

City of Cambridge

# HESPELER ROAD CORRIDOR SECONDARY PLAN

May 16, 2023

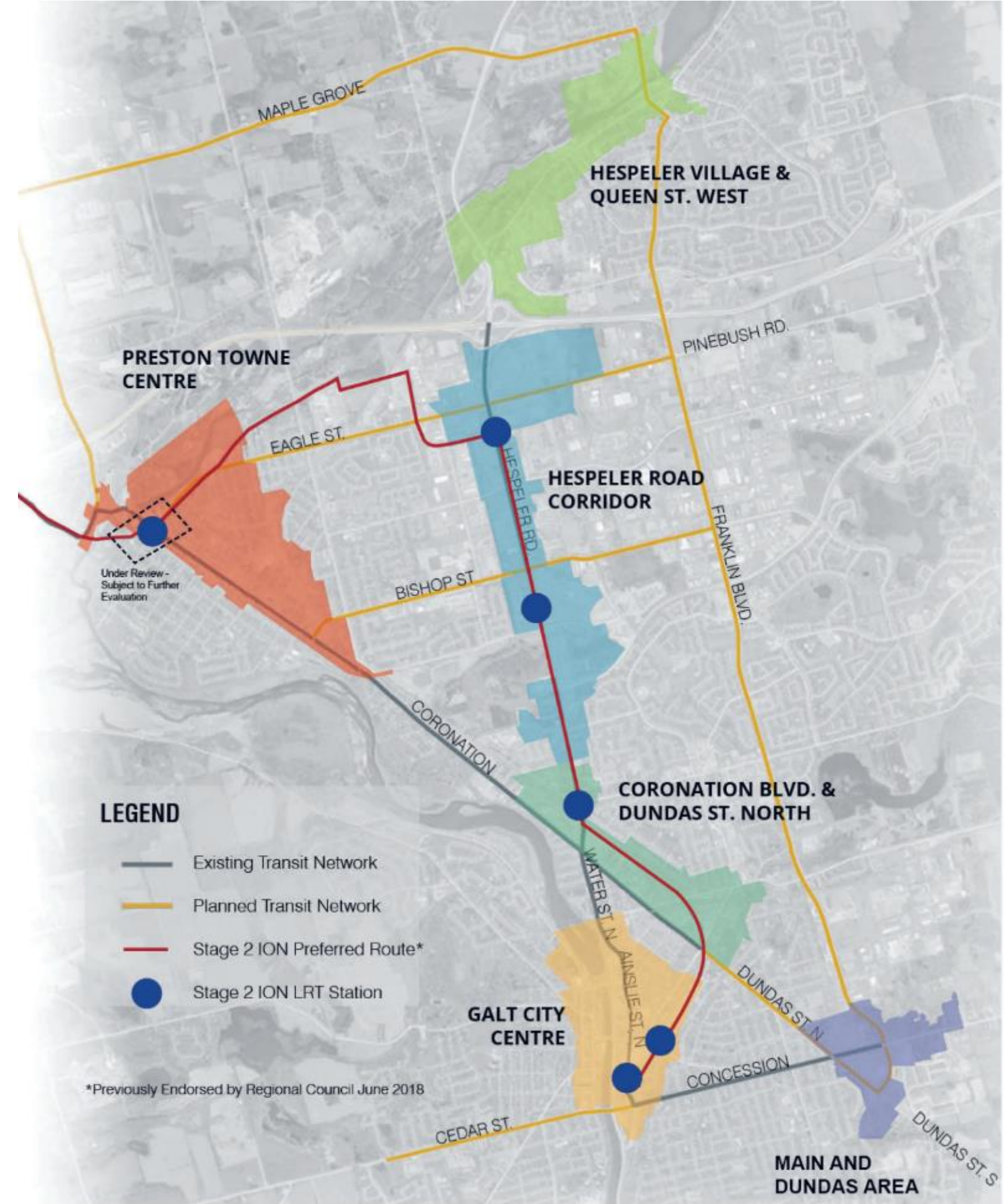


# AGENDA

1. Introductions
2. Study Purpose, Context and Process
3. Draft Secondary Plans:
  - Hespeler Road Corridor Secondary Plan
4. Implementation and Next Steps

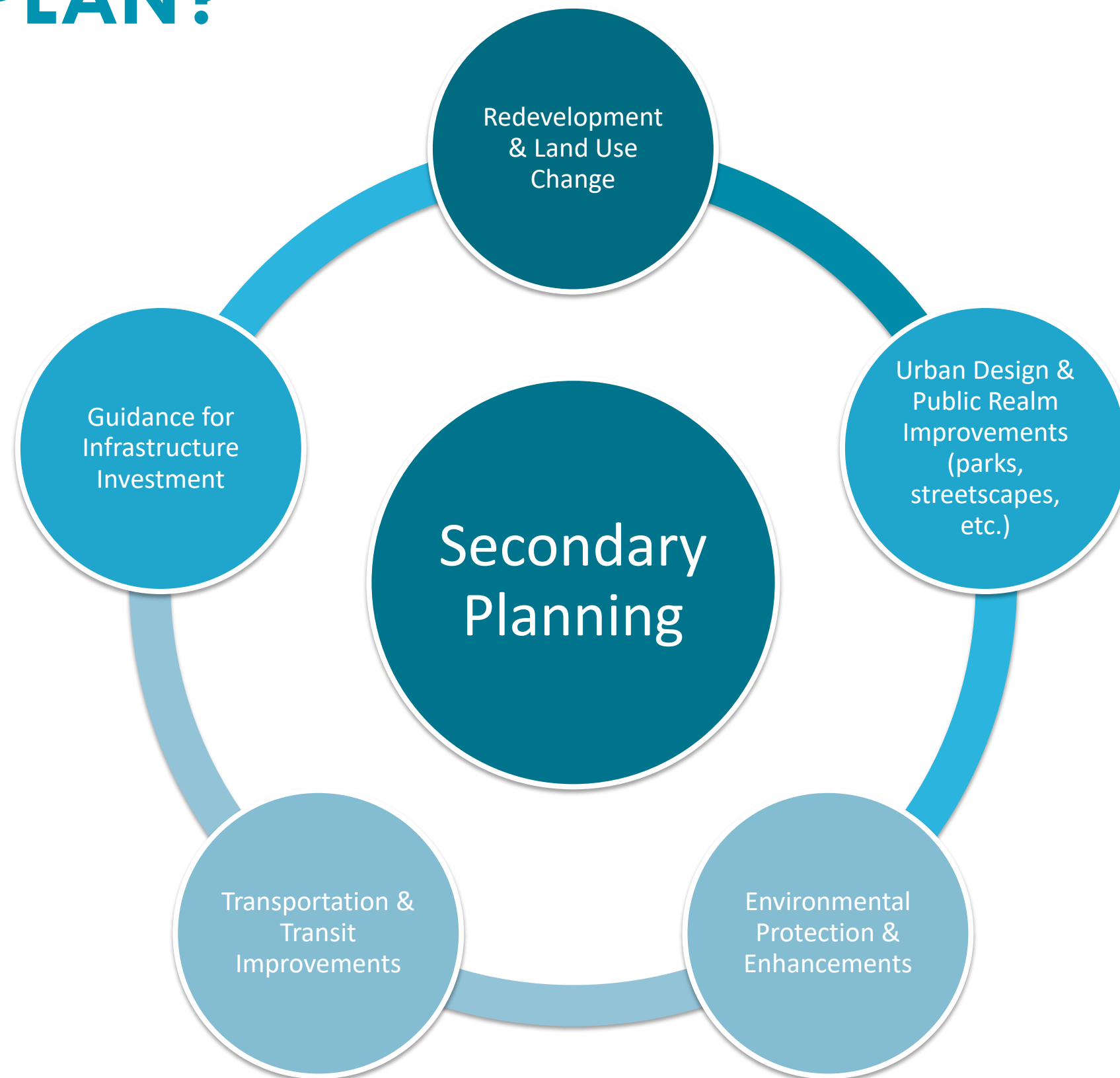
# STUDY PURPOSE

- The purpose of this assignment is to prepare secondary plans for the City's main intensification areas:
  1. Galt City Centre
  2. Preston Towne Centre
  3. Hespeler Village & Queen St. West Node
  4. **Hespeler Road Corridor**
  5. Main and Dundas Street South Area
  6. Coronation Blvd. and Dundas St. North Area



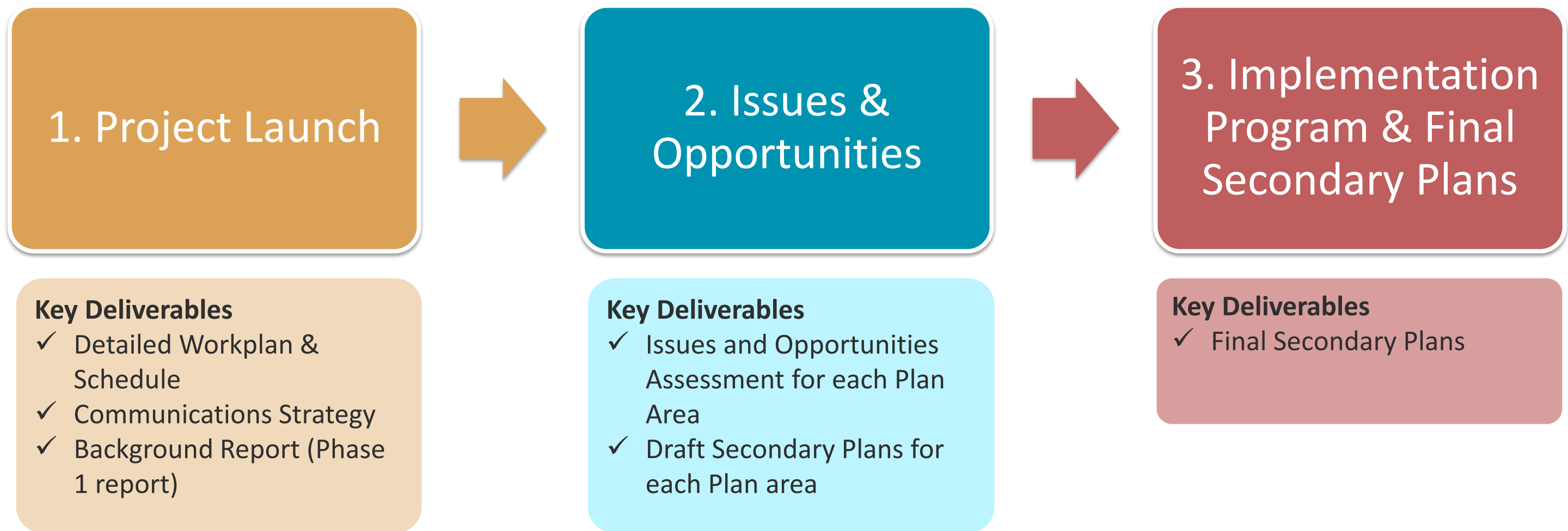
# WHAT IS A SECONDARY PLAN?

- **Cambridge's Official Plan** provides the City-scale vision and policies for managing growth, protecting resources, directing infrastructure investment and promoting economic development
- **Secondary Plans implement the policies of the Official Plan** by providing more detailed plans for specific areas within the City
- Secondary plans provide **guidance for how future change should occur** within a specific area
- Once approved, the Secondary Plans will form a new chapter within the City's Official Plan

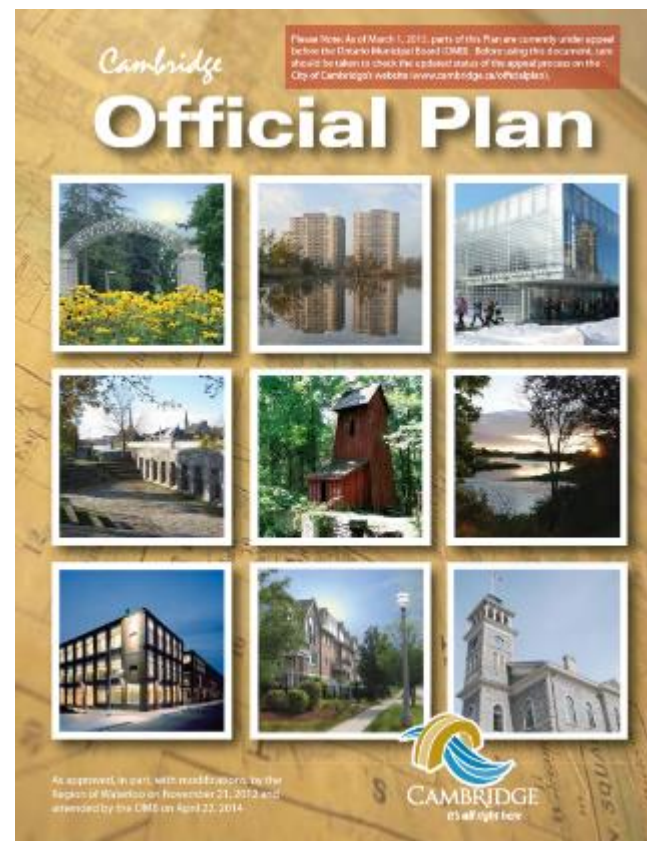
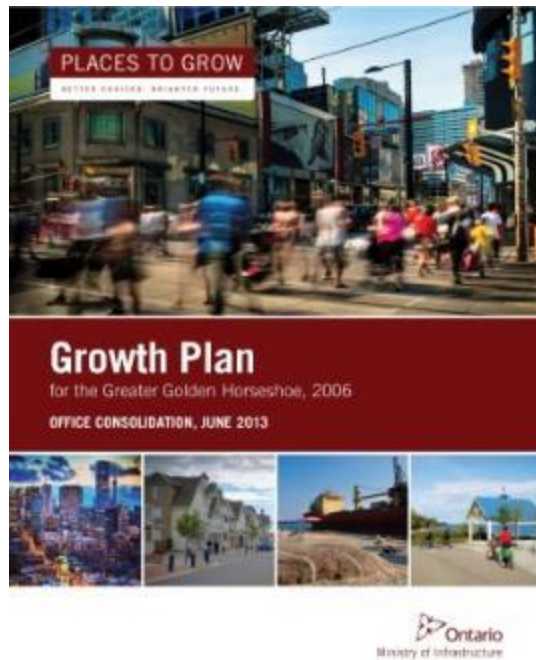


# SECONDARY PLAN PROCESS

Each Secondary Plan follows a similar three step process:



# WHY DO WE NEED TO PREPARE SECONDARY PLANS?



- Regional Official Plan (ROPA 6) 65% Intensification target for Cambridge
- Pinebush, Cambridge Centre and Can-Amara Pkwy MTSAAs minimum density target of 160 ppl+jobs/ha
- Proactively plan land uses to align with Regional transit investment (ION) and also implement provincial policy

# PURPOSE OF TONIGHT'S MEETING

Tonight's event is required to satisfy legislative requirements under the Planning Act. It is your opportunity to:

- Learn about the study, planning process and project steps;
- Learn about the draft Secondary Plans for Hespeler Road Corridor and Main and Dundas; and
- Provide your input and comments on the draft Secondary Plans as part of the public process prior to the project team bringing forward the final Secondary Plans to be adopted by Council.

# PLANNING AROUND TRANSIT

**STREET ORIENTED DEVELOPMENT WITH A MIX OF RESIDENTIAL, COMMERCIAL, AND OFFICE USES**



**DENSITY/COMPACT GROWTH**



**SEAMLESS INTEGRATION OF THE STATION**



**HIGH QUALITY PUBLIC SPACES**



# COMPLETE COMMUNITIES

Compact, well-connected places where people can meet their daily needs for goods, services and employment within a short trip from home by walking, cycling and rolling, and where other needs can be met by using direct, frequent, and convenient transit



PROMOTE  
INDIVIDUAL  
HEALTH AND  
WELL-BEING



PROVIDE ACCESS  
TO HIGH QUALITY  
PARKS AND  
URBAN  
GREENLANDS



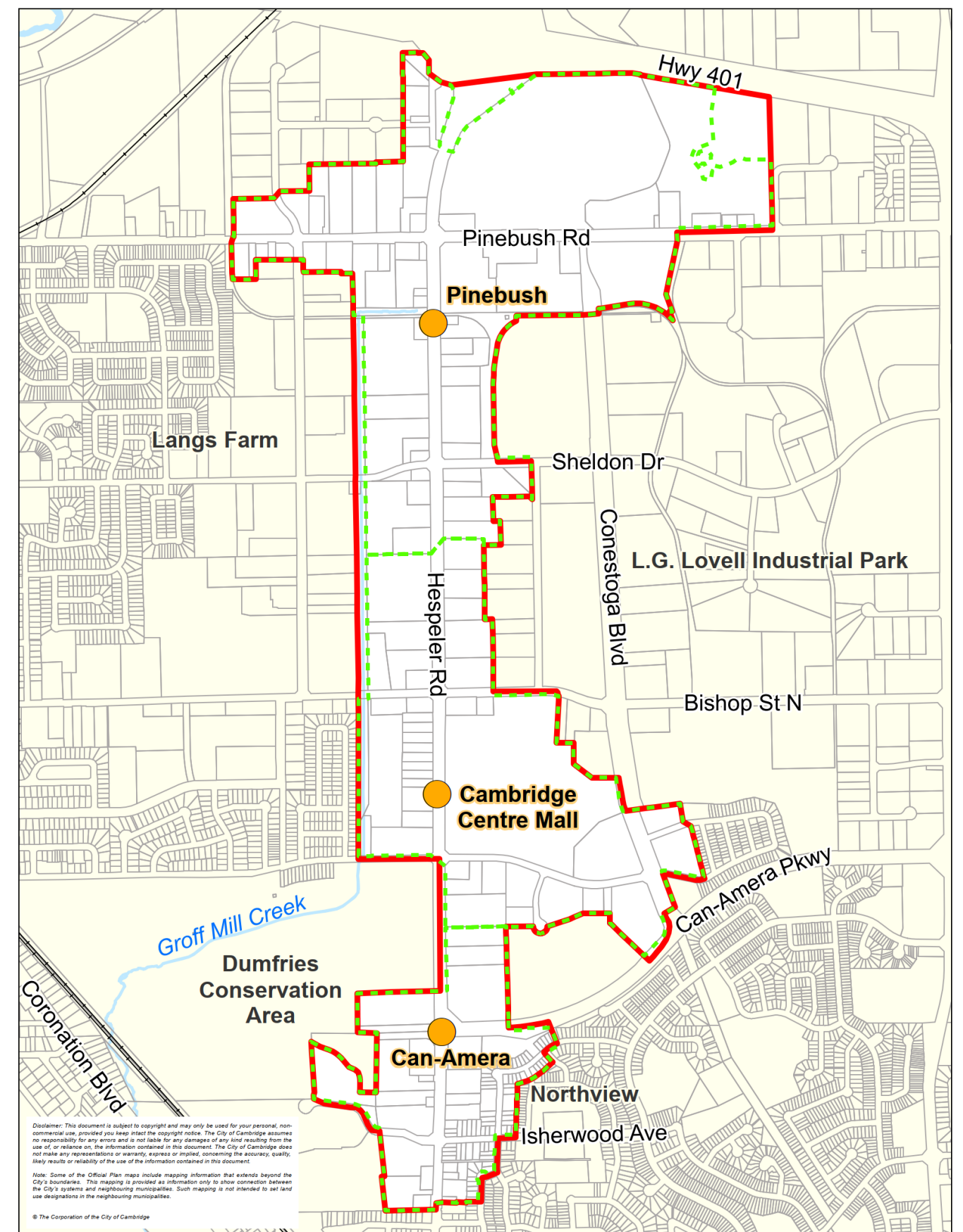
REDUCE ENERGY  
NEEDS BY  
MINIMIZING THE  
NEED FOR  
AUTOMOBILE  
TRAVEL TO  
SUPPORT CLIMATE  
CHANGE



SUPPORT A  
DIVERSE MIX OF  
LAND USES AND A  
RANGE OF  
HOUSING  
OPTIONS

# HESPELER CORRIDOR TODAY

- Hespeler Corridor is a multifunctional corridor
  - Major thoroughfare
  - Destination for shopping
  - Local commercial hub for people living and working in the area/near the area
  - Neighbourhood function for those living in the area



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



April 26, 2023 4:45:57 PM  
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# VISION

- Enlivened area throughout the day
- Employment uses that support growing economic prosperity
- Institutional and recreational uses that support a healthy livable community
- Compact, urban environment where people can live, work and play
- Evolves from a major thoroughfare into a vibrant, transit-supportive and safe transportation corridor







# SECONDARY PLAN PRINCIPLES

- Help achieve the City's growth management objectives
- Maintain the corridor's important transportation function
- Ensure sufficient transportation and municipal infrastructure is in place to accommodate growth
- Enhance and improve the character of Hespeler Road by improving and expanding the public realm
- Prioritize intensification and higher densities to make efficient use of land and infrastructure and prioritizing walking, cycling, rolling and taking transit



# SECONDARY PLAN PRINCIPLES

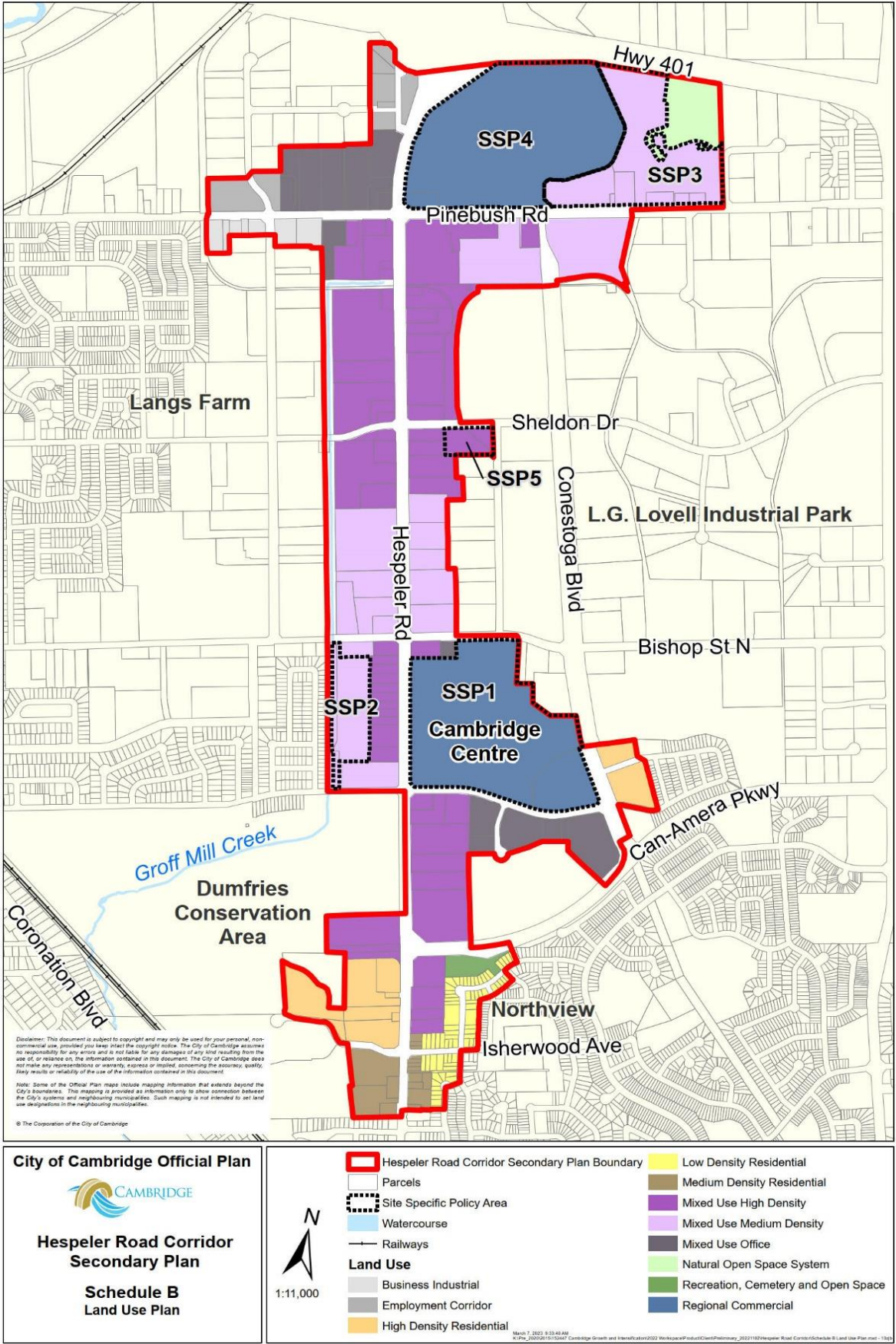
- Improve the quality of the pedestrian and cycling environment and connectivity
- Maintain and enhance the corridor's important commercial amenities by providing an appropriate range of mixed-use policies
- Provide opportunities for transit-supportive development
- Support the development of a complete communities
- Encourage a mix of housing options including additional residential units and accessible, affordable and 'missing middle' housing



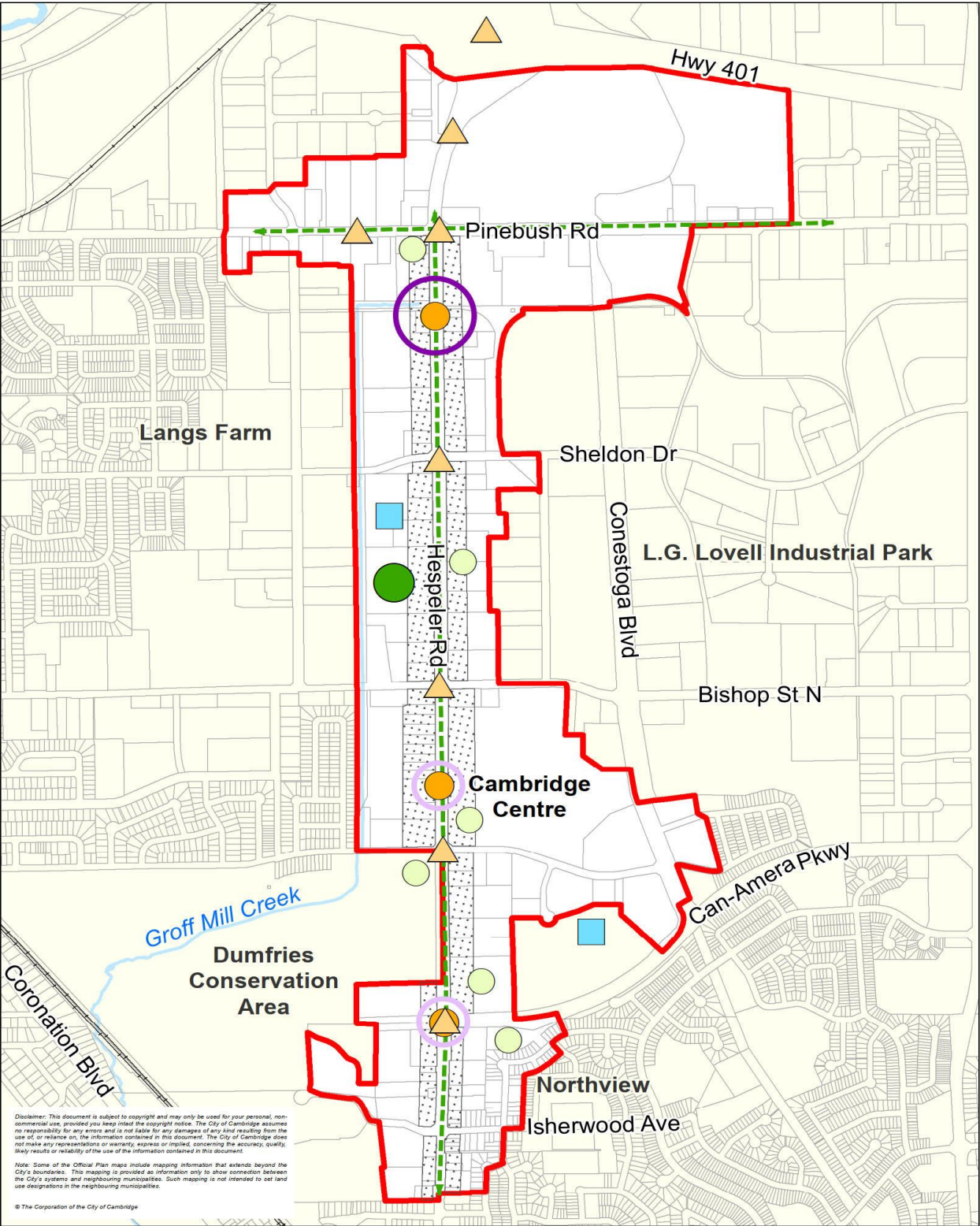
# DRAFT LAND USE PLAN

- Proposed building height and densities take into account opportunities for transit-supportive development

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



# DRAFT PUBLIC REALM IMPROVEMENT PLAN



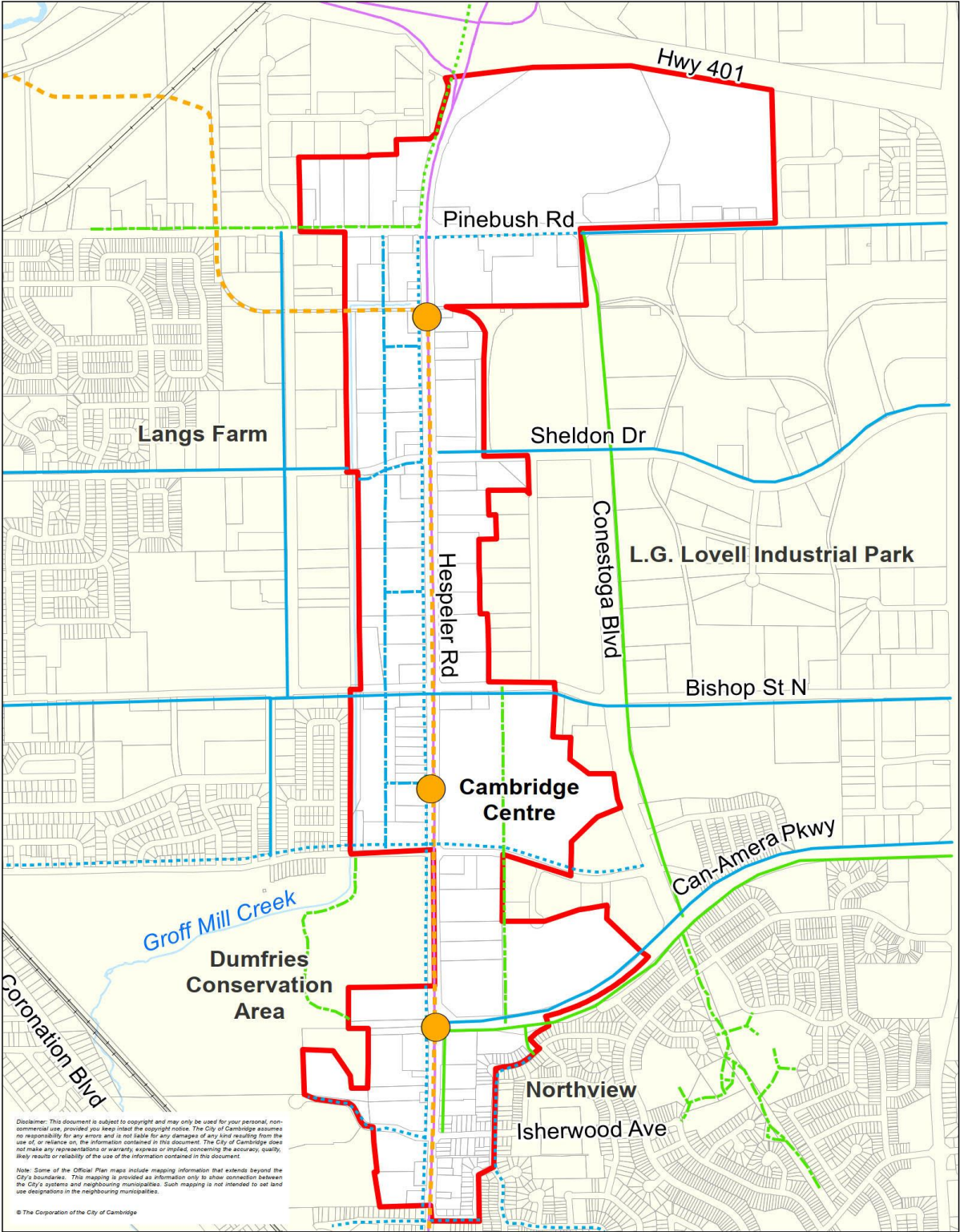
City of Cambridge Official Plan  
**Hespeler Road Corridor  
Secondary Plan**  
**Schedule D  
Public Realm Improvement Plan**

**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

# DRAFT TRANSIT AND ACTIVE TRANSPORTATION PLAN



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

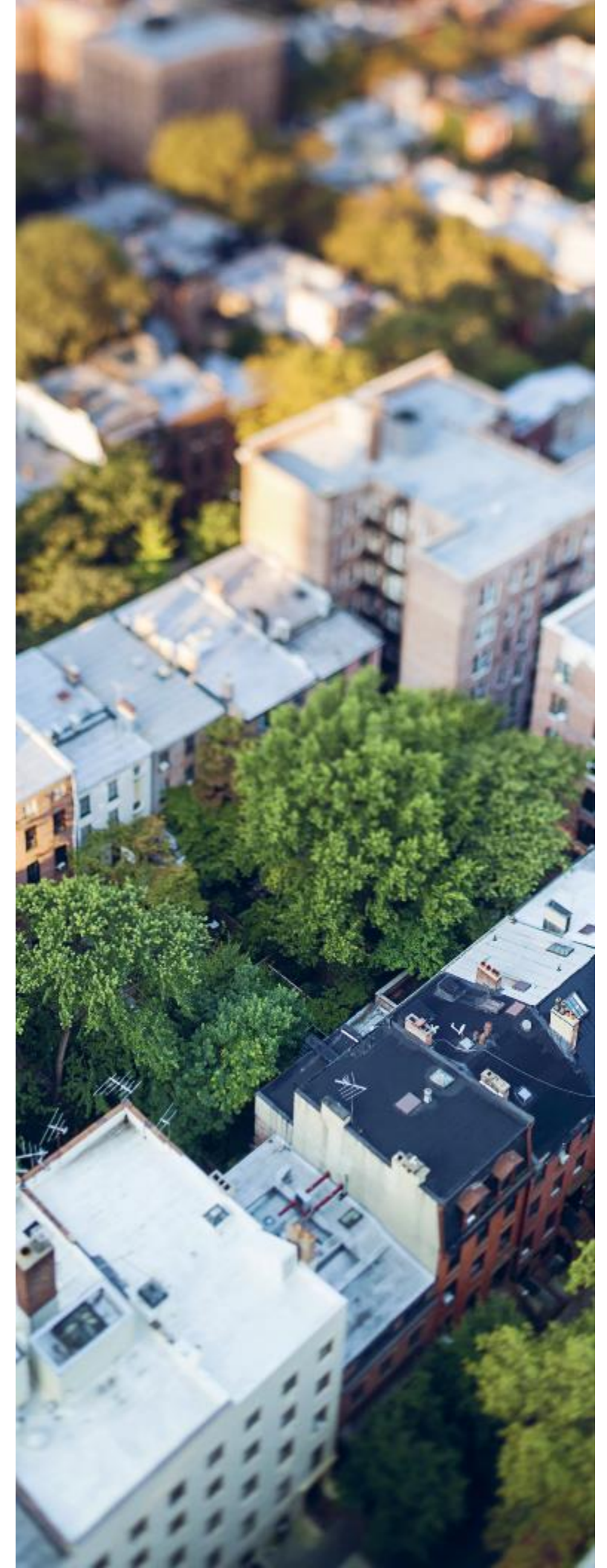
- ION Stage 2 Rapid Transit Station
- Multi-Use Trail - In Service
- Multi-Use Trail - Planned
- Multi-Use Trail - Proposed
- Multi-Use Trail - In Service
- Multi-Use Trail - Planned
- Multi-Use Trail - Proposed

# IMPLEMENTATION

- The Plans will be implemented through a variety of tools:
  - The planning and development application process, through tools such as site plan approval, plans of subdivision and condominium and consents to sever
  - The City of Cambridge Zoning By-law
  - Additional plans/studies and other tools, such as City and Regional capital planning exercises
- City should monitor the implementation of the plan and modify the plan as required.

# NEXT STEPS

- Finalize the Secondary Plans
- City of Cambridge Council approval and adoption, planned for Q4 2023



# THANK YOU

*Presented by:*

CITY OF CAMBRIDGE  
HESPELER ROAD CORRIDOR &

MAIN AND DUNDAS STREET SOUTH SECONDARY PLAN TEAM