THE CORPORATION OF THE CITY OF CAMBRIDGE

BY-LAW NO. 26-078

Being a by-law of the Corporation of the City of Cambridge to adopt Amendment No. 102 of the City of Cambridge Official Plan (2012) for the Hespeler Road Corridor Secondary Plan.

WHEREAS Section 26 of the Planning Act requires Council to revise the Official Plan, as required to ensure that it conforms with provincial plans, has regard for matters of provincial interest and is consistent with policy statements; and

WHEREAS in accordance with the provisions of Section 17 and 21 of the Planning Act, the Council of a municipality may adopt amendments to an Official Plan.

NOW THEREFORE BE IT RESOLVED THAT the Corporation of the City of Cambridge enacts as follows:

1. **THAT** Amendment No. 102 to the Official Plan (2012) of the City of Cambridge consisting of the text and mapping contained within Schedule 1 attached to and forming part of this By-law is hereby adopted.
2. **THAT** the Clerk is hereby authorized and directed to proceed with the giving of notice under Section 17(23) of the Planning Act.
3. **AND THAT** this By-law shall come into force and take effect on the day of final passing thereof.

Enacted and passed this 25th day of August, 2026.

J Liggett

MAYOR

CERTIFIED TRUE COPY

V. Mary Carr

DEPUTY CLERK

CITY OF CAMBRIDGE

CLERK

AMENDMENT NO. 102 TO THE OFFICIAL PLAN OF THE CITY OF CAMBRIDGE:
Hespeler Road Corridor Secondary Plan

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PART A – THE PREAMBLE

1.0 TITLE AND COMPONENTS

This document is entitled 'Hespeler Road Corridor Secondary Plan' and will be referred to as "Amendment No. 102". 'Part A – The Preamble' provides an explanation of the amendment including the purpose and format of the amendment but does not form part of this amendment.

"Part B – The Amendment" forms Amendment No. 102 to the Official Plan of the City of Cambridge and contains a comprehensive expression of the new, deleted and amended text.

2.0 PURPOSE

The purpose of Amendment No. 102 is to amend the Official Plan to include the Hespeler Road Corridor Secondary Plan which provides a policy framework to guide growth and redevelopment along the Hespeler Road Corridor.

3.0 BACKGROUND

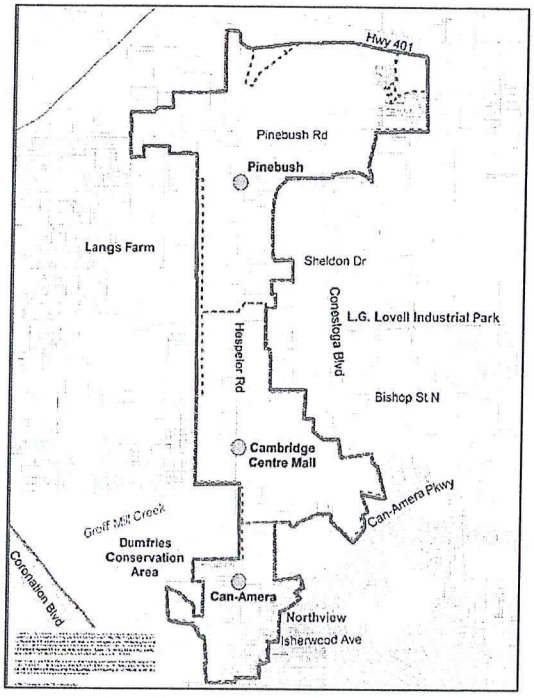
Through the *More Homes, More Choice Act, 2019* (known as Bill 108), the province requires municipalities to plan for growth within Major Transit Station Areas (MTSAs), which are zones generally within a 500-800 metre radius of existing or planned higher order transit stations. Prior to starting work on Hespeler Road Corridor Secondary Plan, the Region delineated the boundary of three MTSA's located on the Hespeler Road Corridor (Pinebush Station, Cambridge Centre Mall Station and Can-Amera Station) through the Region of Waterloo Official Plan Amendment No. 6 (ROPA 6). The Hespeler Road Corridor Secondary Plan is the outcome of planning for that growth.

Before preparing the Hespeler Road Corridor Secondary Plan, the City undertook a growth and intensification study to inform the planning context and key considerations for growth in strategic areas. The study identified six areas in Cambridge designated for intensification that require detailed secondary plan policies to guide growth and development. The Hespeler Road Corridor was identified as one of these study areas.

On May 12, 2026, a Statutory Public Meeting was held where the draft Hespeler Road Corridor Secondary Plan was presented to Council and the public for consideration. Responses to comments from the Statutory Public Meeting were provided through a comment response summary.

4.0 LOCATION

Official Plan Amendment No. 102 applies to the lands identified 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.



5.0 BASIS OF THE AMENDMENT

Official Plan Amendment No. 102 provides a vision, objectives and policies for the development of the Hespeler Road Corridor Secondary Plan area including land use designations and schedules.

The Secondary Plan area is currently designated Hespeler Road Mixed-Use Corridor, Regional Commercial, Business Industrial, Industrial, Low/Medium Density Residential, High Density Residential, Recreation, Cemetery and Open Space, and Natural Open Space System, in the City's Official Plan.

In accordance with City's Official Plan Policy 2.6.6.3, a station area plan (Secondary Plan) has been prepared to provide additional policy directions for the three MTSA's located within the Hespeler Road Corridor.

5.1 Land Use Changes

The new land use designations are shown on Schedule B of the Secondary Plan. Permitted heights are shown on Table 21-1. The new land use designations in the Secondary Plan are generally described as follows:

- **Mixed Use High-Rise** permits a range of mixed-use residential, office, commercial, and institutional uses to allow for the most growth within the Hespeler Road Corridor MTSA's. The maximum permitted height is 25 storeys.
- **Mixed Use Mid-Rise** permits a range of mixed-use residential, office, commercial, and institutional uses in a mix of compact development forms. The permitted heights are between a minimum of 3 storeys to a maximum of 8 storeys.
- **Mixed Use Office** permits a range of transit-oriented employment and commercial uses in a high density built form within close proximity to established business and industrial uses and higher order transit. The permitted heights are between a minimum of 3 storeys to a maximum of 12 storeys.
- **High-Rise Residential** permits residential development in a higher density format. The maximum permitted height is 25 storeys.
- **Mid-Rise Residential** permits residential development in a mid-rise format in proximity to existing, established low rise residential uses, providing an appropriate transition between the corridor's denser uses and lower rise residential uses. The permitted heights are between a minimum of 3 storeys to a maximum of 8 storeys.
- **Low-Rise Residential** permits ground-oriented housing which recognizes the existing and established low-rise residential neighbourhoods along the edges of the Plan Area.
- **Business Corridor** permits a range of service commercial and office uses within close proximity to existing employment uses and Highway 401.

The following land use designations and policies from the City's Official Plan also apply in the Secondary Plan:

- Regional Commercial (Official Plan Policy 8.6.1.1)
- Natural Open Space System (Official Plan Policy 8.8.3)
- Recreation, Cemetery and Open Space (Official Plan Policy 8.8.4)

5.2 Conformity with Provincial Legislation and Policy

Planning Act:

Section 2 of the Planning Act outlines matters of provincial interest which municipalities must have regard for when making decisions. Relevant matters of provincial interest include:

- the orderly development of safe and healthy communities,
- the co-ordination of planning activities of public bodies,
- the appropriate location of growth and development,
- the promotion of development that is designed to be sustainable, to support public transit and to be oriented to pedestrians, and
- the promotion of built form that:
    - is well-designed,
    - encourages a sense of place, and
    - public spaces that are high quality, safe, accessible, attractive and vibrant.

Provincial Planning Statement, 2024 (PPS):

Section 3 of the *Planning Act* (Act) requires that decisions affecting planning matters shall be consistent with policy statements issued under the Act. The PPS provides policy direction on matters of provincial interest related to land use planning and development.

This amendment is consistent with the PPS requirements as planning authorities shall:

- Encourage focused growth in strategic growth areas to support the achievement of complete communities and a range and mix of housing options (Policy 2.4.1)
- Delineate MTSA boundaries through a new official plan or official plan amendment and plan for the minimum density target of 160 residents and jobs per hectare for light rail transit (Policy 2.4.2.2)
    - This was completed by the Region through ROPA 6
- Encourage development within MTSAs by planning new land uses and built forms that support the achievement of minimum density targets (Policy 2.4.2.3)

Region of Waterloo Official Plan (ROP):

As of January 1, 2025, the Region of Waterloo's land use planning responsibilities have been assigned to lower tier municipalities in accordance with their jurisdictions. As a result, sections of the ROP are applicable to the City of Cambridge and now form part of the City's Official Plan.

The Secondary Plan area is within a Strategic Growth Area (SGA) and MTSA in the Urban Area as identified in the Regional Official Plan. The boundary of the three MTSA's located within the Hespeler Road Corridor was delineated through ROPA 6. It is

intended that land within the Urban Area and MTSAs will accommodate the majority of the Region's growth within the planning horizon of the Plan.

This amendment conforms to the following Regional Official Plan policies:

- Urban Areas and MTSAs will be planned to support significant growth, that includes a strong transportation system that includes cycling, walking, and other forms of mobility (Policy 2.C).
- The City will undertake detailed planning to establish Official Plan policies to ensure that MTSAs are planned and designed to achieve the objective set in the plan (Policy 2.D.2.2).
- MTSA planning is encouraged to articulate a clear vision and direction on appropriate land uses (Policy 2.D.2.5).
- Support compact built form and appropriate mix of land uses within Strategic Growth Areas that align with transit supportive development (Policy 2.D.6.1).

6.0 SUMMARY OF CHANGES TO THE OFFICIAL PLAN

6.1 General Modifications

Official Plan policies that currently apply to the lands in the Secondary Plan area are deleted and replaced unless specified by the new Hespeler Road Corridor Secondary Plan, which is integrated into the Official Plan as Chapter 21.

6.2 Map Changes

Official Plan land use designations that currently apply to the lands in the Secondary Plan area are deleted and replaced by Secondary Plan area boundary and chapter reference in Map 1A – Urban Structure, Map 2 – General Land Use, and Map 6 – Regeneration Areas.

Site specific policy numbers 8, 9, 37, 56, 74, 80 and 92 are removed from Map 2A Site Specific Policies to reflect the deletion of the associated site specific policies in Section 8.10 and Chapter 16 of the Official Plan.

7.0 PUBLIC PARTICIPATION

Extensive community engagement opportunities have been provided to stakeholders throughout the development of the Hespeler Road Corridor Secondary Plan. The results of these opportunities have been considered in the various committee and council reports that were received by Council on key foundational materials leading to the development of Official Plan Amendment No. 102.

7.1 Summary of Community Engagement Opportunities:

- Prior to 2026

- Stakeholder meetings were held on September 12, 2016, May 28, 2019
- Statutory Public Meetings were held on June 11, 2019 and May 16, 2023

- January 2026:
  - Stakeholder meetings to allow property owners and interested parties to discuss ideas about the future of the Secondary Plan Area.
- April 2026:
  - Launch of Project Engagement Page (April 4, 2026)
  - In-Person Public Open House (April 20, 2026)
  - Open House Q&A on Project Engagement Page (April 21, 2026)
  - Virtual Public Open House (April 23, 2026)
- May 2026:
  - Statutory Public Meeting (May 12, 2026)
- June 2026:
  - Second round of stakeholder meetings to present draft of Secondary Plan to stakeholders and provide opportunity for property owners and interested parties to provide comments and ask questions.

In addition, a newspaper ad, multiple social media campaigns and mailouts were done to promote participation of the various opportunities listed above.

7.2 Summary of Indigenous Engagement

Mississaugas of the Credit First Nation: Comments were received on April 20 2026. A meeting was held with MCFN Department of Consultation and Accommodation on July 8, 2026.

Six Nations of the Grand River: Comments were received on May 26, 2026 providing general support for the plan to intensify the area.

PART B – THE AMENDMENT

1.0 INTRODUCTORY STATEMENT

All of this document entitled "Part B - The Amendment" consisting of the following text and schedules, constitutes Amendment No. 102 to the Official Plan of the City of Cambridge.

2.0 FORMAT OF THE AMENDMENT

This section of Amendment No. 102 sets out additions and changes to the text and maps in the Official Plan.

If applicable, entire sections to be deleted are described, however, the text is not shown in strike-out. Entire sections to be added are described and the new text is shown in regular font type (i.e. as it would appear in the Official Plan with titles appearing in bold). Text to be amended is illustrated by various font types (e.g. struck-out is to be deleted and bold text is to be added and unchanged text is being carried forward). Italicized font indicates defined terms.

3.0 IMPLEMENTATION AND INTERPRETATION

The implementation of this amendment shall be in accordance with the provisions of the Planning Act. The further implementation and associated interpretation of this amendment shall be in accordance with the relevant text and mapping schedules of the existing Official Plan of the City of Cambridge and applicable legislation.

Amendment No. 102 should be read in conjunction with the current Official Plan (2012) as amended, which is available on the City's website at cambridge.ca, or at Planning Services located at 50 Dickson Street.

4.0 DETAILS OF THE AMENDMENT

Item 1: All references to, and policies for, the "Hespeler Road Mixed-Use Corridor" designation are removed from the Official Plan. This land use designation is no longer required as it is to be replaced by the land use designations introduced in the Hespeler Road Corridor Secondary Plan. The Secondary Plan will provide direction for the development of the lands within the Hespeler Road Corridor area.

The following policies are amended to remove the reference to "Hespeler Road Mixed use Corridor":

Item 1.1 Policy 8.6 is amended as follows:

"The commercial land use designations used in this Plan include Regional Commercial, Community Commercial, **and** Neighbourhood Commercial. ~~and Hespeler Road Mixed-Use Corridor.~~ Each of these designations, and the policy framework for convenience commercial uses in residential and employment designations is described in greater detail in the following sections."

Item 1.2 Subsection 8.6.1.4 Hespeler Road Mixed-Use Corridor including policies 8.6.1.4.1, 8.6.1.4.2, 8.6.1.4.3 is deleted in its entirety.

Item 1.3. Policy 8.6.2 General Commercial Policies is amended as follows:

1. Development applications for the purpose of increasing the permitted gross leasable area of commercial uses on any site shown on Map 2 as Regional Commercial, Community Commercial, **or Neighbourhood Commercial,** ~~or Hespeler Road Mixed-Use Corridor~~ will require the approval of background studies, such as: a planning justification report; infrastructure and servicing study; site-specific market impact study; transportation impact study; and/or a site plan by the City and/or the Region, as appropriate. The required information and studies will be determined by City, the Region and other technical agency staff through a pre-consultation meeting prior to the submission of a development application."
2. The purpose of a site specific market impact study is to demonstrate to the satisfaction of the City that there is market demand and support for a proposed retail/commercial development and that it would not have a significant negative impact on the planned function of the Galt City Centre, Preston Towne Centre, Hespeler Village, and areas designated or proposed to be designated Regional Commercial, Community Commercial, **or Neighbourhood Commercial.** ~~or Hespeler Road Mixed-Use Corridor~~."

Item 2: Policy 8.7.1 Regional Scale Node and its associated Figure 1 are deleted from the Official Plan. This policy is replaced by site specific policies in the Secondary Plan that provide direction for development within the lands previously identified as a regional scale node.

Policy 8.7.1 is deleted in its entirety.

Figure 1 is deleted from the Official Plan.

Item 3: Policy 8.7.2.A Can-Amera/Hespeler Road Community Node and its associated Figure 2 are deleted from the Official Plan. This policy is replaced

by land use designations, site specific policies and schedules in the secondary plan to provide direction for development of these lands previously identified as a Community Node.

Policy 8.7.2.A is deleted from the Official Plan.

Figure 2 is deleted from the Official Plan.

Item 4: Policy 8.7.2.7 is modified to remove references to Figure 2 for the Can-Amera/Hespeler Road Community Node.

Policy 8.7.2.7 is amended as follows:

There are ~~three~~ **two** defined Community Nodes shown on Figures ~~2,~~ 3 and 4, where the boundaries are approximate. More detailed land use policies along with finalization of the Community Node boundaries will be established through a *Secondary Plan* and implemented through a further amendment to this Plan. The establishment of new Community Nodes will only be considered through a *Secondary Plan* study and will require an amendment to this Plan. The following additional policies apply to the defined Community Nodes:

Item 5: Policy 8.6.5.1 (c) is deleted from the Official Plan. The policies in the Secondary Plan will provide direction for "automobile service stations" within the "Regional Commercial" land use designation.

Policy 8.6.5.1 is amended as follows:

Lands may be *developed* and used for the purposes of an automobile service station, including mechanical repair and/or the sale of gasoline and other automotive fuels, but excluding auto body repair:

a) in the Galt City Centre designated on Map 2 subject to the provisions of Section 3.B.6;

~~b)~~ in the Preston Towne Centre and Hespeler Village, subject to the provisions of Section 3.B.6.~~; and~~

~~c) in any Regional shopping centre designated on Map 2 as a Regional Commercial.~~

Item 6: The following site specific policies are deleted from Section 8.10 as they are replaced by land use designations and policies in the secondary plan.

Policy 8.10.4 - 35, 45, 65 and 75 Pinebush Road is deleted;

Policy 8.10.5 - 1550 Dunbar Road; 15 & 35 International Village Drive is deleted;

Policy 8.10.33 – 112 Pinebush Road is deleted;

Policy 8.10.50 – 2283 Eagle Street North is deleted;

Policy 8.10.72 – 256-258 Hespeler Road is deleted;

Policy 8.10.80 – 0 & 112 Pinebush Road is deleted; and

Policy 8.10.92 – 201/217 Hespeler Road is deleted.

Item 7: The following site specific figures are deleted from Chapter 16 as they are replaced by land use designations in the secondary plan.

Figure 8 for 35, 45, 65 and 75 Pinebush Road is deleted;

Figure 9 for 1550 Dunbar Road; 15 & 35 International Village Drive is deleted;

Figure 37 for 112 Pinebush Road is deleted;

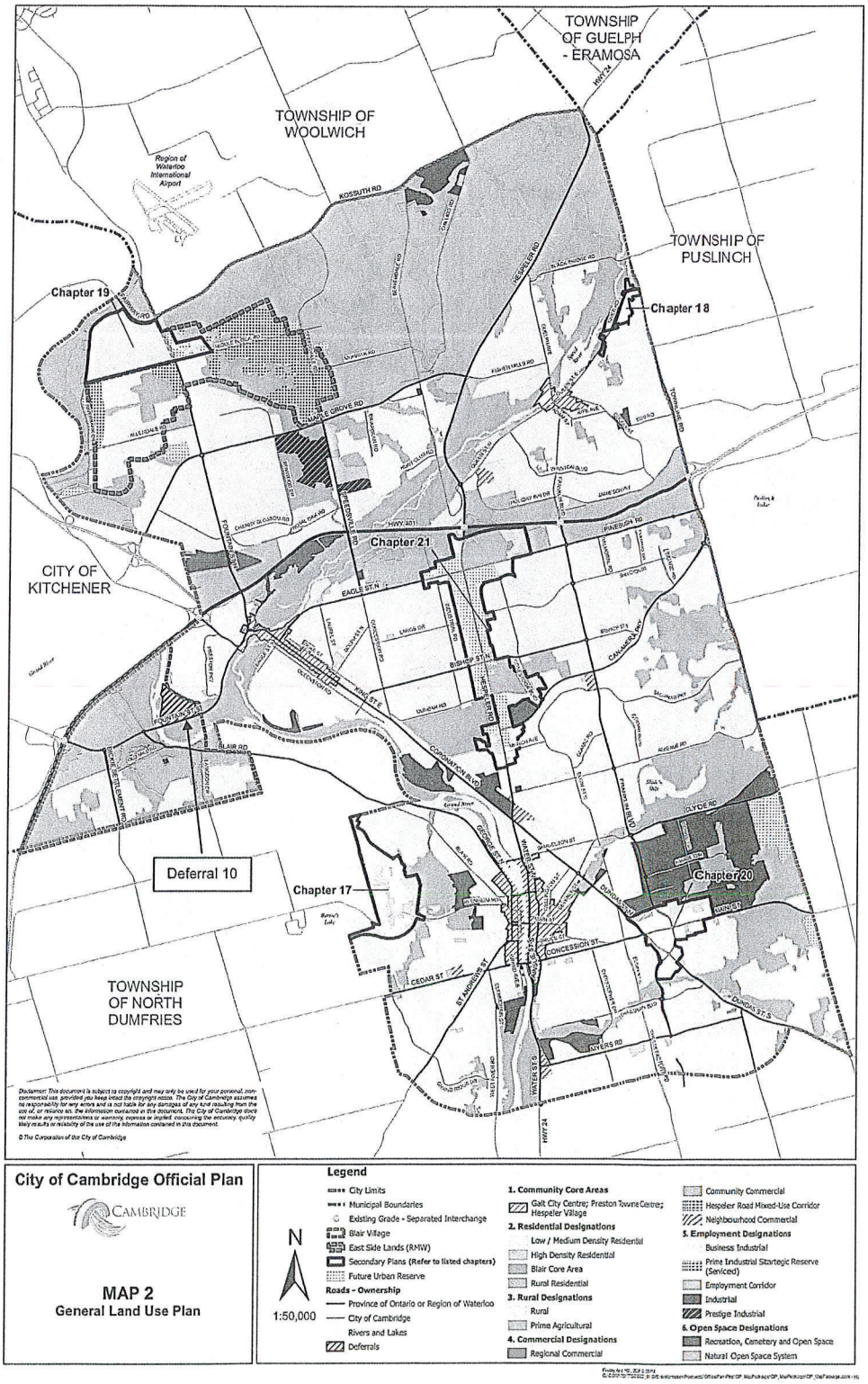
Figure 56 for 2283 Eagle Street North is deleted;

Figure 74 for 0-112 Pinebush Road is deleted;

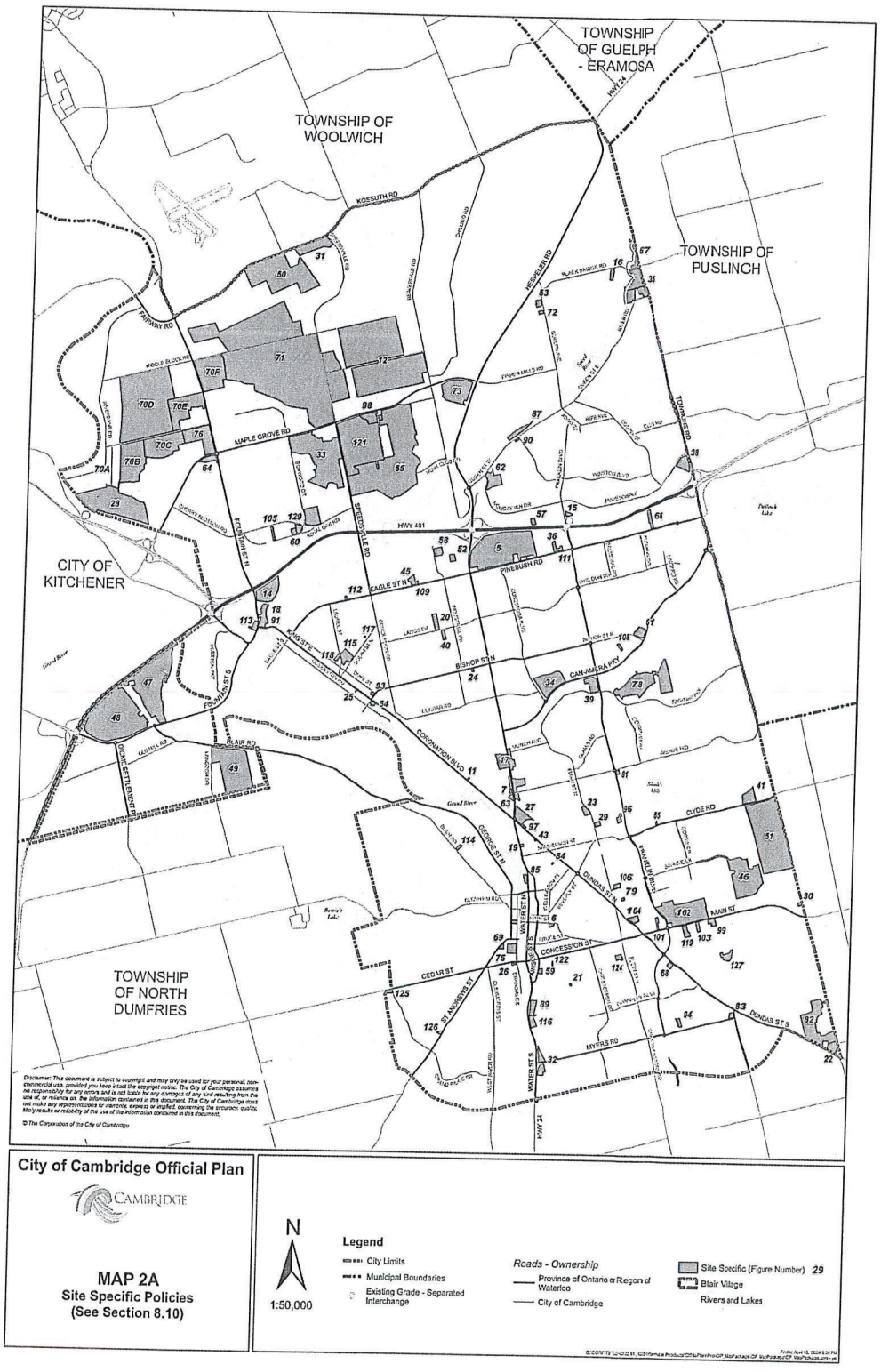
Figure 80 for 256-258 Hespeler Road is deleted; and

Figure 92 for 201/217 Hespeler Road is deleted.

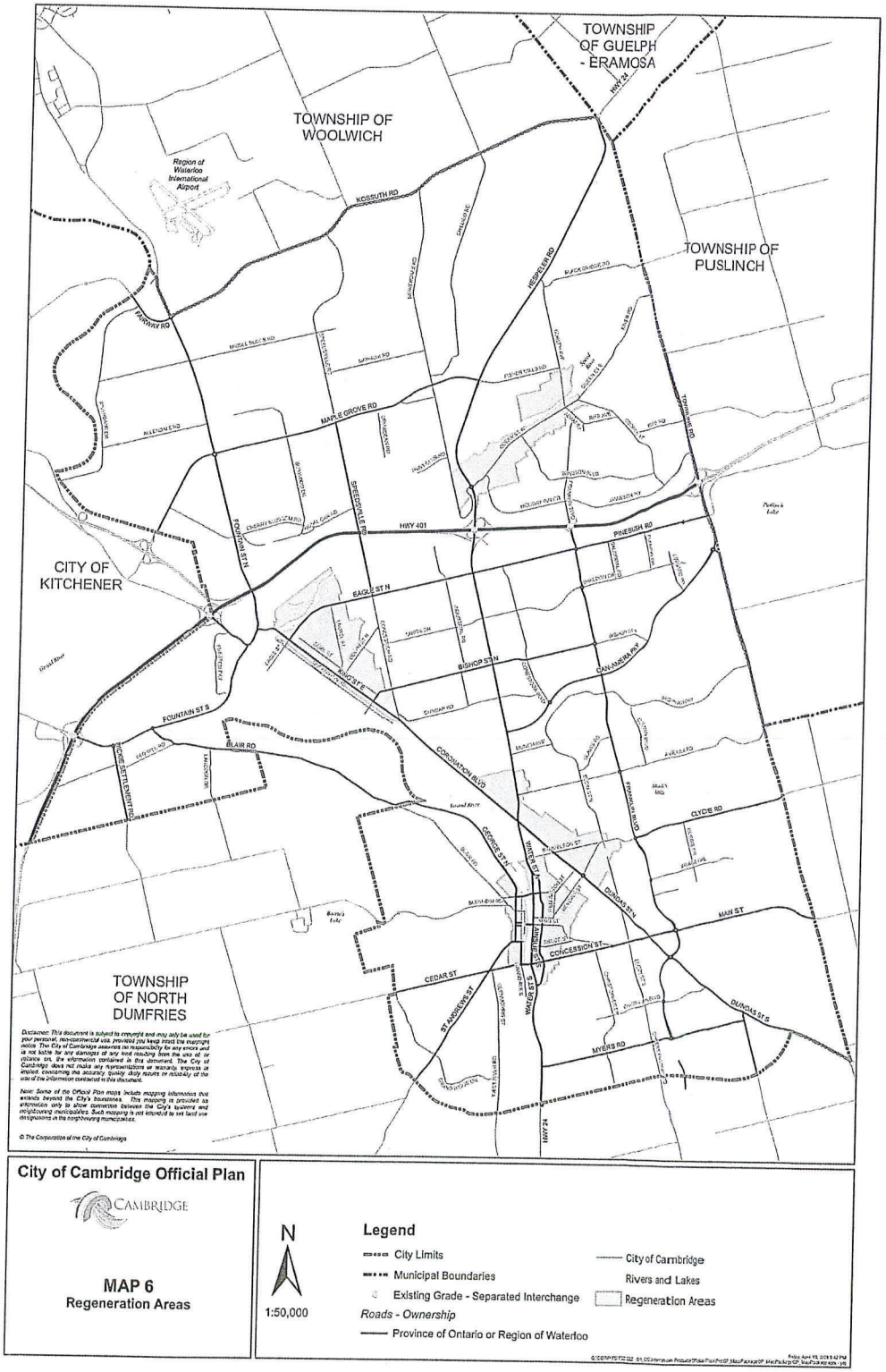
Item 8: Map 2 General Land Use Plan is modified by adding the Hespeler Road Corridor Secondary Plan area boundary and removing the land use designations within the secondary plan area from Map 2. These modifications are displayed on the following map:



Item 9: Map 2A Site Specific Policies is modified by removing the site specific policy numbers 8, 9, 37, 56, 74, 80 and 92 to reflect the deletion of the associated site specific policies in Section 8.10 and figures in Chapter 16. These modifications are displayed on the following map:



Item 10: Map 6 Regeneration Areas is modified by removing the Regeneration Area from lands within the Hespeler Road Corridor Secondary Plan area. This modification is displayed on the following map:



Item 11: A new chapter, Chapter 21, as follows is added to the Official Plan for the Hespeler Road Corridor Secondary Plan containing the policies, schedules and figures of the secondary plan.