

City of Cambridge

Hespeler Road Corridor Secondary Plan

August 2026



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21.1 Introduction

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. The plan provides long range policies for the following elements:

- a) Land use;
- b) Urban design and public realm improvements;
- c) Transportation and infrastructure improvements; and,
- d) 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 are 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 three (3) Protected Major Transit Station Areas (Pinebush, Cambridge Centre Mall and Can-Amera), each of which constitute Strategic Growth Areas as defined by the PPS 2024. Unless otherwise stated, the policies of this Secondary Plan apply to the lands located within the Secondary Plan limits as depicted on **Schedule A**.

21.1.3 Organization

The Secondary Plan is organized into the following 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 provides details regarding interpretation of the Secondary Plan;
- Section 21.4 includes general Secondary Plan policies;
- Section 21.5 includes the Secondary Plan policies relating to specific land use designations;
- Section 21.6 includes urban design policies;
- Section 21.7 includes transportation policies;
- Section 21.8 includes infrastructure policies;
- Section 21.9 provides the implementation policies for the Secondary Plan;
- Section 21.10 provides a glossary of defined terms; and
- Section 21.11 includes mapping schedules.

The contents of **Sections 21.2 to 21.10** and the schedules in **Section 21.11** are considered to be the formal Secondary Plan. Footnotes, figures, graphics and images are provided for explanatory purposes only and are not considered to be part of 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 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 connectivity within the Region's transportation network and also help to address resiliency aspects of climate change. At the corridor scale, the future significant investment in the ION light rapid transit system,

coupled with the existing ION Bus rapid transit system, will enable the City to proactively plan the land uses and public infrastructure along the Hespeler Road 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 will 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 Protected Major Transit Station Areas (Pinebush, Cambridge Centre Mall and Can-Amara) are 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, and 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, **mid-rise** and **high-rise** development to support investments in higher order transit;
- h) Prioritize **intensification** and higher densities within Protected Major Transit Station Areas (PMTSA) 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 planned 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 of all ages and abilities 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 foster healthy and active living and meet the daily living needs of persons of all ages and abilities 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 households of all sizes, incomes and ages; 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**:

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



21.3 Interpretation

21.3.1 Relationship with the Official Plan

The land use designations and policies of this Secondary Plan are intended to complement and provide greater detail to the broader framework of the City of Cambridge Official Plan. This Secondary Plan must be read in conjunction with 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.

Unless specifically stated otherwise in this Secondary Plan, in the event of a conflict or inconsistency between the policies of the Official Plan and this Secondary Plan, the policies of the Secondary Plan shall prevail.

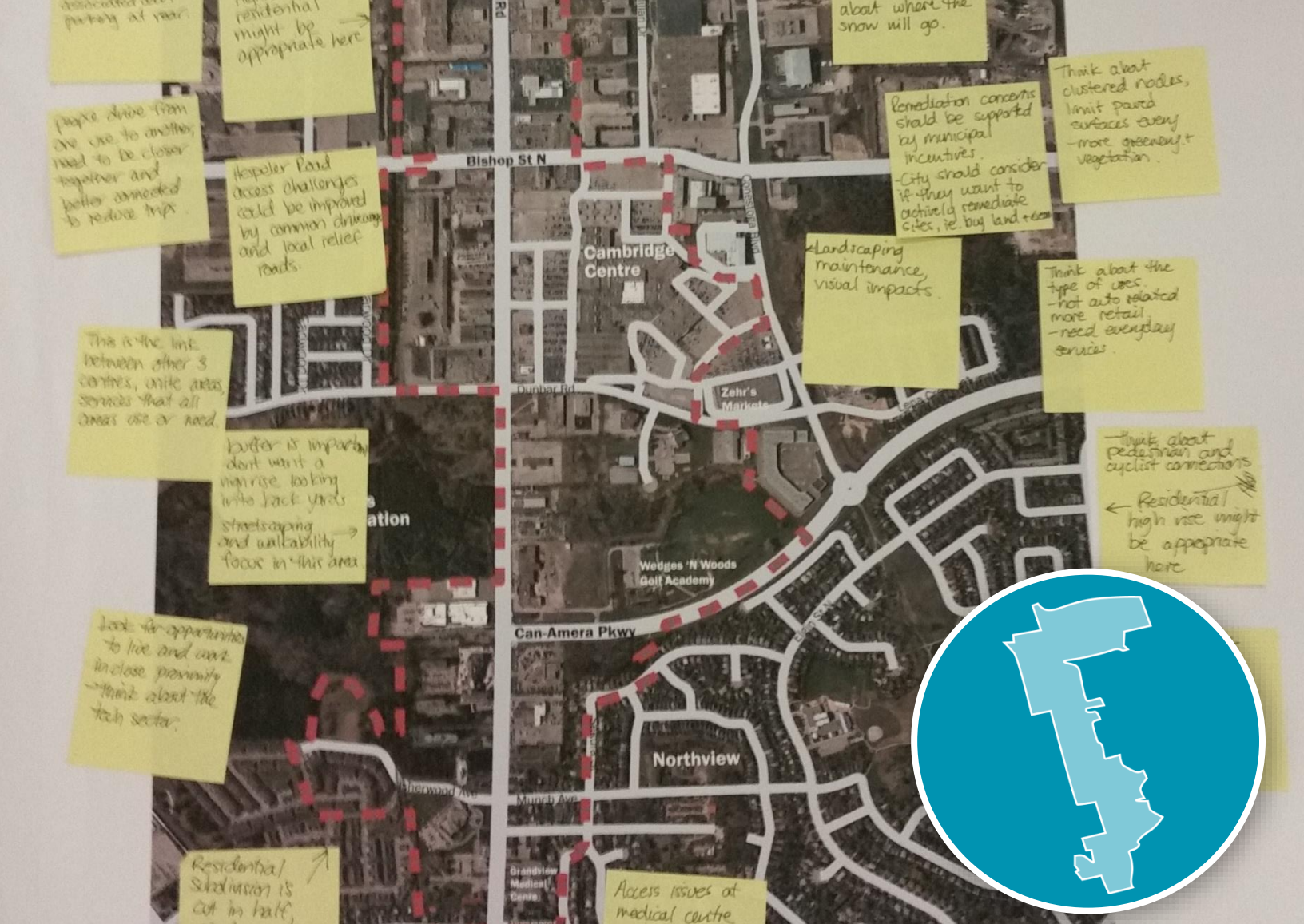
21.3.2 Boundaries

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.

21.3.3 Defined Terms

Throughout this Secondary Plan, bolded words – with the exception of headings and references to specific sections, tables, and figures – indicate that a term is defined in the glossary of this Plan. However, words which are not bolded may be defined in the Official Plan. Readers must consult the Official Plan to confirm the definition of a given term.



21.4 General Land Use Policies

21.4.1 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:

- Uses defined in Section 8.1.2 of the Official Plan, except agricultural uses;
- Education facilities in accordance with Section 8.1.4(1) of the Official Plan, subject to the provisions given in **Section 21.5.8** of this Secondary Plan;
- Institutional uses in accordance with Section 8.1.6(4) of the Official Plan, subject to the provisions given in **Section 21.5.8** of this Secondary Plan; and
- Urban agriculture uses.**

21.4.2 Uses Prohibited in all Designations

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

21.4.3 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, and 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**.

21.4.4 Large-Format Commercial Uses

The purpose of this policy is to limit land-intensive commercial uses to facilitate opportunities for **intensification** and redevelopment into compact **mid-rise** to **high-rise** mixed use developments.

Within land use designations that do not permit **large-format commercial uses**, 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.

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 within Active Frontages;
- b) A site plan approval application for relocation shall include a Build-out Demonstration Plan; and
- c) Where relocation of existing large-format commercial uses is considered, the use shall be integrated into mixed-use and/or multi-storey buildings.

21.4.5 Drive-Through Facilities

The following policies generally apply to drive-through facilities:

- 1) Drive-through facilities, where permitted, shall be regulated by the Zoning By-law. The Zoning By-law may restrict the zoning categories that permit drive-through facilities.
- 2) Existing drive-through facilities in the Plan Area that legally existed before the date of adoption of this Secondary Plan are permitted to continue.
- 3) Drive-throughs, where permitted, shall be subject to the following conditions:
 - a) Drive-through facilities shall not be situated within Active Frontages;
 - b) Stacking and drive-through lanes shall not be located between the building and the street frontage and shall minimize impact on pedestrians;
 - c) Pedestrian access to the primary use and through the site shall be safely accommodated;
 - d) Drive-through facilities shall reinforce the street edge by locating the principal building near the street edge with pedestrian access into the building from the street;
 - e) Access and egress to drive-through facilities should not be located in close proximity to transit stops and intersections;
 - f) Vehicle stacking lanes shall not impede on-site and off-site traffic flow; and
 - g) Drive-through facilities shall provide adequate landscaping adjacent to other properties and parking areas.
- 4) Drive-throughs, where permitted, are encouraged to be incorporated into mixed-use or multi-unit buildings.
- 5) The policies noted above shall apply in addition to all other applicable policies of the Official Plan and this Secondary Plan and shall supersede those policies where a conflict arises.

21.4.6 Transition for Existing Auto-Related Uses

The Hespeler Corridor includes a number of existing auto-related uses and activities. 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.

In the fullness of time, the expectation is that existing auto-related uses will be redeveloped and replaced with transit supportive development. In the interim, the following policies generally apply to auto-related uses:

- 1) New auto-related uses are generally not permitted within the Plan Area, except for those specific uses permitted by the Business Corridor designation on lands which abut Eagle Street.

- 2) Existing auto-related uses in the Plan Area that legally existed before the date of adoption of this Secondary Plan are permitted to continue.
- 3) Expansions to existing auto-related uses that legally existed before the date of adoption of this Secondary Plan, but which are not otherwise permitted by the policies of this Secondary Plan, may be permitted provided they are small in scale and do not undermine the vision and objectives of the Secondary Plan.
- 4) Auto-related uses, where permitted, will be regulated by the implementing zoning bylaw.
- 5) The policies noted above shall apply in addition to all other applicable policies of the Official Plan and this Secondary Plan and shall supersede those policies where a conflict arises.

21.4.7 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, and people with special needs.

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

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

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

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.

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

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

21.4.8 Land Use Compatibility

21.4.8.1 Industrial Uses

There are a number of active industrial uses adjacent to the Secondary Plan Area. Development in proximity to industrial uses shall be subject to the Provincial D-6 Guidelines for Land Use Compatibility (or equivalent).

Proposals for development of sensitive land uses within the potential influence area of existing industrial facilities (1,000 metres for Class 3 industrial facilities; 300 metres for Class 2 industrial facilities; and 70 metres for Class 1 industrial facilities) shall include a land use compatibility study. Supporting studies may be required to address air, noise, vibration or other compatibility concerns.

Development of sensitive land uses within the recommended minimum separation distance to existing industrial facilities (300 metres for Class 3 facilities; 70 metres for Class 2 facilities; and 20 metres for Class 1 facilities) shall only be permitted where avoidance is not possible, and if the required compatibility studies demonstrate that any potential adverse effects to the proposed sensitive land uses are minimized and mitigated, and potential impacts to industrial, manufacturing or other **major facilities** are minimized and mitigated, in accordance with provincial guidelines, standards and procedures.

Refer to **Section 21.9.1.6.3** of this Secondary Plan for additional details.

21.4.8.2 Active Heavy Rail

The following provisions apply to development in proximity to active rail rights-of-way:

- 1) All new development of sensitive land uses in proximity to active heavy rail rights-of-way must comply with the *Guidelines for New Development in Proximity to Railway Operations* (Federation of Canadian Municipalities, 2013) or equivalent guidelines/standards, as amended.
- 2) Where a development cannot meet the standards of the *Guidelines*, the Approval Authority may consider alternatives, subject to the completion of a Development Viability Assessment by the applicant and incorporation of identified mitigation measures to the satisfaction of the City.
- 3) For development adjacent to a planned or existing LRT route where the transit facility shares a corridor with freight or heavy rail operations, a rail compatibility study may be required to the satisfaction of the City.
- 4) For clarity, subsection 1 does not apply to development adjacent to light rail.

21.4.8.3 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.

21.4.8.4 Designated Employment Areas

Proposals for development of sensitive land uses within 300 metres of designated **employment areas** shall require a land use compatibility study. This study must demonstrate that the proposed development will avoid, or where avoidance is not possible, minimize and mitigate potential impacts on the long-term economic viability of employment uses within existing or planned **employment areas**. This assessment shall be completed in accordance with applicable Provincial guidelines and **Section 21.9.1.6.3** of this Plan.

21.4.8.5 Region of Waterloo International Airport

Proposed development shall be compatible with and not interfere with the safety or operational integrity of the Region of Waterloo International Airport.

Proposed development may be required to verify compliance with the proposed or updated Airport Zoning Regulations and all applicable Transport Canada requirements.

21.4.9 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 within a Wellhead Protection Sensitive Area. Refer to the Official Plan or Grand River Source Protection Plans as required for guidance regarding development within any of these Wellhead Protection Areas. 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.

21.4.10 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.



21.5 Land Use Designations and Policies

21.5.1 Height and Density Requirements

The PMTSAs delineated on **Schedule A** of this Secondary Plan constitute Protected Major Transit Station Areas in accordance with Section 16(15) of the Planning Act. Authorized uses and requirements for minimum densities for new development are defined in this section of this Secondary Plan.

Each Protected Major Transit Station Area shall be planned to accommodate an area-wide total density target of at least 160 residents and jobs per hectare at **build-out**. To satisfy the requirements of the Planning Act for PMTSAs and support the achievement of the area-wide density target, the minimum densities and permitted heights with respect to new buildings and structures are established in **Table 21-1**. For non-residential uses, the

minimum height requirements established in **Table 21-1**, when applied in combination with other built-form controls, shall function as the minimum density standard. The implementing zoning by-law shall incorporate regulations which align with these requirements and which apply to both residential and non-residential uses such that the area-wide density target is met within each PMTSA.

Minimum heights described in **Table 21-1** apply to the full height of a building. Refer to the policies of **Section 21.6.4.4** regarding minimum and maximum heights for podiums associated with tall buildings (buildings greater than 8 storeys).

Table 21-1: Permitted Height and Density

Land Use Designation	Minimum density for residential development (units/ha)	Minimum Height (storeys)	Maximum Height (storeys)
Mixed Use High-Rise	175	5	25
Mixed Use Mid-Rise	60	3	8
Mixed Use Office	N/A	3	12
High-Rise Residential	175	10	25
Mid-Rise Residential	60	3	8
Low-Rise Residential	N/A	N/A	4
Business Corridor	N/A	N/A	N/A

21.5.1.1 Region of Waterloo International Airport Zoning Regulations

Notwithstanding the provisions given in **Table 21-1**, no building or structure shall exceed the applicable height requirements given in the Region of Waterloo International Airport Zoning Regulations.

21.5.1.2 Height Transitions

Notwithstanding the maximum heights permitted in **Table 21-1**, where new development within a designation which permits **mid-rise** or **high-rise** forms is located adjacent to lands designated Low-Rise Residential, appropriate height transition measures shall be provided.

21.5.2 Mixed Use High-Rise

21.5.2.1 Planned Function

The planned function of the Mixed-Use High-Rise designation is to provide opportunities for mixed-use development in a higher-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.

21.5.2.2 Permitted Uses

The following uses are permitted within the Mixed Use High-Rise designation:

- a) Residential uses such as apartments and other multiple dwellings;
- b) Housing for people with special needs as specified in Policy 8.1.5 of the Official Plan;
- c) Live-work;
- d) Office uses;
- e) Commercial uses of less than 1,860 square metres of gross leasable floor space;
- f) Professional service commercial uses;
- g) Personal service uses;
- h) Hotel, conference centre, and banquet facilities;
- i) Bed and breakfast establishments;
- j) Recreational uses;
- k) Institutional uses;
- l) Government services, public services and facilities;
- m) Social and cultural facilities; and
- n) Commercial parking garage associated with a mixed-use building.

Notwithstanding the permitted uses described herein, street townhouses or stacked townhouses shall not be permitted on lands fronting onto Hespeler Road.

21.5.2.3 Height and Density

The permitted height and density for new development shall be in accordance with **Table 21-1**.

21.5.2.4 Development Policies

The following policies shall apply to new development:

- 1) All new development which fronts onto Hespeler Road or Sheldon Drive shall be in a mixed use format and must include commercial uses, office uses or institutional uses that are intended to animate the street on the ground floor. Stand-alone uses, such as **high-rise** or **mid-rise** residential development may be permitted as infilling elsewhere on the site (e.g. rear lot area).
- 2) Development fronting onto Hespeler Road or Sheldon Drive shall have a minimum first floor height of 4.5 meters to support non-residential uses.
- 3) Developments within the Active Frontage area identified on **Schedule D** shall provide non-residential uses on the ground floor within 10 metres of the street line of Hespeler Road or Sheldon Drive, frequent entrances, and transparent glazing.
- 4) The implementing zoning by-law may require a percentage of active at-grade uses for buildings fronting on Hespeler Road or Sheldon Drive and other provisions that implement Active Frontages.
- 5) To support complete communities, on sites occupied by existing non-residential uses, the amount of non-residential gross floor area on a site shall be maintained or increased through development.

21.5.3 Mixed Use Mid-Rise

21.5.3.1 Planned Function

The planned function of the Mixed Use Mid-Rise 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.

21.5.3.2 Permitted Uses

The following uses are permitted within the Mixed Use Mid-Rise designation:

- a) Residential uses such as street townhouses, stacked townhouses, apartments and other multiple dwellings;
- b) Housing for people with special needs as specified in Policy 8.1.5 of the Official Plan;

- c) Office uses;
- d) Commercial uses of less than 1,860 square metres of gross leasable floor space;
- e) Professional service commercial uses;
- f) Personal service uses;
- g) Recreational uses; and
- h) Institutional uses.

Notwithstanding the permitted uses described herein, street townhouses, including row houses and cluster townhouses, shall not be permitted on lands fronting onto Hespeler Road or Pinebush Road.

21.5.3.3 Height and Density

The permitted height and density for new development shall be in accordance with **Table 21-1**.

21.5.3.4 Development Policies

Ground floor commercial uses that animate the street are encouraged to be located on the ground floor in buildings facing Hespeler Road and Pinebush Road. Uses that incorporate commercial or office uses on the ground floor with residential units above are encouraged.



Example of mixed use mid-rise format



Example of mixed-use mid-rise format

21.5.4 Mixed Use Office

21.5.4.1 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).

21.5.4.2 Permitted Uses

The following uses are permitted within the Mixed Use Office designation:

- 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-recreational facilities;
- i) Accessory uses to the uses permitted above;
- j) 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,
- k) Limited retail and commercial uses as an accessory use in conjunction with a permitted use.

21.5.4.3 Height and Density

The permitted height and density for new development shall be in accordance with **Table 21-1**.



Example of mixed use office/institutional format

21.5.5 High-Rise Residential

21.5.5.1 Planned Function

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

21.5.5.2 Permitted Uses

The following uses are permitted within the High-Rise Residential designation:

- a) Residential uses such as apartments and other multiple dwellings;
- b) Mixed use development provided the non-residential component does not exceed 50% of the total building floor area as specified in Section 8.4.6(11) of the Official Plan;
- c) Housing for people with special needs as specified in Section 8.1.5 of the Official Plan;
- d) Convenience commercial uses as specified in Section 8.6.1.5 of the Official Plan;
- e) A compatible community facility or commercial use as specified in Section 8.4.7 of the Official Plan; and
- f) A use accessory to a permitted use, including home occupations as specified in Section 8.6.3.4 of the Official Plan.

21.5.5.3 Height and Density

The permitted height and density for new development shall be in accordance with **Table 21-1**.



Example of high-rise residential development

21.5.6 Mid-Rise Residential

21.5.6.1 Planned Function

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

21.5.6.2 Permitted Uses

The following uses are permitted within the Mid-Rise Residential designation:

- a) Residential uses such as street townhouses, stacked townhouses, apartments and other multiple dwellings;

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

21.5.6.3 Height and Density

The permitted height and density for new development shall be in accordance with **Table 21-1**.



Example of mid-rise development (stacked townhouses)

21.5.7 Low-Rise Residential

21.5.7.1 Planned Function

The planned function of the Low-Rise Residential designation is to provide opportunities for ground-oriented housing. The intention of this designation is to recognize the existing, established **low-rise** residential neighbourhoods which form the edges of the Plan Area. Areas designated for **low-rise** residential development are expected to be maintained as **low-rise** areas with opportunities for gentle **intensification** through infilling and additional residential units.

21.5.7.2 Permitted Uses

The following uses are permitted within the Low-Rise Residential designation:

- a) 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;
- b) Additional residential units;
- c) Existing **mid-rise** multi-unit residential uses;
- d) Housing for people with special needs as specified in Section 8.1.5 of the Official Plan;
- e) Convenience commercial uses as specified in Section 8.6.1.5 of the Official Plan;
- f) A compatible community facility or commercial use as specified in Section 8.4.7 of the Official Plan; and
- g) A use accessory to a permitted use, including home occupations as specified in Section 8.6.3.4 of the Official Plan.

21.5.7.3 Height and Density

The permitted height and density for new development shall be in accordance with **Table 21-1**.



Example of low-rise residential format

21.5.8 Institutional Uses

21.5.8.1 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 range of institutional uses will be required to support **intensification** along this corridor over the long term. The City will work with the School Boards to coordinate planning for any future school needs.

21.5.8.2 Integration of School Facilities in Urban Areas

To support the creation of a compact, complete community, the City encourages the integration of school facilities within **high-rise** apartment buildings or mixed-use podium developments where deemed appropriate by the applicable School Board.

21.5.9 Regional Commercial

The City of Cambridge Official Plan provides the planned function and permitted uses within the Regional Commercial designation. The sites designated Regional Commercial within the plan area are depicted on **Schedule B** and are subject to site specific policies (see **Section 21.5.14**).

21.5.10 Business Corridor

21.5.10.1 Planned Function

Lands designated Business Corridor are located to the west of Highway 24/Hespeler Road south of Highway 401 and along Eagle Street as designated on **Schedule B**.

The Business Corridor designation provides prime locations for service commercial and office uses along the Highway 401 corridor that support the **employment area** and travelling public while remaining compatible with adjacent non-employment uses.

21.5.10.2 Permitted Uses

The following uses are permitted within the Business Corridor designation:

- a) Office;
- b) Hotel, conference centre, and banquet facilities;
- c) Community college or university;
- d) Commercial school;
- e) Restaurant including take-out restaurants and drive-throughs;
- f) Medical clinics;
- g) Personal service uses;
- h) Banks and financial services;
- i) Commercial recreation;
- j) Gas bars and car wash on lands which abut Eagle Street North;
- k) Establishments for the retail sales and service of motor vehicles and ancillary repair and service on lands which abut Eagle Street North;
- l) Small equipment and machines sales, rental, lease and service;
- m) Information technology related uses, excluding data centres;
- n) Outdoor storage;
- o) Limited retail sales and commercial uses as an accessory use in conjunction with a permitted use; and
- p) Accessory uses to the permitted uses above.

Other than the permitted uses listed above, sensitive land uses (as defined by the Provincial Planning Statement) are prohibited.

21.5.10.3 Height and Density

The permitted height and density for new development shall be in accordance with **Table 21-1**.

21.5.10.4 Development Policies

The following policies apply to development within the Business Corridor designation:

- 1) Outdoor storage shall be located in the rear yard and screened from public view.
- 2) Where auto-related uses including drive-throughs and gas bars are permitted they shall be regulated by the Zoning By-law and be designed to:
 - a) Locate stacking and drive-through lanes in rear or side yards and away from intersections;
 - b) Reinforce the street edge by locating the principal building near the street edge with pedestrian access into the building from the street; and
 - c) Provide adequate landscaping adjacent to other properties and parking areas.

21.5.11 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.

21.5.12 Natural Open Space System

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

21.5.13 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.

21.5.14 Site Specific Policies

21.5.14.1 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 Road, 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 and policies of the Official Plan Regional Commercial designation, the following provisions also apply:

- 1) **Mid-rise** to **high-rise** apartments and other multiple dwellings shall be permitted.
- 2) Residential development shall be subject to a minimum density of sixty units per hectare for **mid-rise** developments.
- 3) Residential development shall be subject to a minimum density of 175 units per hectare for **high-rise** developments.
- 4) New residential or mixed use developments shall be subject to a minimum building height of four storeys and a maximum building height of twenty-five storeys.
- 5) Major development applications, such as commercial pad sites exceeding 1,860 square metres; or mixed-use buildings including residential; or free-standing residential development, require the submission of a demonstration plan to the satisfaction of the City showing **build-out** of the site including the following, where applicable:
 - a) Location, uses and massing of buildings and development blocks;
 - b) Location size and configuration of public spaces, parkland and open space;
 - c) Location and layout of public and/or private streets;
 - d) Built form transitions to adjacent development; and/or
 - e) Location and layout of parking areas.
- 6) The site-specific policies noted above shall apply in addition to all other applicable policies of the Official Plan and this Secondary Plan and shall supersede those policies where a conflict arises.

21.5.14.2 SSP2

The lands identified as SSP2 on **Schedule B** of this Secondary Plan apply to 1310 Bishop Street North, the existing Bishop Street Operation Centre owned by the City. The lands are designated as Mixed Use Mid-Rise to allow for **intensification** and redevelopment in proximity to higher order transit infrastructure. The SSP2 designation permits the operation of the public works facility including any modifications to support the existing use until the City deems it is appropriate to relocate the facility elsewhere.

21.5.14.3 SSP3

The lands identified as SSP3 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). The SSP3 lands are designated as Regional Commercial on **Schedule B**.

The following site-specific policies shall apply to lands within the SSP3 area:

- 1) In addition to the permitted uses of the Regional Commercial designation, the following uses are also permitted:
 - a) Residential uses such as apartments and townhouses.
 - b) Housing for people with special needs as specified in Policy 8.1.5 of the Official Plan.
 - c) Office.
 - d) Institutional uses.
 - e) Commercial recreation.
 - f) Gas bar and automobile repair establishment.
 - g) Restaurants including take-out and drive-through restaurants.
 - h) Hotel, conference centre and banquet facility.
 - i) Fitness centre.
 - j) University, college or private school.
 - k) Public storage units within a mixed-use building.
- 2) In addition to the policies of the Regional Commercial designation, the following provisions also apply:
 - a) Buildings or structures shall be subject to a maximum height of twenty-five storeys.
 - b) Residential development shall be subject to a minimum density of sixty units per hectare for **low-rise** or **mid-rise** developments.
 - c) Residential development shall be subject to a minimum density of 175 units per hectare for **high-rise** developments.
 - d) Apartment buildings shall be subject to a minimum height of four storeys.
 - e) Mixed-use buildings shall be subject to a minimum height of three storeys.
 - f) Townhouses are not permitted to front onto Pinebush Road.
 - g) Development will have appropriate height transitions when adjacent to a land use designation that permits shorter buildings.

- h) Major development applications such as commercial pad sites exceeding 1,860 square metres; or mixed-use buildings including residential; or free-standing residential development, require the submission of a demonstration plan to the satisfaction of the City showing **build-out** of the site including the following, where applicable:
 - i) Location, uses and massing of buildings and development blocks;
 - ii) Location size and configuration of public spaces, parkland and open space;
 - iii) Location and layout of public and/or private streets;
 - iv) Built form transitions to adjacent development; and
 - v) Location and layout of parking areas.
- 3) The site-specific policies noted above shall apply in addition to all other applicable policies of the Official Plan and this Secondary Plan and shall supersede those policies where a conflict arises.

21.5.14.4 SSP4

The lands identified as SSP4 on **Schedule B** are located at 201 and 217 Hespeler Road. The SSP4 lands are designated Mixed Use Mid-Rise. The following site-specific policies shall apply to lands within the SSP4 area:

- 1) The maximum permitted density shall be 270 units per hectare with a maximum floor space index of 3.69.
- 2) The maximum height of a building shall be 17 storeys.
- 3) The site-specific policies noted above shall apply in addition to all other applicable policies of the Official Plan and this Secondary Plan and shall supersede those policies where a conflict arises.

21.5.14.5 SSP5

The lands identified as SSP5 on **Schedule B** of this Secondary Plan are located wholly or partially within, or in close proximity to, approximately 300 metres of an existing propane facility at 1139 Industrial Road. The 300 metre boundary represents the 10^{-6} annual risk contour associated with the propane facility. To manage public safety and mitigate risk associated with industrial hazards, the following site-specific policies shall apply to lands within the SSP5 area:

- 1) Proposals for development within the SSP5 area shall include a land use compatibility study.
- 2) Development located within the 300 metre annual risk contour associated with the propane facility shall be subject to the following provisions:
 - a) The maximum height of a building shall be 3 storeys.

- b) Where residential uses are permitted, the maximum density for residential uses, whether standalone or included as part of mixed use developments, shall be 10 units per net hectare.
 - c) Where residential uses are permitted, street townhouses or stacked townhouses may be permitted on lands fronting onto Hespeler Road if the required land use compatibility studies demonstrate that those building typologies are the only form of residential development permissible within the applicable annual risk contour.
 - d) A building with residential uses must provide ground level access for each residential unit.
 - e) High density non-residential uses which involve continuous occupancy, such as hotels and tourist resorts, are prohibited.
 - f) Non-residential uses which constitute sensitive land uses as defined in the Provincial Planning Statement, such as retirement homes, day care centres, educational and health facilities, are prohibited.
- 3) The site-specific policies noted above shall apply in addition to all other applicable policies of the Official Plan and this Secondary Plan and shall supersede those policies where a conflict arises.



21.6 Urban Design and Built Form Policies

21.6.1 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 (**Section 21.6.2**), guidance to the City for public realm

improvements (**Section 21.6.3**) and guidelines for private sector development (**Section 21.6.4**).

21.6.2 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.

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, large blocks will need to be broken up to introduce more connections to improve connectivity and pedestrian environment. 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.



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

21.6.3 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 locations 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).

21.6.3.1 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:

- 1) **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 planned ION station is located along Hespeler Road in proximity to this gateway improvement area. 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.
- 2) **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. 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.
- 3) **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 with Pinebush Road / Eagle Street North. The Region of Waterloo's planned Stage 2 ION LRT route is proposed to travel along a rail spur line south of Eagle Street to Hespeler Road, with a station at this intersection 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. 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.

21.6.3.2 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:

- a) Major streetscape improvements; and,
- b) 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 is planned to be transformed into a multi-modal corridor with the addition of ION LRT and separated cycling lanes. Refer to **Figure 21-1** 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 the 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.

Key improvements should include (but are not limited to) completion of sidewalk networks (on both sides of Eagle Street), tree plantings on both sides of the street to provide comfort through improved microclimate for persons of all ages and abilities (shade and wind protection), a double row of trees where possible to also provide visual separation from the travelled portion of the roadway, especially along Hespeler Road, which should also include improved lighting, occasional street furniture (benches, recycling receptacles, bicycle parking, bollards etc.) and pedestrian refuge islands at key locations.

Private signage should be consolidated and minimized to reduce visual clutter and improve visibility for pedestrians. Public wayfinding signage should be a consistent palette for easy readability. Opportunities to break up the large blocks along Hespeler Road should be explored to accommodate future development or redevelopment and support an improved pedestrian and cycling environment for persons of all ages and abilities. Future reconstruction of the roadways should consider the burying of hydro lines, particularly with larger road rehabilitation or reconstruction projects as this would allow for a much-improved streetscape.

Minor streetscape improvements are proposed for portions of Can-Amara Parkway and Langs Drive. Key improvements should include (but are not limited to) completion of sidewalk networks (on both sides of the street), a consistent palette of public wayfinding signage along the corridor, and tree plantings on both sides of the street to provide shade and comfort for pedestrians and bike lanes.

Where development is adjacent to a Regional road, public realm and streetscape improvements within or interfacing with the right-of-way shall be designed in accordance with the Region of Waterloo Street Design Guidelines, as amended.

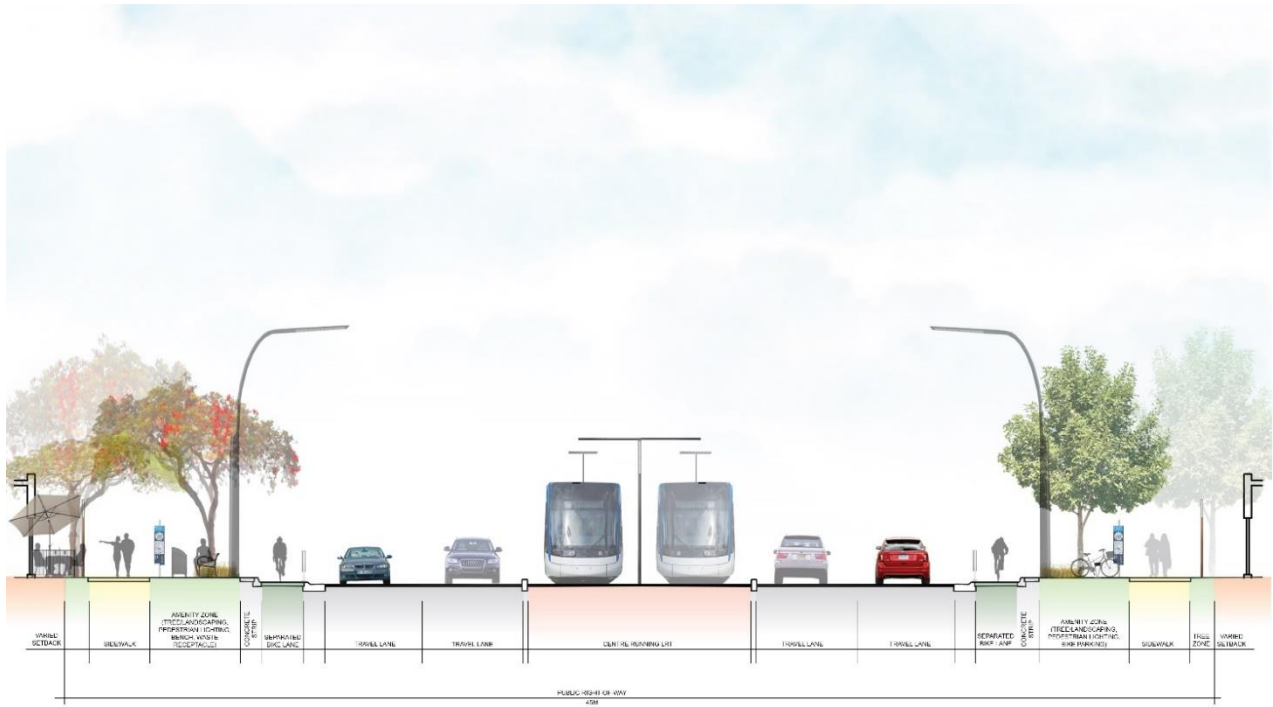


Figure 21-1: Major Streetscape Improvements, Hespeler Road

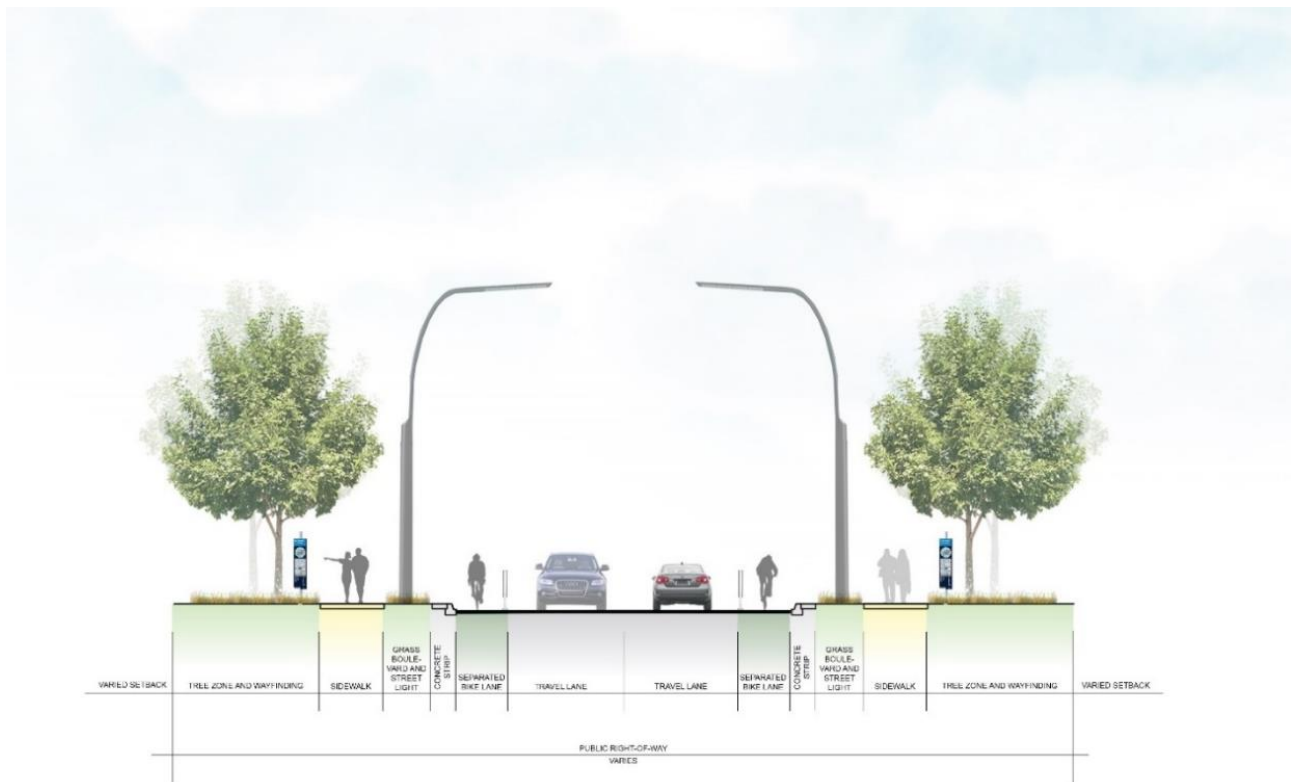


Figure 21-2: Minor Streetscape Improvements (Variable ROW)

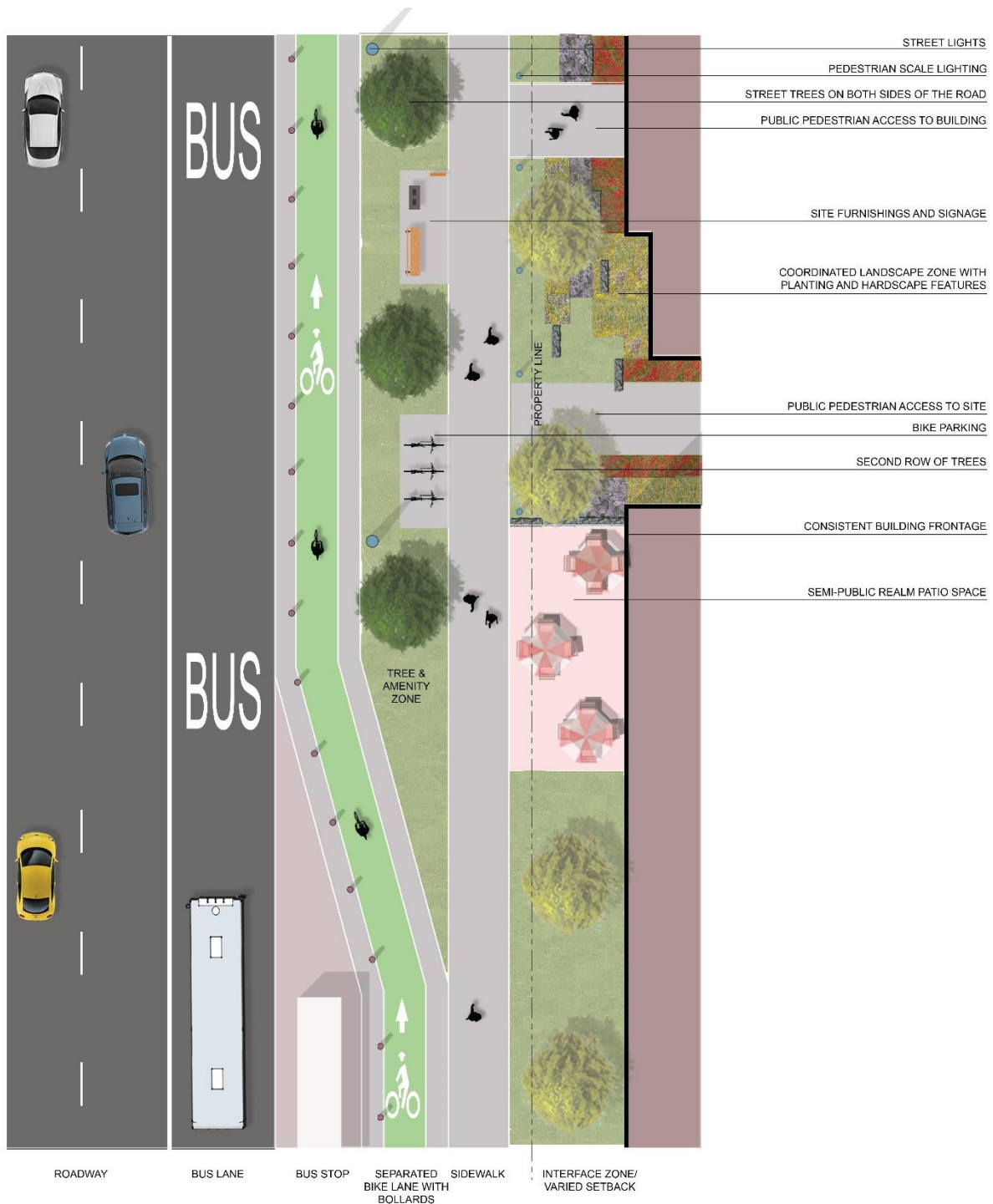


Figure 21-3: Public-Private Realm Transition



21.6.3.3 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.

Parks with recreational opportunities (Community and Neighbourhood Parks) should be provided within 800m walking distance from other parks along the corridor with urban plazas/squares providing additional passive recreation spaces.

Parks shall be fully accessible and offer active recreation amenities for all ages and abilities.

Parkland in the mid to northern areas of the corridor are a priority for land acquisition for the City from the Parkland Dedication Reserve Fund.

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.

21.6.3.4 Community Parks

The Secondary Plan requires two large centrally located Community Parks to service the significant increase in population planned for the Secondary Plan Area. It is acknowledged that there will be challenges securing land for large, central Community Parks. Potential opportunities include:

- 1) **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. This property presents potential for a cricket pitch and uses such as a splash pad, fully accessible playground, pickleball, and basketball courts.
- 2) **Potential Linear Community Park along Groff Mill Creek from Langs Drive to Bishop Street North:** The approximate location of the potential linear Community Park is depicted on **Schedule D**. 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.

21.6.3.5 Mid-Sized Parks and Recreation Space on Larger Sites

In addition to the two Community Parks, 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:

- a) **Lands designated SSP3 on Schedule D:** The lands northeast of the Hespeler Road and Pinebush Road intersection 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.
- b) **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.

21.6.3.6 Smaller Public Spaces and Plazas

Three high-quality, smaller urban plazas/squares 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.



21.6.3.7 General Design

New public spaces should be designed for persons of all ages and abilities and should include a mix of design elements, including but not limited to: barrier free designs; 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 bicycle 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.

21.6.3.8 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. 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 parkland, consistent with the provisions of the Planning Act and the levels of service defined in the City's Parks Master Plan. Where accepted by the City, POPS may form part of a parkland dedication contribution where the City is satisfied that the full

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

- 1) The City may accept all or part of a POPS on a site as a portion of the required parkland dedication for a site. Where this is the case:
 - a) The POPS must be designed to the City's standard for parkland, or a higher standard;
 - b) The City must be provided a satisfactory easement granting unimpeded public access to and through the POPS;
 - c) The POPS must be signed to clearly identify the lands as publicly accessible to the City's satisfaction; and
 - d) 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 where:
 - a) The City is of the opinion a public park is necessary or desirable;
 - b) 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;
 - c) The lands are hazard lands; or
 - d) The lands are deemed not appropriate or desirable by the City for reasons such as size, location, or other considerations.

21.6.3.9 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. Such infrastructure should be planned to meet the needs of persons of all ages and abilities. Proposed **active transportation** improvements for the area include:

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

21.6.3.10 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 be planned to meet the needs of persons of all ages and abilities, and 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.

21.6.3.11 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.



21.6.3.12 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;
- d) Promote best practices in arboricultural maintenance; and,
- e) Retain existing healthy trees through the tree by-law, tree management, or tree plans as applicable in the development process.

21.6.3.13 Implementation of Public Realm Improvements

The public realm improvements depicted on **Schedule D** shall be implemented through development applications, municipal works and/or road improvements. Public realm improvements along Regional roads will be coordinated and implemented in collaboration with the Region of Waterloo.

21.6.4 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.

New buildings shall be designed to create a coherent, harmonious and appealing urban environment.

The private realm urban design guidelines should be reviewed alongside the Public Realm Improvement Strategy and **Schedule D**.

Development proposals shall include an Urban Design Study which illustrates how the objectives and policies of the Secondary Plan have been applied.

21.6.4.1 Building Orientation and Street Edge

Within the Mixed Use Mid and High-Rise 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 will be provided to support and enhance a green and well-treed character and should be included for larger block developments.

The siting, location and orientation of buildings are critical factors in creating a comfortable and safe pedestrian environment. Development shall provide an active and attractive interface with the street edge in accordance with the following:

- 1) Building entrances shall be oriented toward public streets and other public spaces.
- 2) Development shall 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.

- 3) Buildings shall be located 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.
- 4) Sites in general shall be designed to create mid-block connections and buildings shall be massed and articulated to avoid creating excessively long continuous building façades. Buildings shall generally be not more than 60 metres long.
- 5) Mid-block connections should be pedestrian-oriented with appropriate pavement treatment and provide a safe and attractive environment.
- 6) All buildings oriented toward public streets should have a clearly defined primary entry point that opens directly onto the public sidewalk.
- 7) Corner buildings shall provide a double frontage to address all streets and provide attractive building design features demonstrating appropriate architectural expression.
- 8) Architectural features and articulation are encouraged at all corner building locations, including residential buildings, to enhance the visual prominence and identity of the area and to enhance the corner.
- 9) For all commercial buildings, minimum glazing should generally be 70% and up to 80% glazing is preferred at-grade. Upper levels should be approximately 50% glazing.
- 10) Blank walls should be avoided on buildings along the public right-of-way.
- 11) 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.

21.6.4.2 Building Entrances, Façades and Corner Sites

- 1) 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.
- 2) Subject to the Active At-Grade Uses policies in **Section 21.4.3**, residential building entrances will be located and oriented to have direct access from the street. Balconies are encouraged to create opportunities for overlook and social interaction along the street.
- 3) Entrances to individual grade-related residential units, where permitted, are encouraged to be provided along local 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.
- 4) 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.

- 5) 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.
- 6) 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.
- 7) 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.
- 8) 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.
- 9) Entrances should be designed with attractive weather protection to add to the pedestrian experience and comfort of users.

21.6.4.3 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.

Frontages of new developments or redevelopments should be designed in relation to neighbouring properties 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 21-3** 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.



21.6.4.4 Tall Buildings

Minimum and maximum building heights are identified in **Section 21.5.1** of this Secondary Plan and shall be implemented through the City's Zoning by-law. The following policies shall apply to buildings taller than 8 storeys:

- 1) The maximum podium height shall be no taller than 20 metres (approximately 6 storeys).
- 2) The minimum podium height shall be 11 metres (approximately 3 storeys).
- 3) A minimum 3 metre building step back is required to offset the tower portion of taller buildings.
- 4) The minimum separation distance between two towers shall be 25 metres.

- 5) 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).
- 6) The tower floorplate component of a tall building should be slender and generally not exceed 750 square metres (excluding balconies).
- 7) Building design should take into consideration wind impacts and should be mitigated to avoid adverse wind impacts at the street level.

21.6.4.5 Transition Areas

The Hespeler Road Corridor Secondary Plan Area is intended to change over time. New development should be designed to ensure that it provides adequate transition and buffering to existing **low-rise** 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 to existing, adjacent uses:

- 1) Appropriate setbacks, landscape buffers and green walls should be used to soften transition between uses.
- 2) 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.
- 3) Where applicable (such as within the High-Rise Residential and Mixed Use High-Rise 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.
- 4) Where new residential development is located in proximity to existing industrial uses or designated employment uses, a land use compatibility assessment shall be required to determine the appropriate measures for addressing compatibility, including building setbacks, design, massing and orientation. This assessment shall be completed in accordance with applicable Provincial guidelines and the policies outlined in **Sections 21.4.8 and 21.9.1.6.3** of this Secondary Plan.
- 5) 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 shall also be considered.



21.6.4.6 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 buffer residential and other at-grade uses. In general, the following should be considered:

- 1) For any new **high-rise** development, private open space enhancements are required as part of the built form design to contribute to the visual aesthetics and quality of the public realm.
- 2) Landscape treatments should be designed to edge streets, frame and soften structures, define spaces and screen undesirable views.
- 3) Landscaping and open spaces should aim to incorporate low impact development techniques to manage stormwater.
- 4) Shade trees and shrubs should be selected with appropriate regard to their scale and planting characteristics.
- 5) Plant materials should be grouped to frame buildings, add visual interest, fill in blank areas, accentuate entrances, and screen service areas.
- 6) Larger areas that may have deeper setbacks may take the form of courtyards, forecourts, mid-block connections, or small plazas.

- 7) Where appropriate, outdoor spill-out activities such as patios are encouraged to further animate the street.
- 8) Courtyards, forecourts and other spaces accessible to the public and animated with at-grade uses are encouraged.
- 9) 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.
- 10) Residential mixed use and multiple residential buildings (e.g. townhouses and condominium/apartment buildings) shall provide outdoor amenity areas.
- 11) Outdoor at-grade amenity areas will include generously scaled areas of soft landscaping capable of supporting shade trees.
- 12) 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.
- 13) The courtyard character should include natural features, landscaping and trees and outdoor uses that promote pedestrian circulation as well as recreational, gathering and other social uses. Vehicular access and servicing areas will be discouraged from being located within a courtyard.

21.6.4.7 Pedestrian and Bicycle Circulation

The Secondary Plan Area will be connected to the broader community through 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 to 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:

- 1) Sidewalk connections shall be provided between all building entrances and the public sidewalk within a comprehensive network.
- 2) 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.
- 3) Fencing, where permitted, 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.

- 4) 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.
- 5) 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 a building).
- 6) Align pedestrian paths with transit stations to provide a more direct connection for users.
- 7) Private outdoor spaces shall be designed as barrier free with appropriate lighting to improve route legibility, access, safety, and comfort.
- 8) Limit planting along edges of pedestrian walkways and cycling trails to low lying vegetation or other that does not restrict visibility and safety.

21.6.4.8 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, where possible, to minimize impacts on landscaped open space.

The view of at-grade parking will be minimized. 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:

- 1) Surface parking areas are not permitted to be located between the front wall of a building and the street or within active frontage areas.
- 2) 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 should be avoided. Open structure parking lots should include an attractive screening/cladding to enhance the overall character of the area.
- 3) 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.
- 4) 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.
- 5) 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.

- 6) Parking lot lighting, pedestrian pathways and other street furniture should be used to create a comfortable, safe, and connected pedestrian environment.
- 7) The edges of parking facilities should receive architectural and design treatments to be consistent with the streetscape design and complement adjacent buildings.
- 8) Any permitted auto-focused retail (such as drive-throughs) should be sited in an area where vehicular traffic would minimally affect pedestrians and cyclists.

21.6.4.9 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:

- 1) Internal streets should be developed with a high degree of streetscape and design.
- 2) 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.
- 3) Pedestrian scale lighting shall be provided along the street edge.
- 4) A mid-block road network as shown on Schedule E which includes sidewalks for pedestrians should be developed.

21.6.4.10 Private Roads

The following provisions apply to private roads:

- 1) Private roads are permitted in specific conditions subject to City standards and to the approval of the City of Cambridge.
- 2) Private roads should facilitate vehicle and cycling connections and must provide for pedestrian links throughout the neighbourhood.
- 3) Discontinuous street patterns and dead-end streets are discouraged.
- 4) On-street parking lanes are not required if suitable dedicated visitor parking areas are provided within the development site to the satisfaction of the City.

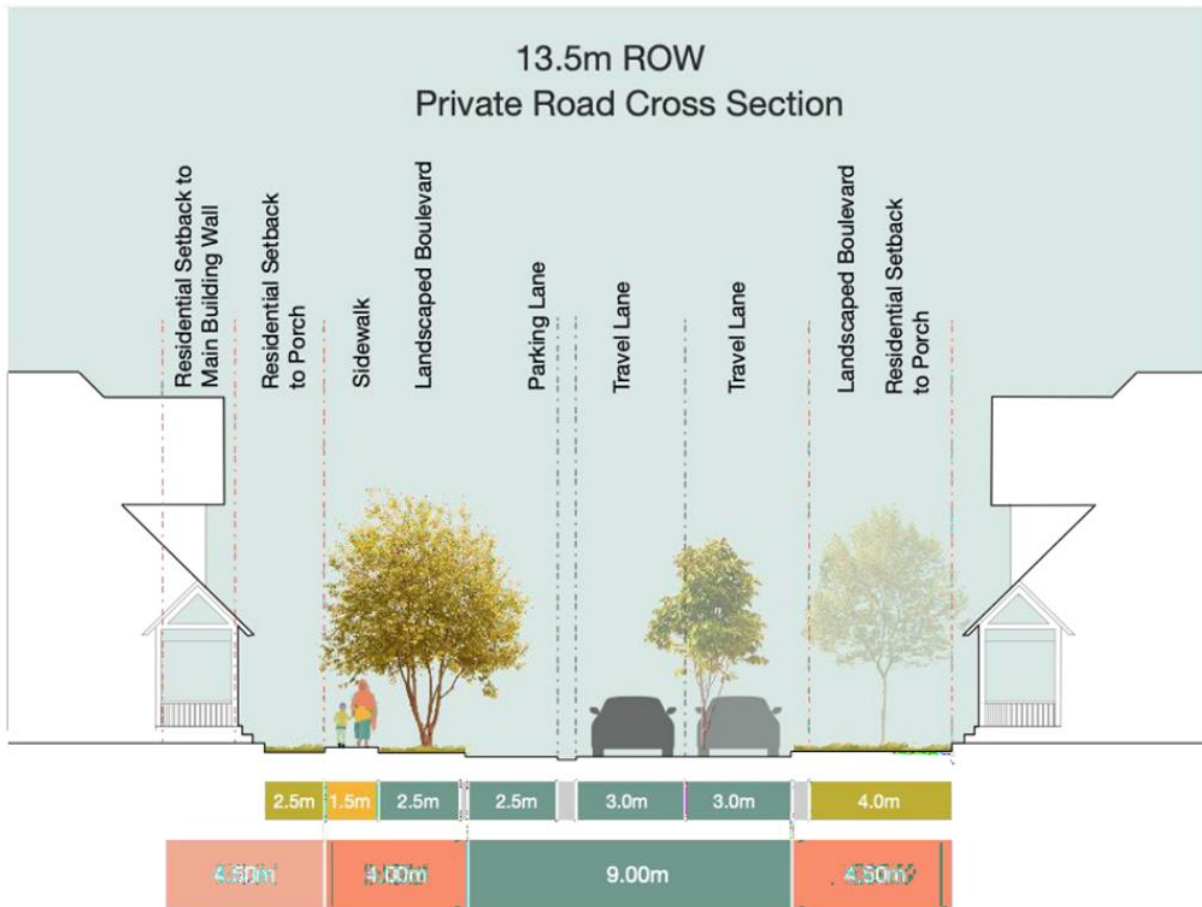


Figure 21-4: Private road cross section



21.7 Transportation Policies

21.7.1 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 as a highway (as the main connection between Highway 401 and Highway 403) and provides driveway access to properties. 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 is 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.

21.7.2 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.

21.7.3 Existing and Planned Road Network

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

21.7.4 Local Road Connections (Mid-Block Connections)

New local road 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 rights-of-way 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.

21.7.5 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 21-5** provides an illustration showing how the consolidation of multiple access points helps to reduce conflict.

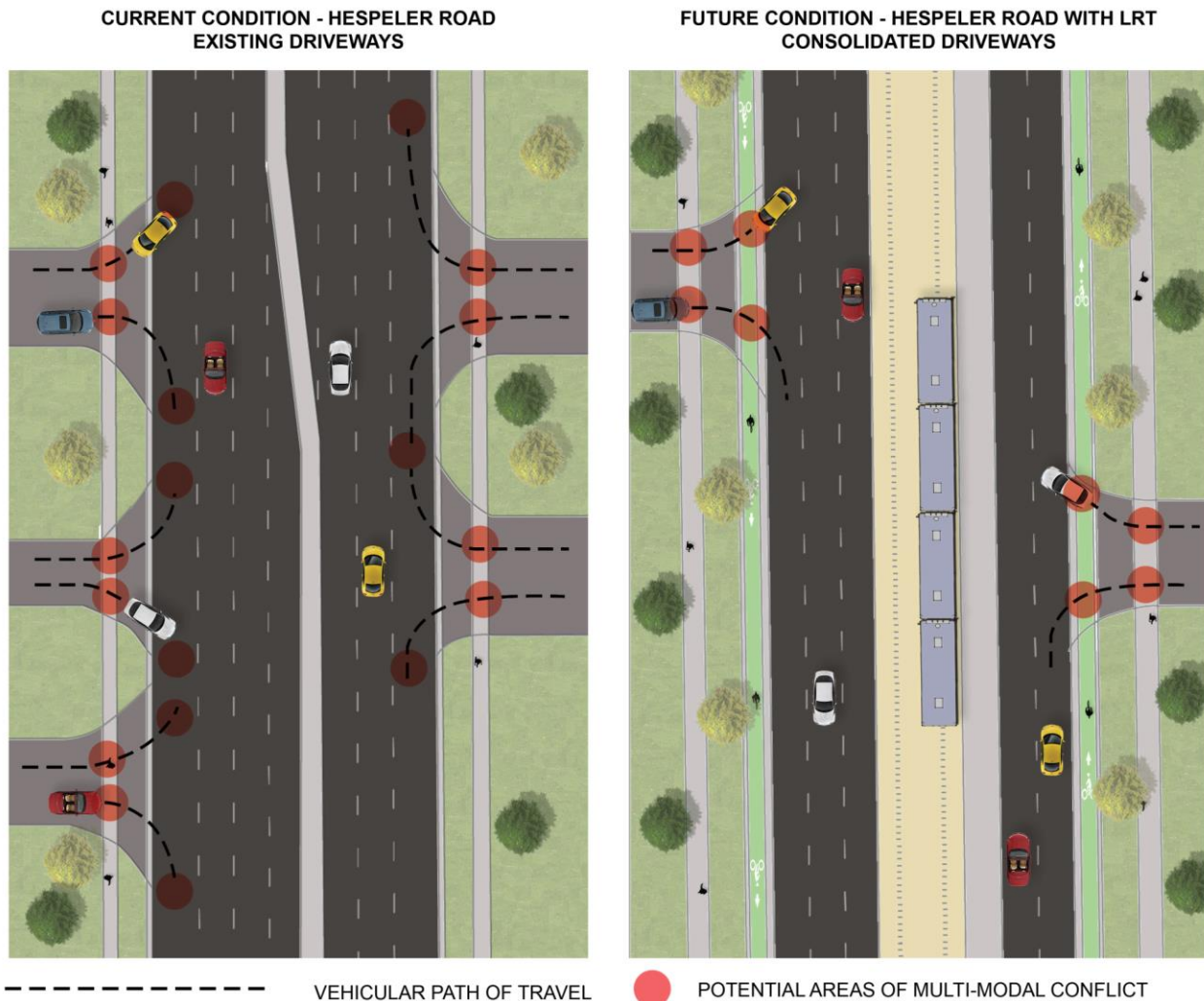


Figure 21-5: Consolidation of Access Points

21.7.6 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, 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.

21.7.7 Protected Major Transit Station Areas

Major Transit Station Areas (MTSAs) are defined in the PPS 2024 as areas within an approximate 500-800 metre radius of any existing or planned higher order transit station. As noted in **Section 21.5.1** of this Secondary Plan, the MTSAs identified on **Schedule A** constitute Protected Major Transit Station Areas (PMTSAs). Protected 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 Protected 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 PMTSAs shall be planned based on the applicable policies relating to Major Transit Station Areas and transit oriented development policies in the Cambridge Official Plan.

21.7.8 Potential Transit Improvements

ION LRT stations will have transit amenities and maintenance provided by the Region. The City will coordinate with the Region of 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.

21.7.9 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.



21.7.10 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:

- 1) **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.
- 2) **New mid-block east-west connections linking new Groff Mill Creek trail to Hespeler Road:** Three mid-block **active transportation** connections have been identified 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.
- 3) **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.

- 4) **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.
- 5) **New east-west connection linking Hespeler Road with the Dumfries Conservation Area at Can-Amera Parkway:** The Can-Amera Parkway and Hespeler Road intersection is the location of a 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-Amera Parkway.

21.7.11 Sidewalk Improvements

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

21.7.12 Secure Bicycle Parking Facilities

The implementing Zoning By-law will require the provision of secure bicycle parking facilities, long-term bicycle parking areas within buildings and on-site shower facilities and lockers for employees who commute by bicycle to work.

21.7.13 Transportation Demand Management

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

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

21.7.14 Parking

If parking requirements are deemed to apply, the City may consider alternative parking requirements, including shared parking standards, for mixed use and **high-rise** developments.

21.7.15 Coordination with the City's Transportation Master Plan

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.



21.8 Infrastructure Policies

21.8.1 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.

21.8.2 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.

21.8.3 Sustainable Stormwater Management

The City 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.

21.8.4 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.



21.9 Implementation

21.9.1 General Implementation

21.9.1.1 Implementation Tools

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

- 1) An implementing land use regulatory tool such as a Zoning By-law or a Community Planning Permit By-law.
- 2) Updates to infrastructure planning for both the Region and the City to 2051, supported by future updates to the City's Official Plan.
- 3) A Community Improvement Plan to incentivise development in alignment with the policies of this Secondary Plan.
- 4) Development approvals processes, through tools such as community planning permits, site plan control, plans of subdivision and condominium, and consents to sever.

- 5) Urban Design Guidelines to assess and inform design objectives for character areas.
- 6) Other tools as described in this Section.

21.9.1.2 Municipal Works within the Secondary Plan

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

21.9.1.3 Coordination with the Region of Waterloo and other Agencies

21.9.1.3.1 General Coordination

The City will work with the Region of Waterloo 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.

21.9.1.3.2 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.

21.9.1.3.3 Schools

As noted in **Section 21.5.8** of this Secondary Plan, 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.

21.9.1.4 Indigenous Consultation

The City shall undertake early engagement with Indigenous communities and coordinate on land use planning matters including development applications to facilitate knowledge-sharing, support consideration of Indigenous interests in the land use planning process and inform decision-making.

21.9.1.5 Zoning By-Law

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

21.9.1.6 Development Applications

Applications for development made under the *Planning Act* shall be consistent with the policies of this Secondary Plan and the Official Plan.

21.9.1.6.1 Official Plan Amendments

Unless otherwise stated in this Secondary Plan or the Official Plan, applications for development which do not align with the policies or Schedules of this Plan shall require an amendment to the Official Plan. Applications for such amendments shall require submission of a planning justification report, along with any other supporting studies required by the City.

21.9.1.6.2 Zoning By-law Amendments

Applications to amend the zoning by-law within the Secondary Plan Area shall be subject to the policies of this Secondary Plan and the City's Official Plan. Such applications shall require submission of a planning justification report, along with any other supporting studies required by the City.

21.9.1.6.3 Complete Application Requirements

In addition to the requirements given in Section 10.14 of the Official Plan, the City may also require provision of the following types of information, studies or reports as part of a complete application for development made under the *Planning Act*, including applications for site plan approval:

- a) Economic Viability Assessment;
- b) Hydrogeological Studies;
- c) Chloride Impact Studies and Salt Management Plans;
- d) Rail Safety and Risk Mitigation Report;
- e) Spill Prevention, Response and Contingency Plans;
- f) Wind Study; or
- g) Other studies the City deems appropriate given the nature of the proposal.

The specific information required by the City will depend on the location and nature of the development 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.

The City may update these requirements to account for additional supporting information that may be needed to support growth within the Plan Area.

21.9.1.7 Parks Master Plan

The public realm improvement program articulated in **Section 21.6.3** of this Secondary Plan is further refined and modified through the City's Parks Master Plan.

Development within the Secondary Plan shall align with the parkland provision service standards defined in the Parks Master Plan.

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. The City will also utilize the Parkland Dedication By-law and Community Benefits Charges to maintain established service levels.

21.9.1.8 Signage and Wayfinding Strategy for Hespeler Road Corridor

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.

21.9.1.9 Facilities, Services and Other Matters

The implementing by-law may permit some or all of the maximum building heights and/or density permitted by this Plan. Where additional building height is permitted, the implementing by-law may require facilities, services and matters in exchange for permitted height or density of development.

21.9.2 Financial Tools

21.9.2.1 Development Charges

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

21.9.2.2 Parkland Dedication

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

21.9.3 Monitoring Program

The City will prepare a growth monitoring program to track the implementation of the Secondary Plan including achievement of PMTSA density targets and will report on the progress of its implementation. The outcomes of this monitoring may inform updates to this Secondary Plan as part of the City's Official Plan review process.

21.9.4 Updating the Secondary Plan

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

21.9.4.1 Amendments to the Secondary Plan

Alterations to the contents of **Section 21.1** of this Secondary Plan (including all text, images, figures, formatting, footnotes and graphics) shall not require an Official Plan Amendment.

Any alterations to the policies in **Sections 21.2 to 21.10** or the schedules in **Section 21.11** of this Secondary Plan shall require an Official Plan Amendment (unless otherwise stated in the Plan).

21.10 Glossary

This glossary provides additional or updated terms to the glossary of the Official Plan. Within the body of this Secondary Plan, terms specifically defined in this glossary are indicated using bold text. For all other terms, the definitions from the glossary of the City of Cambridge Official Plan shall apply, regardless of whether they are bolded.

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.

Employment area – means those areas designated in an official plan for clusters of business and economic activities including manufacturing, research and development in connection with manufacturing, warehousing, goods movement, associated retail and office, and ancillary facilities. An employment area also includes areas of land described by subsection 1(1.1) of the Planning Act. Uses that are excluded from employment areas are institutional and commercial, including retail and office not associated with the primary employment use listed above. (PPS, 2024)

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.

High-rise – any building that is more than 8 storeys in height.

Intensification – means the development of a property, site or area at a higher density than currently exists through:

- a) redevelopment, including the reuse of brownfield sites and underutilized shopping malls and plazas;
- b) the development of vacant and/or underutilized lots within previously developed areas;
- c) infill development; and
- d) the expansion or conversion of existing buildings. (PPS, 2024)

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

Large-format commercial – a commercial use with greater than 5,000 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 up to 4 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, 2024)

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

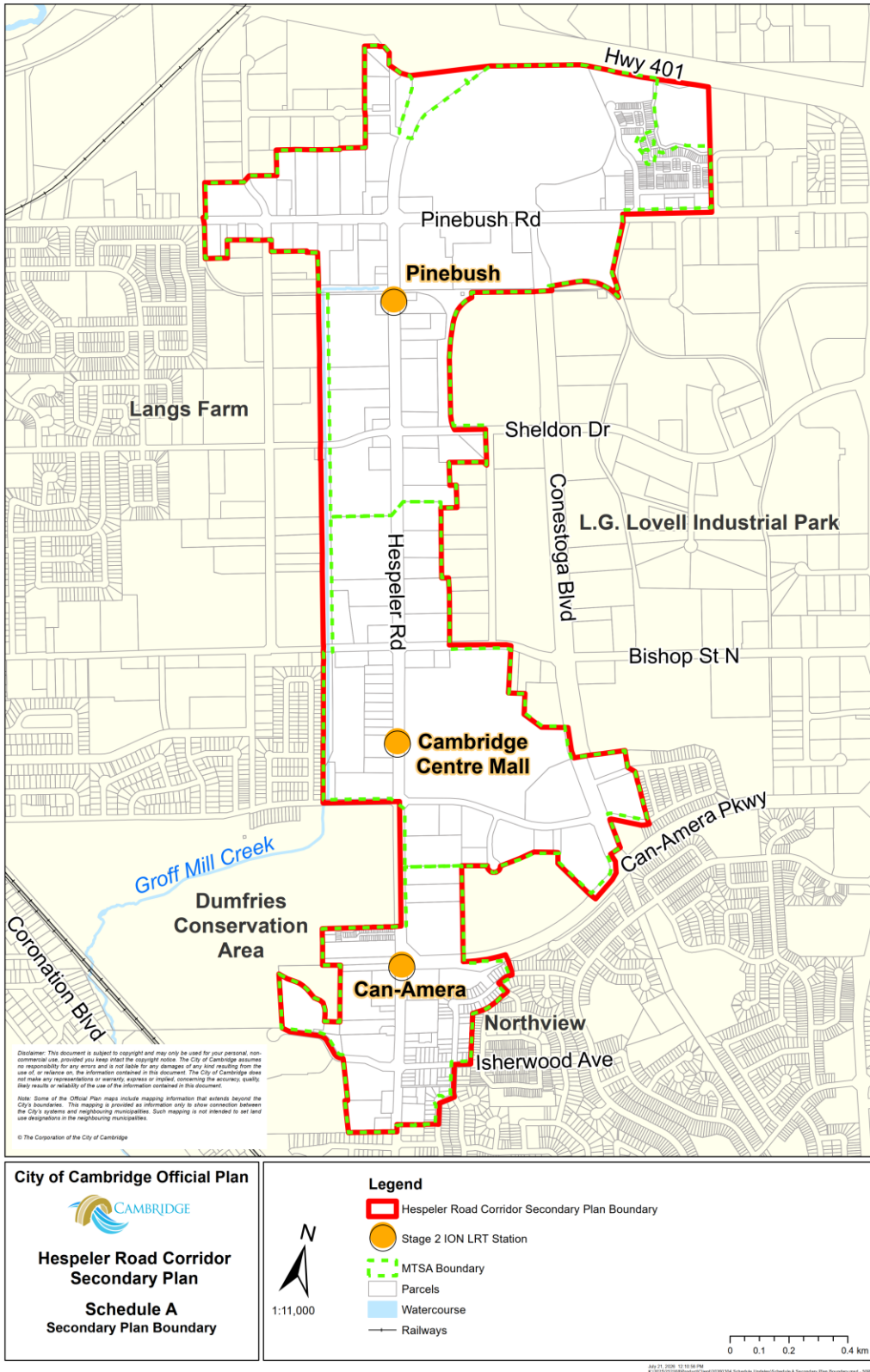
Missing middle housing - multi-unit housing types with gentle density that are compatible in scale with single-detached neighbourhoods while providing additional housing options. For example, laneway housing, garden suites, duplexes, triplexes, fourplexes, rowhouses, townhouses, and low and **mid-rise**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

Public service facilities - land, buildings and structures, including but not limited to schools, hospitals and community recreation facilities, 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, child care and educational programs, including elementary, secondary, post-secondary, long-term care services, and cultural services. Public service facilities do not include infrastructure. (PPS, 2024)

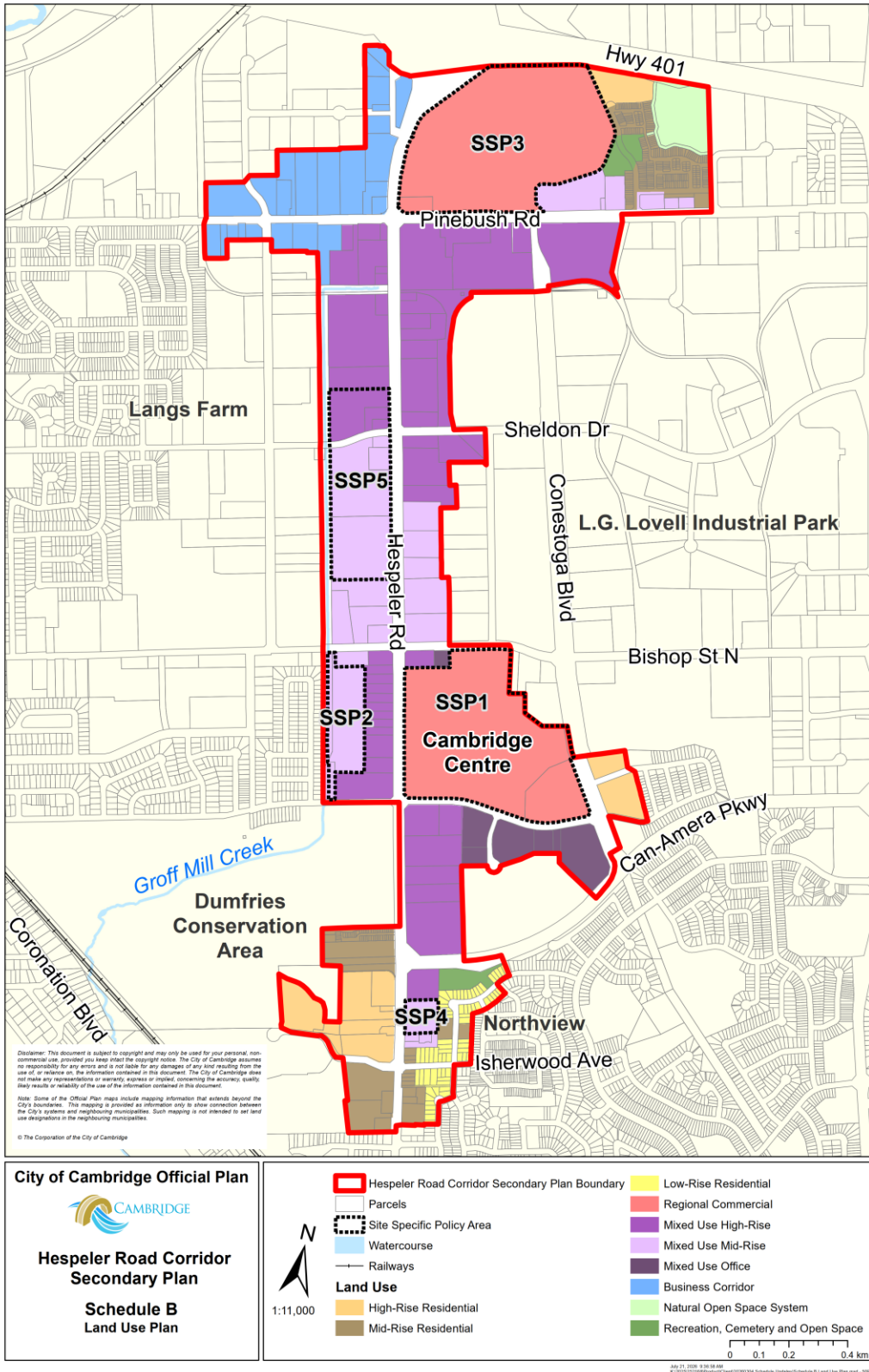
Transit-supportive - relating to development that makes transit viable and improves the quality of the experience of using transit. It often refers to compact, mixed-use development that has a high level of employment and residential densities. Transit-supportive development will be consistent with Ontario's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

Urban agricultural uses - The growing of fruits, vegetables, herbs, or ornamental plants, and apiaries within an urban area, primarily for non-commercial community use or limited commercial sale. Examples include community gardens, market gardens, rooftop farms, and indoor growing facilities, but excludes large-scale commercial farming operations or cannabis production facilities.

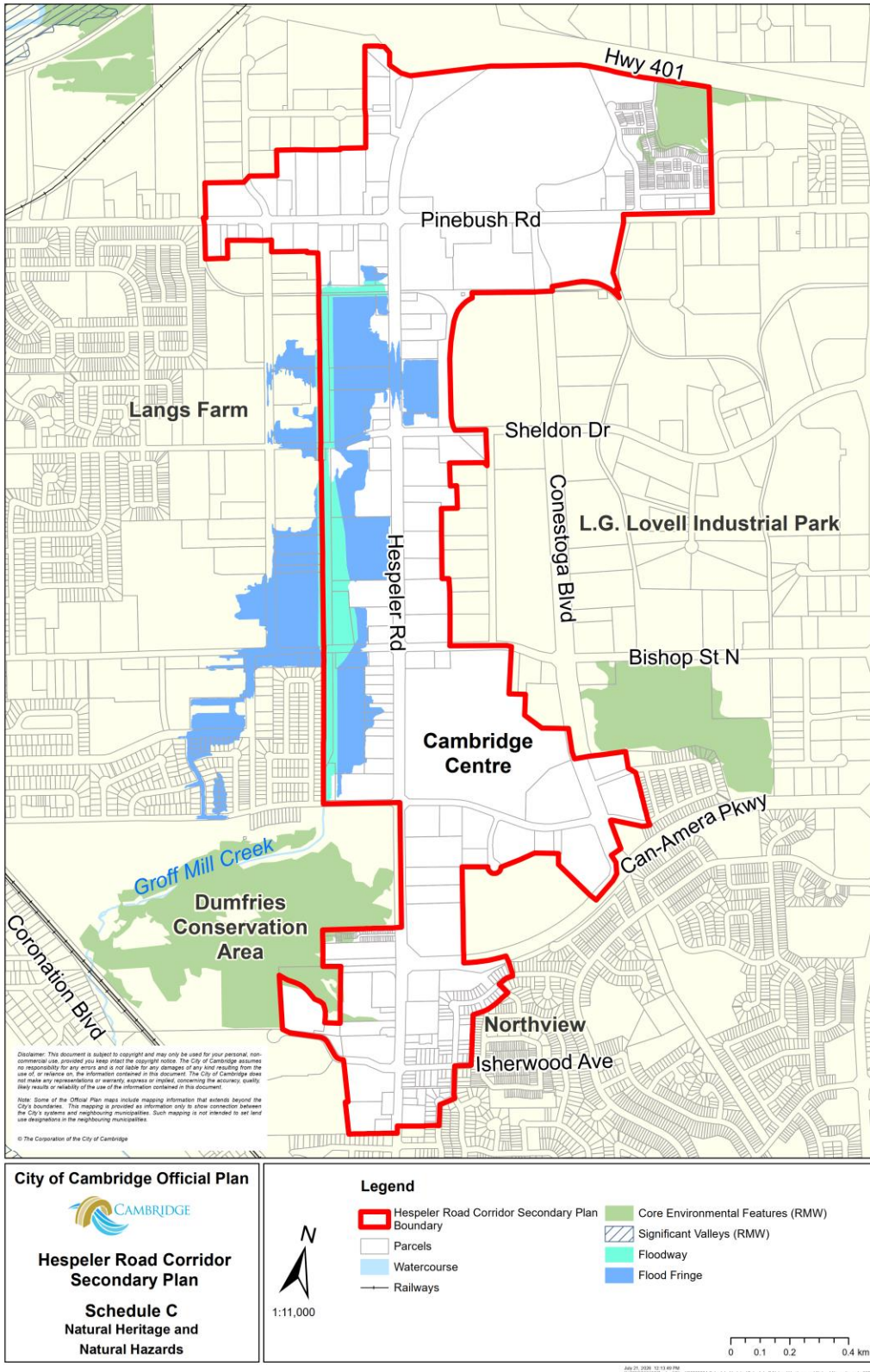
21.11 Schedules



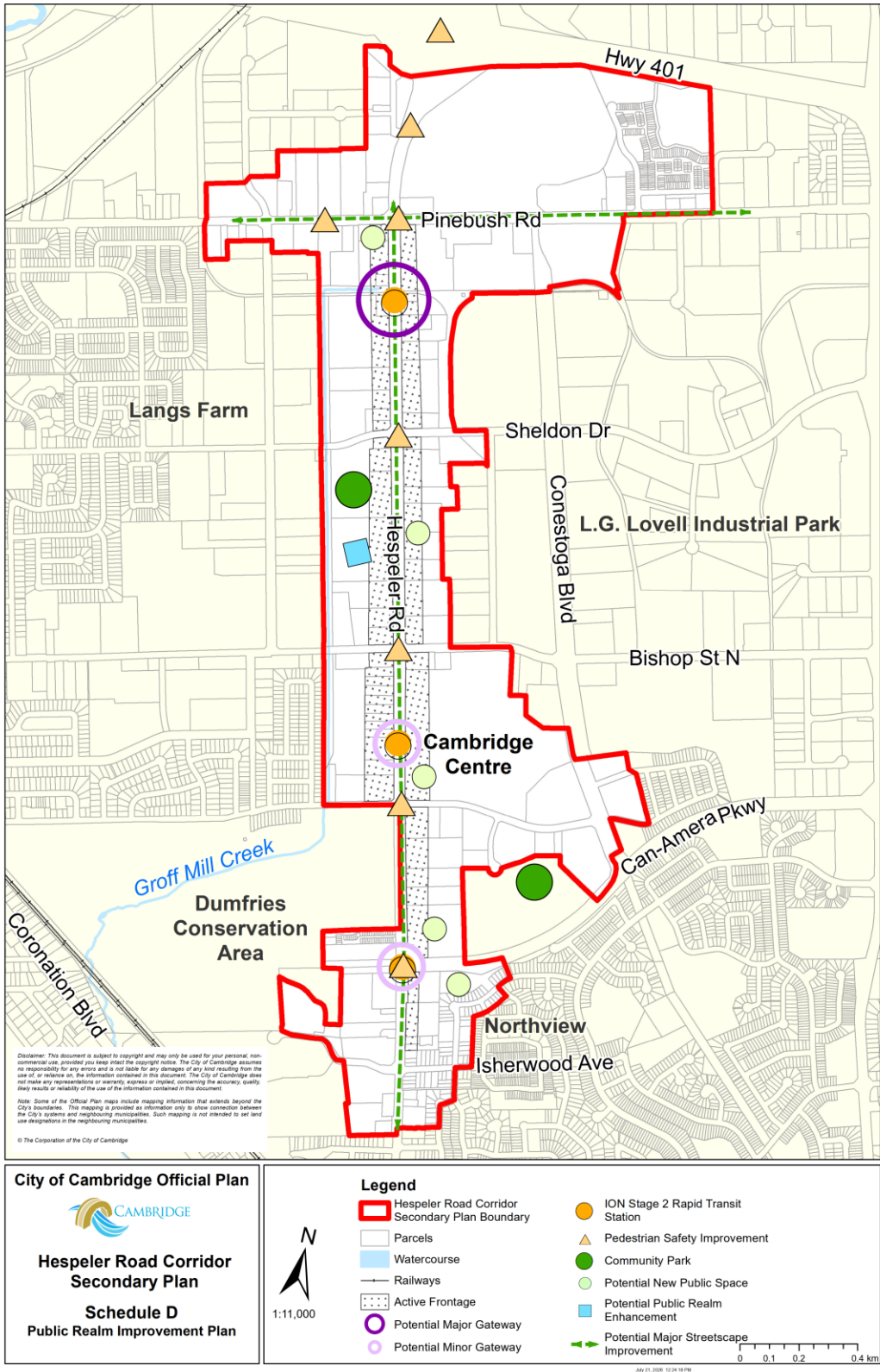
Schedule A: Secondary Plan Boundary



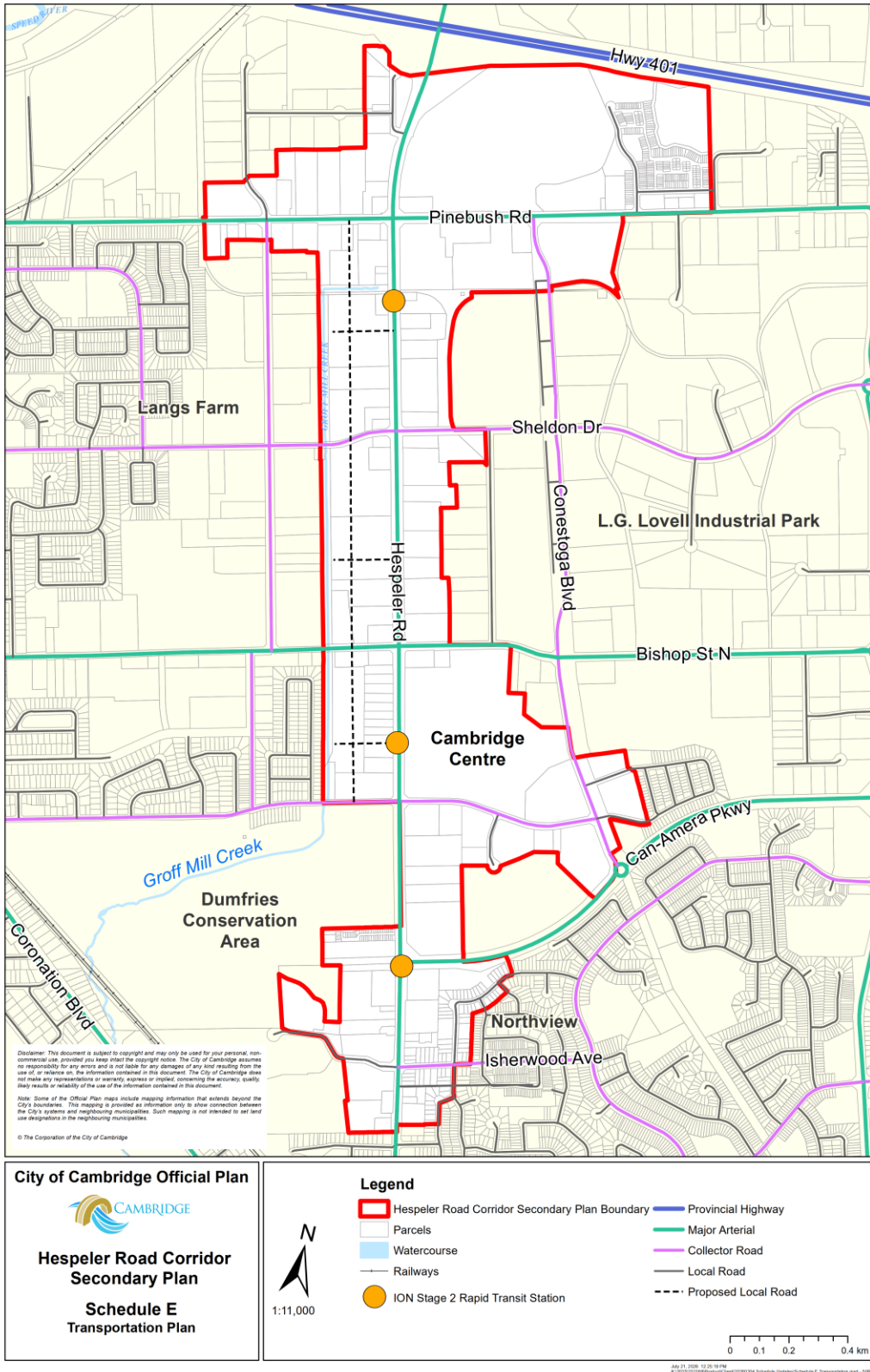
Schedule B: Land Use Plan



Schedule C: Natural Heritage and Natural Hazards



Schedule D: Public Realm Improvement Plan



Schedule E: Transportation Plan

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