan and report on the progress of its implementation. The monitoring program should identify development statistics for residential intensification and the status of the various actions identified in this Plan (such as the various streetscape and infrastructure projects). The Secondary Plan monitoring should be undertaken in conjunction with other monitoring activities described in the Secondary Plan section of the Official Plan.

21.5.2.3 Updating the Plan

The City will comprehensively review the policies of this Secondary Plan at the 10 year review of the City's Official Plan. Depending on the outcomes of the review, the City may decide to update the Plan.

21.5.2.4 Conflicts with Official Plan

Unless specifically stated, in the event of a general conflict between the Official Plan and this Secondary Plan, the Policies of the Secondary Plan shall prevail.

21.5.2.5 Boundaries

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

GLOSSARY

This glossary provides additional or updated terms to the glossary of the Official Plan. If a term italicized in the body of this Plan is not defined within this glossary, the definition from the glossary of the Official Plan shall apply.

Active at-grade uses – uses at grade with the street that generate activity, in particular pedestrian activity, on the street. Active at-grade uses may be street-related commercial and/or community uses such as retail stores, restaurants, personal or business services, professional or medical offices, libraries, community centres, and parks/public squares.

Active transportation - movement of people or goods that is powered by human activity. Active transportation includes walking, cycling, and the use of human-powered or hybrid mobility aids such as wheelchairs, scooters, e-bikes, and rollerblades.

Build-out - the time in the future when the subject area of land is fully developed in accordance with the vision, objectives and policies of this Plan.

Floor space index - is the gross floor area of all buildings on a lot divided by the area of the lot (excluding the areas permitted by this Plan) on which the buildings are developed.

Gross floor area – the total of all floor areas of a building or structure, which floor areas are measured between the exterior faces of the exterior walls of the building at each floor level or from the centrelines of partition walls and the exterior faces of the exterior walls, but does not include any underground floor area, unenclosed porch or verandah, mechanical room or penthouse, amenity area and private amenity area, and areas used for parking within the building or structure. The walls of an inner court shall be deemed to be exterior walls.

Ground floor area – the area of the ground floor of a building or structure measured between the exterior faces of the exterior walls or from the centrelines of partition walls and the exterior faces of the exterior walls.

Intensification target – the minimum percentage of development each year that are expected to occur within the *built-up* area.

Large-format Commercial – a commercial use with greater than 2,000 square metres of *ground floor area*, such as large footprint supermarkets, big box retail stores, warehouse stores, and standalone movie theatres.

Low-rise - any building that is 2 to 4 storeys in height.

Mid-rise - any building that is 5 to 8 storeys in height.

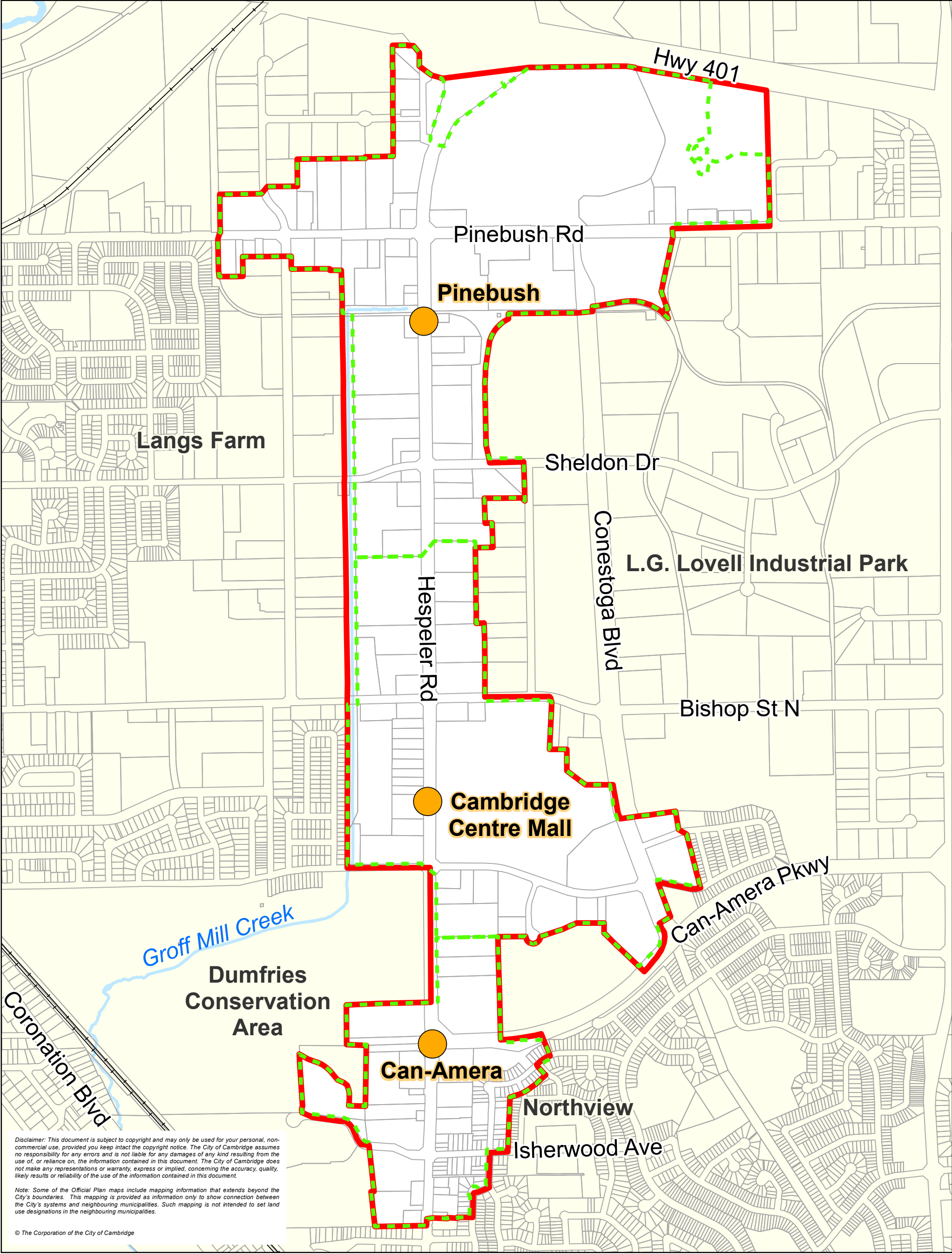
Major Facilities - facilities which may require separation from sensitive land uses, including but not limited to airports, manufacturing uses, transportation infrastructure and corridors, rail facilities, marine facilities, sewage treatment facilities, waste management

systems, oil and gas pipelines, industries, energy generation facilities and transmission systems, and resource extraction activities. (PPS, 2020)

Missing middle housing - multi-unit housing types with gentle density that are compatible in scale with single-detached neighbourhoods while providing additional housing options. For example, laneway housing, garden suites, duplexes, triplexes, fourplexes, rowhouses, townhouses, and *low and mid-rise* apartments.

Public service facilities - lands, buildings and structures for the provision of programs and services provided or subsidized by a government or other body, such as social assistance, recreation, police and fire protection, health and educational programs, long- term care services, and cultural services. Public service facilities do not include infrastructure. (PPS, 2020)

Transit-supportive - relating to development that makes transit viable and improves the quality of the experience of using transit. It often refers to compact, mixed-use development that has a high level of employment and residential densities. Transit-supportive development will be consistent with Ontario's Transit Supportive Guidelines.



City of Cambridge Official Plan



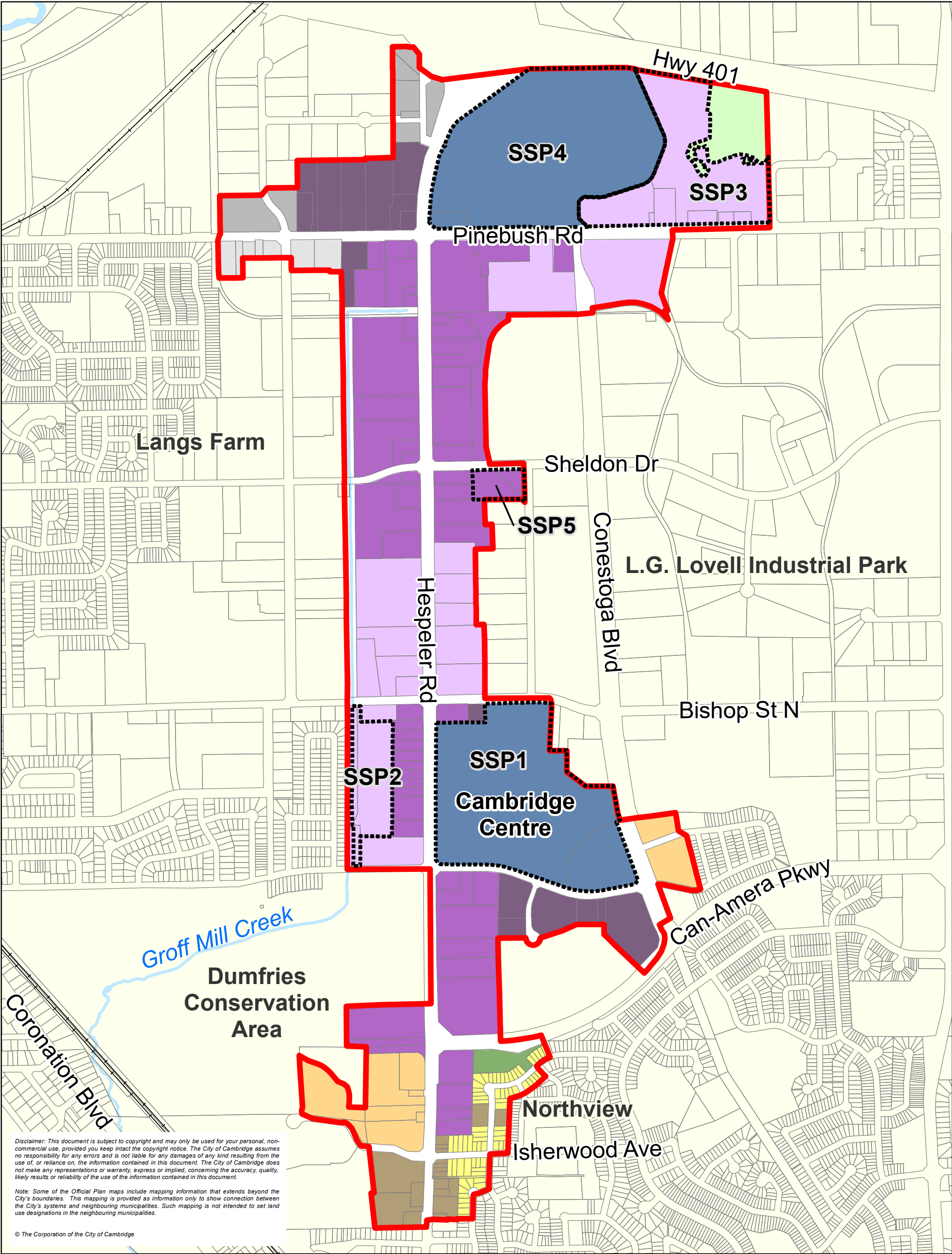
Hespeler Road Corridor
Secondary Plan

Schedule A
Secondary Plan Boundary

Legend

- Hespeler Road Corridor Secondary Plan Boundary
- Stage 2 ION LRT Station
- MTSA Boundary
- Parcels
- Watercourse
- Railways





City of Cambridge Official Plan



Hespeler Road Corridor
Secondary Plan

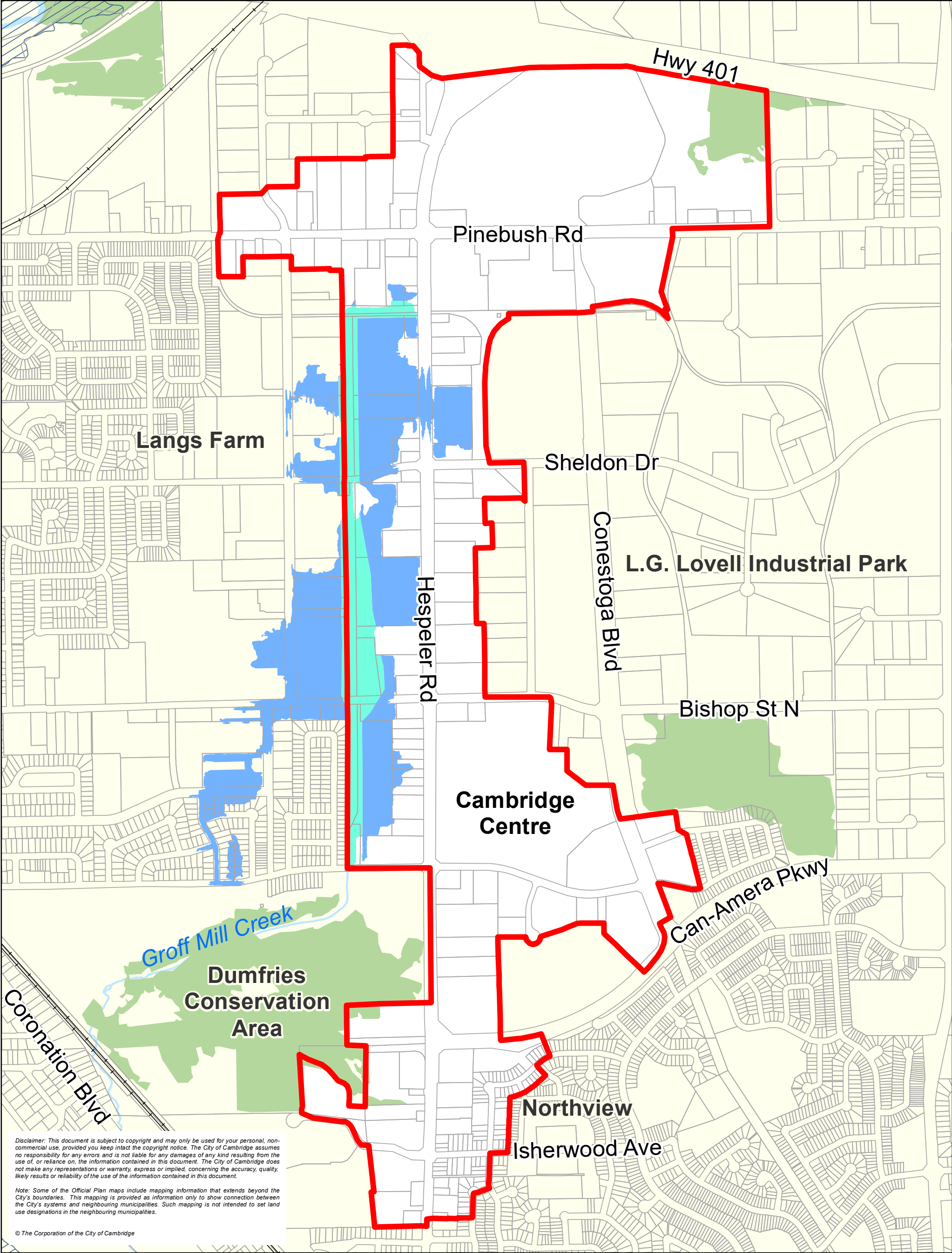
Schedule B
Land Use Plan



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- Hespeler Road Corridor Secondary Plan Boundary
- Parcels
- Site Specific Policy Area
- Watercourse
- Railways
- Land Use**
 - Business Industrial
 - Employment Corridor
 - High Density Residential

- Low Density Residential
- Medium Density Residential
- Mixed Use High Density
- Mixed Use Medium Density
- Mixed Use Office
- Natural Open Space System
- Recreation, Cemetery and Open Space
- Regional Commercial



City of Cambridge Official Plan



Hespeler Road Corridor
Secondary Plan

Schedule C
Natural Heritage and
Natural Hazards

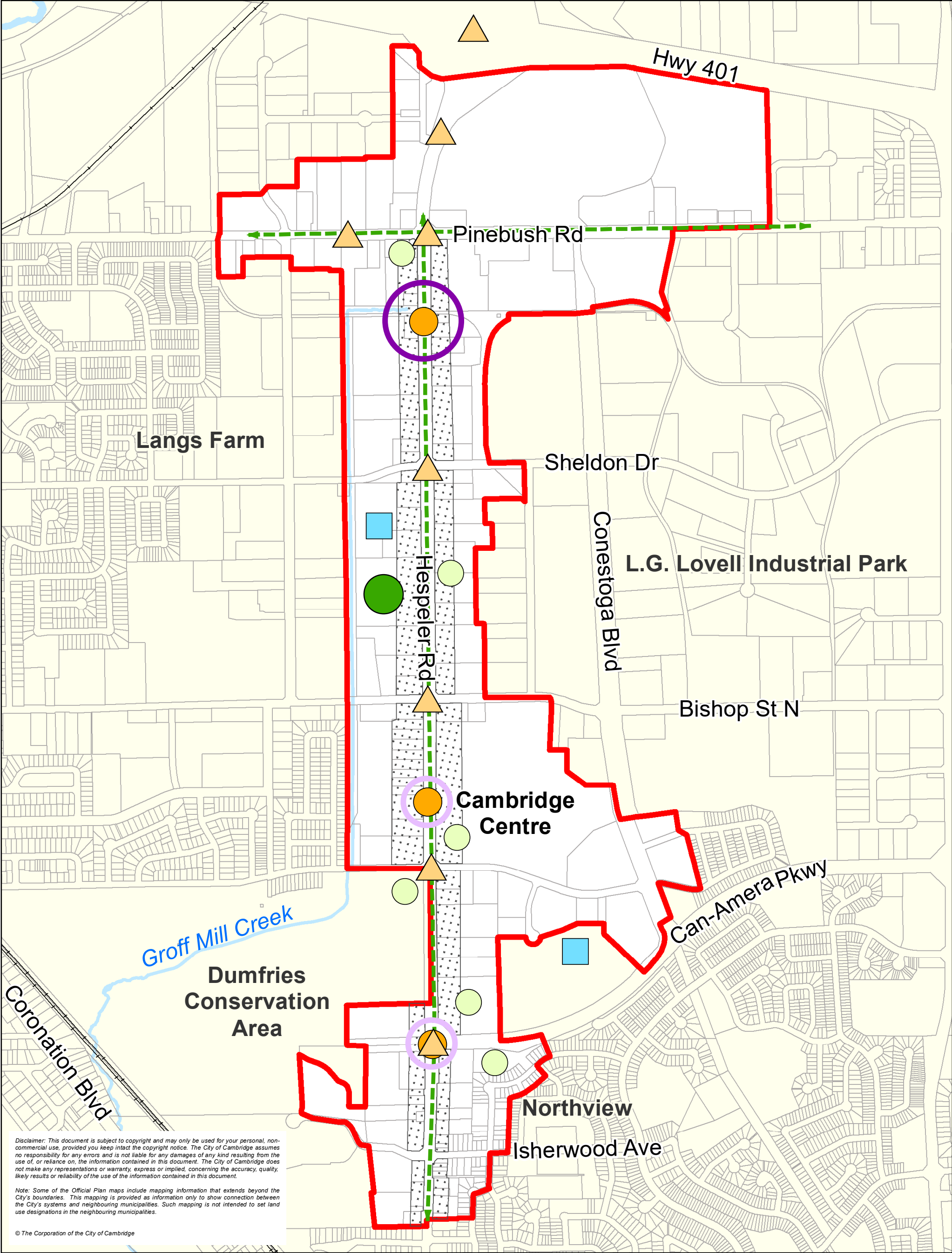


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Legend

- Hespeler Road Corridor Secondary Plan Boundary
- Parcels
- Watercourse
- Railways

- Core Environmental Features (RMW)
- Significant Valleys (RMW)
- Floodway
- Flood Fringe



City of Cambridge Official Plan



Hespeler Road Corridor
Secondary Plan

Schedule D
Public Realm Improvement Plan

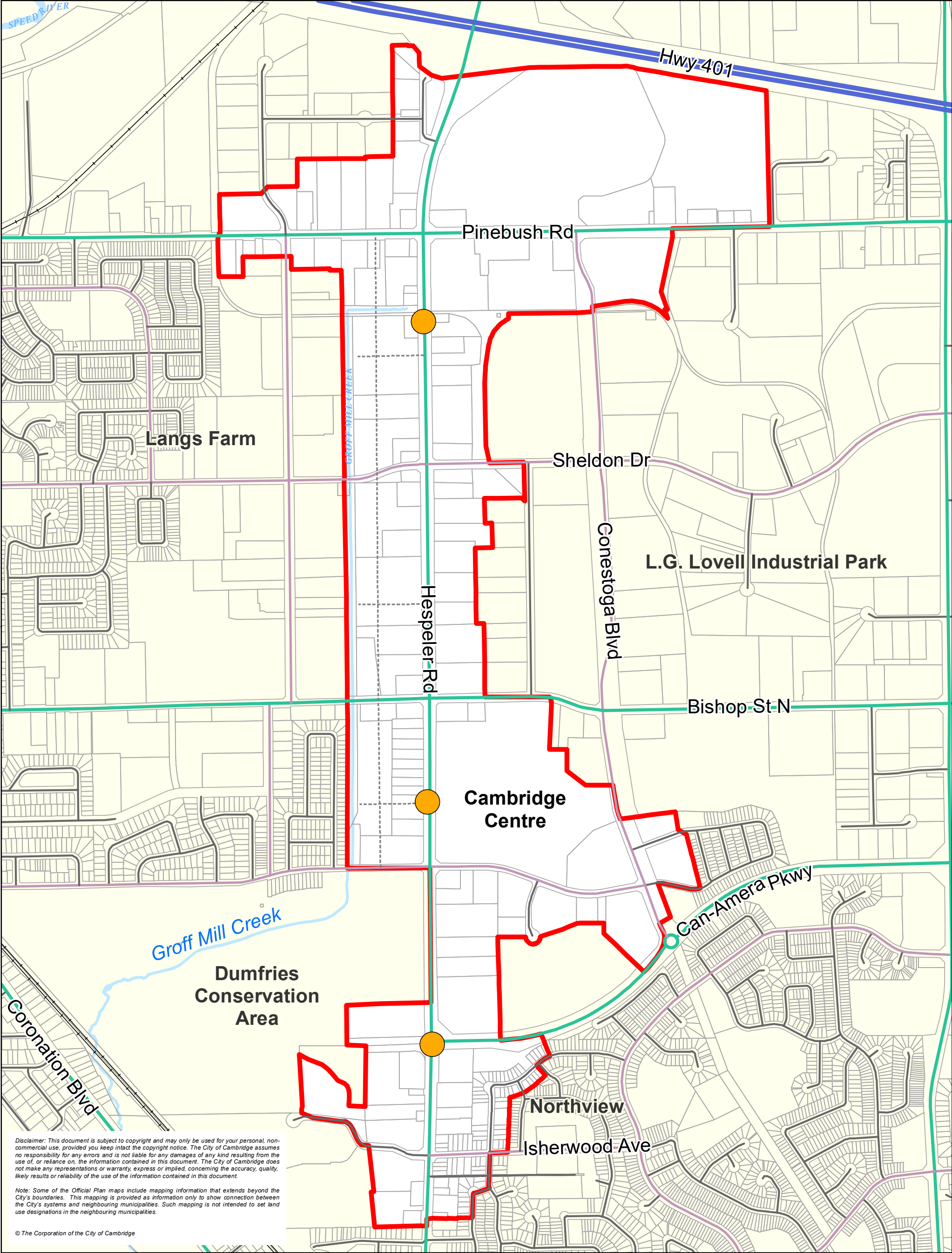


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Legend

- Hespeler Road Corridor
- Secondary Plan Boundary
- Parcels
- Watercourse
- Railways
- Active Frontage
- Potential Major Gateway
- Potential Minor Gateway

- ION Stage 2 Rapid Transit Station
- Pedestrian Safety Improvement
- Community Park
- Potential New Public Space
- Potential Public Realm Enhancement
- Potential Major Streetscape Improvement



City of Cambridge Official Plan



Hespeler Road Corridor
Secondary Plan

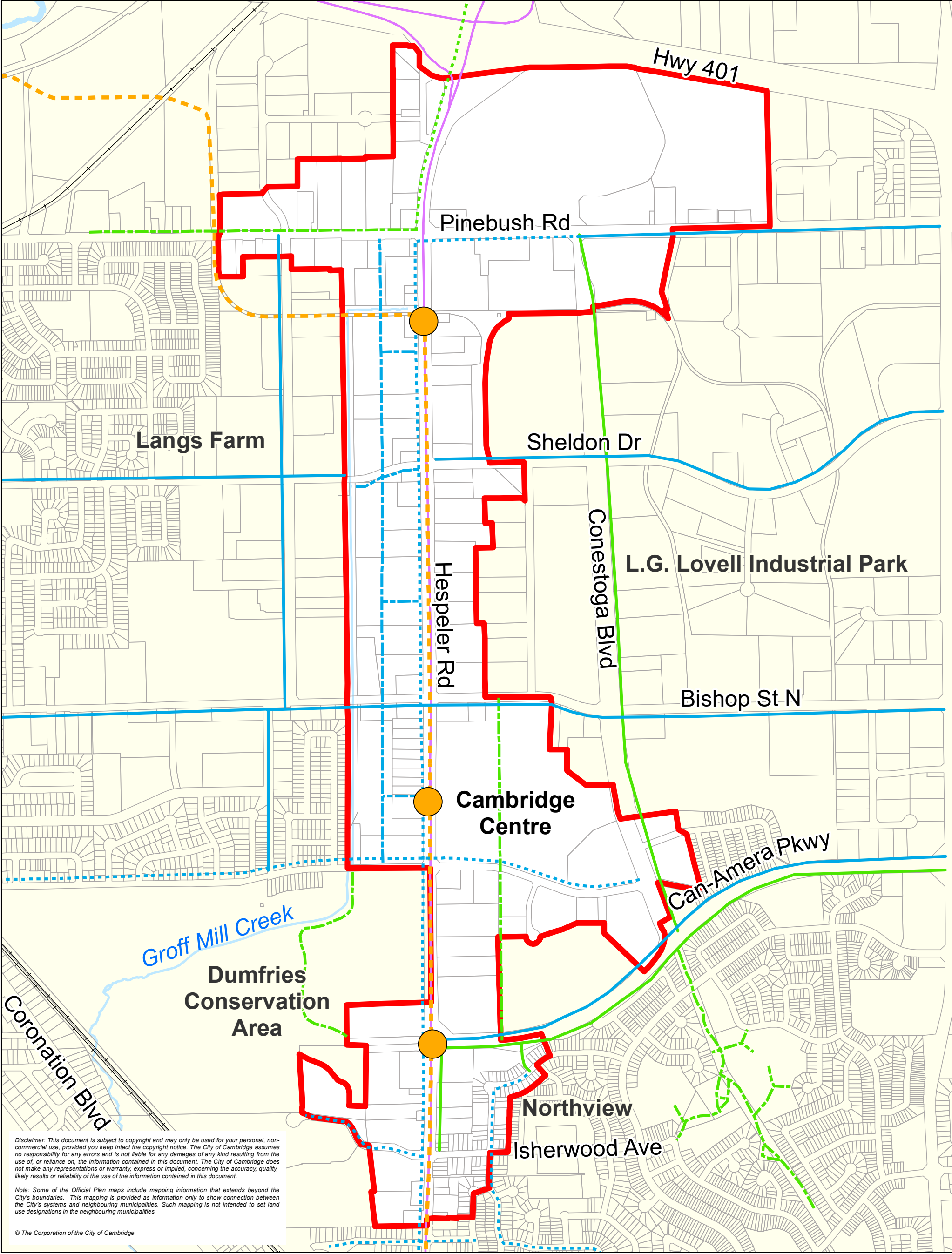
Schedule E
Transportation Plan



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Legend

- | | |
|--|---------------------|
| Hespeler Road Corridor Secondary Plan Boundary | Provincial Highway |
| Parcels | Major Arterial |
| Watercourse | Collector Road |
| Railways | Local Road |
| ION Stage 2 Rapid Transit Station | Proposed Local Road |



City of Cambridge Official Plan



Hespeler Road Corridor
Secondary Plan

Schedule F
Transit and Active
Transportation Plan

Legend

- Hespeler Road Corridor Secondary Plan Boundary
- Parcels
- Watercourse
- Railways
- Stage 1 BRT Route - In Service
- Stage 2 ION Route - Planned
- Existing Bus Network
- ION Stage 2 Rapid Transit Station
- Multi-Use Trail - In Service
- Multi-Use Trail - Planned
- Multi-Use Trail - Proposed
- Multi-Use Trail - In Service
- Multi-Use Trail - Planned
- Multi-Use Trail - Proposed



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