

CHAPTER 17: CAMBRIDGE WEST SECONDARY PLAN

17.1 Introduction

The Cambridge West lands are within the designated Urban Area in the City of Cambridge and represent some of the last remaining Greenfield areas within the City. The Cambridge West Secondary Plan establishes the principles for the design and development of the Cambridge West lands. It also establishes the general land use patterns and conceptual locations of community infrastructure such as schools, commercial areas, parks and trails, roads, and services. The Secondary Plan builds on the framework and recommendations of the approved Cambridge West Master Environmental Servicing Plan (MESP), is intended to guide the development of the Cambridge West community and forms part of the basis of this amendment. The MESP identified that the precise alignment of the preferred collector road network was to be determined through the completion of an integrated Class Environment Assessment (EA) and Planning Act process with the alignments confirmed through the completion of Phases 3 to 4 of the EA and approval of this Secondary Plan.

17.1.1 Purpose of the Secondary Plan

The purpose of the Cambridge West Secondary Plan is to provide a land use strategy to guide the detailed planning and development of the Cambridge West Community in a manner that integrates new Greenfield development with the existing urban neighbourhoods and adjacent rural lands while respecting and protecting the surrounding natural features. The Cambridge West Community should be planned to contribute to the achievement of a complete community and provide opportunities for a full range of housing, population related employment and service uses, transportation options including active transportation, community facilities and institutional uses. The Secondary Plan is to provide an appropriate structure to organize community planning elements and direct uses to Focal Points planned within the community that are to be linked together by the transportation network.

This Secondary Plan is being integrated with the Schedule 'C' Class Environmental Assessment required for the collector road network which will both designate and establish the alignment of collector roads required to service the Cambridge West community.

Development within the Cambridge West Secondary Plan will conform to and implement the Regional Official Plan and the City of Cambridge Official Plan. In addition to the policies of this Secondary Plan, all other parts of the Official Plan shall apply. In the event of a policy conflict, the Cambridge West Secondary Plan will prevail.

17.1.2 Structure of the Secondary Plan

The Secondary Plan consists of the following:

- a) Vision and Design Principles in Section 17.2

- b) Policies on Community Structure in Section 17.3
- c) Policies on Community Design in Section 17.4
- d) Policies on Community Facilities in Section 17.5
- e) Policies on Residential Neighbourhoods in Section 17.6
- f) Policies on Cultural Heritage in Section 17.7
- g) Policies on Servicing in Section 17.8
- h) Policies on Phasing in Section 17.9
- i) Policies on Implementation in Section 17.10
- j) Map 1 – Land Use
- k) Figures 1-4

17.1.3 Goals

The goals of the Cambridge West Secondary Plan are:

- a) To establish a community structure and land use strategy for lands within the secondary plan.
- b) To Identify a vision and design principles for the community.
- c) To ensure orderly development of the community by providing direction and guidance to the review and approval of development applications and by providing a phasing strategy that provides for the logical development of the community.
- d) To ensure the preservation and enhancement of significant natural features identified in the Cambridge West Master Environmental Servicing Plan.
- e) To ensure efficient utilization of infrastructure and community facilities as may be provided.
- f) To ensure an appropriate mix of housing, types and sizes, including opportunities for affordable forms of housing, within the Secondary Plan area.
- g) To ensure the conservation of identified built heritage resources within the Secondary Plan area.
- h) To identify a collector road network, finalize the alignment of collector roads and identify opportunities for transit and active transportation.
- i) To ensure compatible built form and transition in densities relative to existing development to the north.

17.2 Vision and Design Principles

The Cambridge West lands will be planned to contribute to a complete community where people are able to walk, cycle or take transit to community amenity and focal point areas. Cambridge West will be designed to ensure walkability to parks, schools and other neighbourhood features. The Cambridge West lands will be well connected to the surrounded area.

Bismark Drive will function as the spine of the community and will evolve into a transit supportive corridor. Two Neighbourhood Focal Points will be centred around major intersections along this corridor. Residents within the Cambridge West area will be provided with a variety of housing, transportation, community, commercial and recreation options.

The following design principles have been established in order to achieve the Vision for the Cambridge West Community. These principles will be used to inform the design of subdivisions within the Cambridge West Area.

WALKABILITY AND ACTIVE TRANSPORTATION

- a) Develop a community that is walkable, transit-oriented neighbourhood, characterized by a compact form and a balanced mix, distribution, and density of land uses. High and medium density uses and Community Focal Points are appropriate along collector roads and transit routes to encourage greater transit use with a weighting of density toward the southern end of the community.
- b) Develop a well-connected network and hierarchy of streets, paths and trails that enhance connectivity and safely accommodate various modes of active transportation, including walking, cycling, and public transit.
- c) Design the community at the pedestrian scale to promote social interaction, active streetscapes and a walkable neighbourhood.
- d) Proactively plan and coordinate traffic calming measures and pedestrian crossings within subdivisions.

PARKS AND OPEN SPACE

- a) Locate neighbourhood parks central to the community adjacent to the proposed school and connected to an integrated active transportation system.
- b) Carefully design public spaces to enhance the identity of the area and create gathering points and spaces to promote pedestrian interaction.
- c) Establish an open space network of integrated and connected public spaces,

including a proposed school, parks, trails, lookout over Barrie's Lake south of realigned Blenheim Road, stormwater management facilities, and natural features.

- d) Establish a range of active and passive amenity and recreation spaces that will serve all age groups and physical abilities.

CULTURAL AND NATURAL HERITAGE

- a) Promote development which respects and reflects the physical and cultural identity and the heritage attributes of the area.
- b) Protect and enhance important public views and vistas of natural and built features.
- c) Design the built form in a manner which is sensitive to the adjacent natural heritage system and mitigates impacts on natural features, functions, and linkages through buffers, development setbacks and other established practices.

VARIETY AND PLACEMAKING

- a) Provide a diverse mix of land uses and unit types to support vibrant neighbourhoods.
- b) Create focal points, corridors and activity nodes within the community to enhance way-finding and establish an identifiable community structure. Strategically locate community facilities (such as schools and parks) central to the community to act as a community focal or destination point. Coordinate the location of commercial services with the transportation network so that they are connected to the community and surrounding area.
- c) Recognize re-aligned Blenheim Road as a gateway to the City and Bismark Drive and Newman Drive as major entrances to the Cambridge West Community.
- d) Implement Cambridge West Urban Design Guidelines through the review of site plan applications and building permit applications where applicable.

17.3 Community Structure

The Secondary Plan is based on a neighbourhood structure organized around two Community Focal Points which are connected by an active transportation system, a collector road network and an integrated open space network. The Community Structure is shown on **Figure 1**.

The objectives of the Community Structure are to:

- a) Plan for a more complete community that is walkable and can accommodate various modes of transportation by means of a more compact form and densities that contribute to achieving the density targets of the approved Regional and City of Cambridge Official Plans.
- b) Create community focal points connected by higher density corridors within the community.
- c) Provide an open space network of integrated and connected public spaces, including a proposed school, parks, trails, lookout over Barrie's Lake, stormwater management facilities and natural features.
- d) Locate high and medium density uses along collector roads and transit routes to encourage greater transit use. Weight densities to the south of the community in consideration of traffic studies prepared in support of the collector road network.
- e) Ensure compatibility of scale and form between new and existing development in the vicinity and provide for appropriate transitions between existing and proposed development.
- f) Promote active streetscapes.
- g) Design the built form in a manner which is sensitive to the adjacent natural heritage system and mitigates impacts on natural features, functions and linkages through buffers, development setbacks, and stormwater management and other infrastructure best practices.
- h) Promote sustainable design throughout the built environment to promote efficient use of energy, land, and infrastructure.
- i) Design spaces that provide safe living and working environments through the consideration of Crime Prevention Through Environmental Design (CPTED) principles.
- j) Ensure development respects and conserves the heritage resources within the Secondary Plan area.

- k) Coordinate the location of parks with the proposed school and the active transportation network including community trails, walkways and bike lanes.
- l) Plan Blenheim Road and the related Bismark Drive intersection as a gateway to the Cambridge West Community.
- m) Coordinate traffic calming and pedestrian protection measures with the open space network and other public spaces including the proposed school.

17.3.1 Community Focal Points

Community Focal Points will function as central activity hubs within the Cambridge West Community and provide a mix and range of uses and amenities to serve the community and surrounding area. The Community Focal Points will be planned to be served by public transit and to be easily accessible to the community through the proposed active transportation network. Each Community Focal Point will be supported by multiple residential developments planned at higher densities within walking distance of the focal points. Community Focal Points are identified on **Figure 1**.

17.3.1.1 Policies

- a) The two Community Focal Points are intended to provide a balanced distribution of commercial, office, institutional and multiple residential uses. To achieve this balanced distribution, the land use designations within the two Community Focal Point Areas will provide for a range of uses.
- b) Community Focal Point 1 is located at the intersection of Newman Drive and Bismark Drive. Community Focal Point 1 will have a residential, community facility and institutional orientation and will permit uses such as schools and uses, services and activities commonly associated with schools, parks, places of worship, health care facilities and recreation facilities as well as higher density multiple residential uses.
- c) Community Focal Point 2 is located at Blenheim Road and Bismark Drive. Community Focal Point 2 will have a commercial retail and service orientation and will permit uses such as a food store and other local serving retail and service commercial uses as well as higher density residential uses.
- d) All built form within the Community Focal Points should address the street in a manner that supports an active streetscape for pedestrians. Consideration should be given to orienting primary building entrances towards the public realm. Active ground floor uses will be encouraged in commercial and mixed use developments.
- e) The built form will frame intersections and provide an attractive and defining entrance at the Community Focal Points.

- f) Provide ample landscaping, in combination with building orientation, to enhance the streetscape and define the street edge when setting buildings back from the street is unavoidable.
- g) Along the Bismark Drive corridor connecting the two Community Focal Points multiple storey buildings may be permitted and should be designed with regard for their contribution to the overall streetscape. Consideration shall be given to establishing a generally consistent street edge with subtle variations in setbacks, subtle variation of building heights, and maintaining pedestrian-friendly block lengths to promote walkability.
- h) Variation and excellence in building design, including architectural features, building materials, style, colour and other individual design elements including bird friendly design, will be expected for each block of land within the identified Community Focal Point areas and will be reviewed through development applications.
- i) Canopies and awnings as well as pedestrian-scaled lighting will be encouraged to provide pedestrian comfort. Garbage facilities, parking, loading and service areas should be designed and oriented such that they are separated and/or screened from the public realm.
- j) Consideration of building materials and architectural articulation must have regard for maintaining a human scaled form of development. Building heights and massing shall transition between the higher intensity areas within the Community Focal Points to the surrounding lower density residential uses.
- k) Buildings on corner lots should articulate facades on both street frontages.
- l) Enhanced landscaping should be considered at the intersections of Newman Drive and Bismark Drive and Blenheim Road and Bismark Drive. Site plan applications for multiple blocks within these intersections shall demonstrate how the intersection has been addressed.
- m) In order to achieve a pedestrian-friendly and transit supportive community and other urban design objectives, careful consideration shall be given to the design of drive-through facilities within Community Focal Point Area 2. The following shall be considered when reviewing development proposals with drive-through facilities:
 - Locate interior uses which have the potential for clear windows, such as seating areas, employee rooms, offices, waiting areas and lobbies, along street-facing walls where possible.

- Access and egress to drive-through facilities generally should not be located in close proximity to intersections and transit stops;
 - Drive-through facilities must safely accommodate pedestrian access into and through the site. Pedestrian and vehicular conflicts shall be minimized;
 - Generally, drive-through aisles and stacking lanes should not be located between a primary building facade and a roadway that is a planned transit route and important pedestrian linkage or destination. Detailed requirements and regulations will be determined through urban design guidelines, urban design briefs and / or site plan approval.
 - The drive-through facility must provide space for vehicular stacking so as to not impede on or off site traffic flow.
 - Locate drive-through facilities away from the Blenheim Road frontage in consideration of the grades associated with this realigned road and the function of Blenheim Road as a gateway into the City of Cambridge.
- n) Design briefs will be submitted in support of site plan applications based upon the Cambridge West Urban Design Guidelines for development located within Community Focal Points.

17.3.2 Natural Open Space System

The Natural Open Space System of the Secondary Plan is based on, and implements, the Natural Heritage Strategy of the Cambridge West MESP. The lands designated Natural Open Space System are shown in Map 1. The goal of the Natural Open Space System is to maintain, restore and enhance existing natural features and associated ecological functions and ensure their continued existence within the urban landscape. The Natural Open Space System retains and protects all provincially, regionally and municipally designated natural features including provincially significant wetlands, the adjoining Blair-Bechtel-Cruikston Environmentally Sensitive Landscape (ESL), Environmentally Sensitive Policy Areas and other Core Environmental Features.

17.3.2.1 Policies

In addition to the policies in section 8.8, the following policies shall apply to the lands designated as Natural Open Space System on Map 1 of this Secondary Plan:

- a) The goal of the Natural Open Space System is to maintain, restore and enhance existing natural features and functions and ensure their continued existence within the urban landscape.
- b) Buffers and development setback distances will address potential impacts and protect and enhance natural features. Setback distances and buffer widths vary

by natural feature and associated sensitivity of each feature. Development setbacks range from 5 to 50 metres around natural features, as follows:

- 50 metres for Provincially Significant Wetland marsh/pond;
 - 30 metres for Provincially Significant Wetland treed swamp; and
 - 15 metres for Terrestrial Woodlands.
- c) Development and site alteration within the buffers areas is subject to further detailed study and evaluation in a future site-specific Environmental Impact Study (EIS). Development, infrastructure and site alteration which may be considered within the buffer areas include:
- Limited portions of stormwater management facilities and associated grading;
 - Recreational trails and associated grading;
 - Site alteration associated with grading incursions to address landscape anomalies as required to achieve sound engineering practice and design; and
 - Minor incursions to accommodate re-alignment of Blenheim Road.
- d) Development or site alteration within natural features and buffers will be prohibited except as may be required for the permitted uses specified in Policy 17.3.2.1c)
- e) The Natural Open Space System will maintain or enhance existing linkages within and between large natural areas and restore linkages between natural areas where existing connectivity is degraded. Linkages are intended to provide movement areas for a range of wildlife and provide suitable dispersal corridors for plant propagules. The Natural Open Space System of the Secondary Plan will restore or enhance four important linkages between natural features:
- The linkage between the central wetland and the Devil's Creek Swamp and Forest ESPA;
 - The linkage between the central wetland and the Cruickston Creek Headwaters ESPA to the west;
 - The linkage between Barrie's Lake ESPA and the Cruickston Creek Headwaters ESPA on the north side of Roseville/Blenheim Road; and
 - The linkage along Devil's Creek where it passes beneath Blenheim Road.

- f) The Natural Open Space System will provide opportunities for ecological enhancements to improve plant and wildlife habitat.
- g) The realignment of Blenheim Road and the opportunity to develop wildlife corridors at this location will aid in the reduction of animal mortality (particularly frogs, snakes and turtles). Opportunities for additional enhancements (especially turtle nesting enhancements) should be considered during the detailed design of the road and the development planning stage.
- h) Environmental Impact Studies (EIS), Hydrogeologic Assessments and Stormwater Management Plans will be required to form part of a “complete application” and as supporting information for draft plans of subdivision, plans of condominium and major zoning by-law amendment applications.
- i) Consideration will be given to measures to protect natural features and their buffers including conveyance to the City of Cambridge and to other measures such as zoning, Conservation Easement, conveyance to other public authorities or entities such as ‘rare Charitable Research Reserve’ and other various means through the development process.

17.3.3 Transportation Network

The transportation network is based on a network of collector roads that were established through the Cambridge West Collector Road Environmental Assessment. The objectives of the transportation network are:

- To provide an integrated network which allows for efficient circulation and linked destination points and connects to existing networks and surrounding neighbourhoods;
- To provide complete streets which promote walkable neighbourhoods and balance the needs of pedestrians, cyclists and vehicles;
- To provide a transportation network that facilitates and supports the provision of transit;
- To distribute traffic to the surrounding road network.
- To minimize traffic impacts on adjacent communities; and
- To minimize impacts on the surrounding natural features.

17.3.3.1 Policies

- a) The planning, design and construction of all roads and walkways within the Cambridge West Community will have regard to the conservation of significant

natural and cultural heritage features and contribution to the overall streetscape design.

- b) The design of the transportation network will provide for all forms of travel including walking, cycling, public transit and the automobile through:
 - The creation of a modified-grid street network with short walk-able blocks that are generally not to exceed 250m in length;
 - The use of site planning and urban design techniques that foster attractive and safe pedestrian-friendly streetscapes and built form;
 - The provision of continuous pedestrian systems (sidewalks) and linkages to community trails, collector roads, and Community Focal Points;
 - Minimizing walking distances between housing, schools, planned commercial areas, future transit stops, parks, and other community amenities; and
 - The provision of multi-use pathways including cycling facilities, improved public and private pedestrian amenities, well planted greenways, and uses which encourage walking.
- c) The implementation of Transportation Demand Management measures shall be considered as part of every application for new development or redevelopment within the Secondary Plan area.
- d) Development applications may be required to provide Transportation Impact Studies to the satisfaction of the City and Region.

17.3.3.1.1 Collector Roads

- a) The planned collector road network will establish the framework for the overall road and trail network. The collector road network will connect to the existing collector road network of the adjacent residential community and act as an extension of Blenheim Road, Bismark Drive and Newman Drive. Bismark Road and Newman Drive will form the north-south collector spine, while Blenheim Road will be realigned and function as the east-west collector.
- b) The collector road network and alignment of collector roads is shown on Map 1.
- c) Newman Drive and Bismark Drive will have a minimum road allowance width of 23 metres. The road design will include on-street parking, sidewalks and bicycle lanes. Re-aligned Blenheim Road will have a minimum road allowance width of 26 metres

- d) Final road design (Phase 5 of the Municipal Class EA) within the Cambridge West Community will be satisfied by the detailed engineering design for plans of subdivision.
- e) The detailed design for Blenheim Road will address safety issues at the rail crossing.
- f) The Blenheim Road/Bismark Drive roundabout be located in the approximate location set out on Map 1.
- g) The functional design of re-aligned Blenheim Road consider traffic calming measures and safe pedestrian crossing measures that are to be implemented when re-aligned Blenheim Road is constructed.
- h) The final design of the Blenheim Road/ Bismark Drive roundabout consider design elements that recognize Blenheim road as a “Gateway” to the City of Cambridge and Bismark Drive as a significant entrance to the Cambridge West Community.

17.3.3.1.2 Local Streets

- a) The local street network should facilitate vehicle, cycling and pedestrian connections throughout the neighbourhood.
- b) The local street network should be based on a modified grid form or other road pattern that results in a high level of connectivity. A discontinuous street pattern and dead end streets are discouraged.
- c) All local roads will have a minimum width of 18.5 metres.
- d) Pedestrian sidewalks shall be provided on both sides of all local streets.

17.3.3.1.3 Transit

- a) An extension of existing transit routes or new transit routes shall be planned to be provided through the community such that all portions of the community will be within 450 metres of potential transit service.
- b) Community Focal Point 2 should be planned to provide opportunities for timed transfer locations should more than one transit route be appropriate.
- c) Potential transit routes are shown on **Figure 3**. The provision of transit, transit routing and transit stop locations will be confirmed by Grand River Transit at the draft plan approval stage.

- d) Collector road design should consider the needs and requirements of transit and transit oriented design principles should be incorporated into the design of development within the Community Focal Points.
- e) Future transit ridership should be encouraged by ensuring pedestrian connectivity, locating buildings closer to the street near potential transit stops and orienting land uses and densities directly to the planned transit routes.

17.3.3.1.4 Active Transportation

- a) A network of bicycle routes and multi-use trails will be provided throughout the community. Trails and bicycle routes will link Community Focal Points, and other areas of the community in order to promote active transportation and alternatives to automobile use. Conceptual multi-use trail routes and linkages are shown in **Figure 2**.
- b) The collector road network should provide for on road cycling routes. On road cycling facilities should be designed to be consistent with the City of Cambridge Bikeway Network Plan.
- c) Sidewalks will be provided on both sides of all streets located internal to the community.
- d) Priority pedestrian crossings identified conceptually in **Figure 2** will be further defined and implemented through the plan of subdivision approval process.
- e) Traffic calming measures should be coordinated with pedestrian crossings and other elements of the active transportation network as shown in **Figure 2**. Traffic calming measures should be shown on a consolidated plan in support of draft plans of subdivision with special emphasis given to pedestrian connections to the planned school site as well as a safe pedestrian crossing with the realigned Blenheim Road. These features will be shown in the preliminary functional design to be finalized through final engineering design through plans of subdivision.

17.4 Community Design

Development throughout the Cambridge West Community shall be encouraged to create a sense of identity and place through the use of various means including attractive built form, architectural design treatments, high quality building materials, decorative lighting, decorative street signs, boulevard treatments, gateway features and landscaping elements. The following policies are intended to apply to all subdivisions within the Cambridge West community to ensure the overall design vision and objectives for the Community are achieved.

17.4.1 Streetscape Policies

- a) Streetscapes throughout the Cambridge West Community are important components of the public realm. Streetscapes will be designed to enhance community character and sense of place. Streetscape design shall be focused along the three primary streets within the Community: Bismark Drive, Newman Drive and Blenheim Road.
- b) A high quality public realm along the three primary streets will be achieved by coordinating the design of individual site elements, the overall transportation network and individual development applications along the streetscape.
- c) Backlotting along the three primary streets will be prohibited. Where possible corner lots shall have their primary frontage oriented towards the higher-order street.
- d) Residential streetscapes shall be designed to ensure the provision of sufficient on-street parking through creative design solutions such as varying housing types and lotting patterns.
- e) The three primary streets shall be designed to be more pedestrian friendly through various means, including human scale massing of built form along the street, active uses at grade (for commercial and/or mixed use sites), pedestrian-scale lighting, landscape treatments and street furniture. Streetscape plans for the three primary streets shall be required as a condition of draft plan approval.

17.4.2 Built Form and Lotting Policies

- a) A mix of lot frontage along all street blocks will be encouraged. Small lot frontages are best located in close proximity to Community Focal Points. Long blocks of similar frontages will be discouraged.
- b) A variety of building forms are encouraged. Harmonious built form typologies are encouraged within neighbourhoods to collectively establish a sense of place and neighbourhood character.

- c) Built form should frame intersections and provide attractive and defining entrances to the individual neighbourhoods as well as the Community Focal Points.
- d) All building forms are encouraged to address the street in a manner that supports an active streetscape for pedestrians. Primary building entrances will be required to be oriented towards the public realm.
- e) Consideration will be given to the location, orientation and design of Priority Lots. Through the Draft Plan of Subdivision process, priority lots should be identified for each neighbourhood within the Cambridge West community.
- f) Priority Lots may include: corner lots; terminating view/vista lots; lots along elbow streets; and open space lots.
- g) Buildings on corner lots will be required to articulate façades on both street frontages. Buildings on corner lots shall be oriented towards the higher-order street where possible and appropriate.
- h) Buildings at terminating vistas will be encouraged to be designed as landmarks, with architectural innovation and quality urban design that reflects the community character.
- i) The built form in close proximity to the lands designated Natural Open Space System will be designed to be sensitive and complementary to these areas and maintain and create opportunities for views and vistas to these areas, where appropriate.
- j) Variation and excellence in building design, including architectural features, building materials, style, colour and other individual design elements, is encouraged and will be reviewed through applicable development applications. Continuous, blank facades are discouraged. Built forms may be further defined and implemented through the City's Zoning By-law and site plan approval.
- k) Design briefs are required in support of future plan of subdivision applications. The design briefs will identify priority lots such as vista, terminating view, corner lots, etc. Prior to the issuance of permits, enhanced elevations will be prepared for the identified lots in accordance with the Cambridge West Urban Design Guidelines with the requirement imposed as a condition of draft plan approval.

17.4.3 Sustainable Design Policies

- a) The City will promote development that strives to be sustainable by encouraging, supporting and, where appropriate, requiring:
 - Compact development and efficient built form;

- Transit supportive development and redevelopment and the greater use of active modes of transportation such as cycling and walking;
 - Environmentally responsible design and construction practices;
 - The integration, protection and enhancement of natural features and landscapes into building and site design; and,
- b) On a site specific basis, certain techniques such as the use of roof top gardens and the re-use of grey water will be encouraged provided that groundwater infiltration targets are not compromised.
 - c) Passive noise control measures such as subdivision and site design, building setbacks, architectural design, may be used in attenuating noise impacts in accordance with Regional and City policies and guidelines. In addition, noise warning clauses may be required.
 - d) A Noise Impact Assessment will be required to demonstrate whether noise control measures need to be implemented to meet applicable Provincial, Regional and Municipal standards and guidelines.
 - e) Design of stormwater management should consider Low Impact Development (LID) measures, on-site infiltration on a distributed basis, adaptive management design, reduced chloride impacts and resiliency of wetlands and resilient stormwater management strategy as outlined in the MESP.

17.5 Community Facilities

The Cambridge West Community will provide opportunities for residents to live, work, learn and play and will contribute to the achievement of a complete Cambridge community. Community facilities, including public service facilities such as the proposed school,, parks, places of worship, and recreational facilities will be integrated within Community Focal Points to serve as a destination. A park and trail system is an important part of the overall planning of the community and will be integrated with the location of other land uses including Community Focal Points.

17.5.1 Schools

- a) The Waterloo Region District School Board has identified a preferred location for a proposed elementary school within the Cambridge West Community. The Waterloo Catholic District School Board has indicated that a new elementary school site is not required for their needs.
- b) The location of the school site is shown on **Figure 1**. The final size and configuration of the school site will be further refined through the draft plan of subdivision process.
- c) Future planning applications shall ensure the surrounding land uses, parks, and transportation network promote walking or cycling to school.
- d) The Waterloo Region District School Board has identified comfortable walking distances for students in Junior and Senior Kindergarten (0.8 km) and for students in Grades One through Eight (1.6 km). The school block has been located to ensure that the majority of residents within Cambridge West will be within a 0.6 km walk from the proposed school.
- e) The proposed school should be planned together with park facilities.

17.5.2 Parks and Trails

- a) A park and trail system and other elements of the active transportation network that will link the Community Focal Points are identified on **Figure 1**. Two new neighbourhood parks will be provided in Community Focal Point 1 and in close proximity to the proposed school and existing natural features, which together may serve as a community hub.
- b) Future Plans of Subdivision should consider walkway blocks in strategic locations that connect various components of the park, trail and open space system.
- c) Adjustments may be made to the size and location to parks and open space through the subdivision or zoning approval process to accommodate design or

park dedication consideration, without further amendment to this Secondary Plan as long as the general intent of the Secondary Plan is respected.

- d) A publicly accessible lookout will be provided adjacent to the natural features on the lands south of Blenheim Road. The approximate location of the lookout is shown conceptually on Figure 1. The precise location will be determined through a future Planning Act application, supported by an Environmental Impact Study.
- e) The natural open space system will form a connected system for multi-seasonal passive recreational uses.
- f) The existing natural open space system within and surrounding the Cambridge West Community also provides an opportunity for the extension and introduction of a community trail system. The multi-use pedestrian and cycling trails will provide connectivity within the community and surrounding neighbourhood.
- g) New trails may be introduced to connect to existing trails in adjacent residential neighbourhoods. These proposed north-south trail extensions will connect to new east-west trails, which will link directly to the Community Focal Points.
- h) New trails may be introduced to connect to trails on the *rare* Charitable Research Reserve lands to the north of the Cambridge West Secondary Plan area. Trails will be designed to minimize impacts on natural features located on the *rare* lands and consideration will be given to connecting the trail network on the *rare* lands through the stormwater management facility to the north.
- i) All trails will be planned and designed to prevent or minimize impacts on natural features.
- j) All trails shall be designed consistent with the City of Cambridge Trails Master Plan.

17.6 Land Use Policies

An appropriate transition will be phased to ensure compatibility at the interface with existing development to the north.

17.6.1 Residential Land Use Policies

In addition to the policies in Section 8.4 the following will also apply:

- a) Residential lands will be designated primarily Low/Medium Density Residential. High density development should be located in the southern portion of the neighbourhood adjacent to collector roads in order to take advantage of the traffic capacity of Blenheim Road. The location of the Residential designations is shown on **Map 1**.
- b) Lands within the Cambridge West Secondary Plan area will be planned to achieve a minimum density of 55 people and jobs per hectare. Individual draft plans of subdivision may have densities lower than 55 people and jobs per hectare provided that the total density of all draft plans of subdivision within the Secondary Plan area meet or exceed a density of 55 people and jobs per hectare.
- c) Lands within the Cambridge West Secondary Plan area will be planned to achieve a maximum of 1,677 residential units. with an assignment of 989 units to the Hallman Construction lands, 418 units to the Domm Farms Ltd lands, 120 units to the Huron Creek lands and the residual of up to 150 units assigned to the Grand Ridge Estates lands subject to the specific number of units on the Grand Ridge Estates lands to be determined through a Planning Act application. The maximum of 1,677 units shall not include any secondary residential apartment units.
- d) Any proposal to exceed the maximum residential unit cap identified in 17.6.1c will be subject to the completion of a Transportation Impact Study which demonstrates, to the satisfaction of the City of Cambridge, that the existing and planned transportation system can accommodate the increased number of dwelling units.
- e) The Cambridge West Community will be planned, designed and zoned to achieve a variety of housing types, styles and lot sizes. Single detached lots will be planned to have a variety of lot widths.
- f) Secondary residential units are permitted within Low/Medium Residential and High Density Residential designations and will be regulated by the Zoning By-law.

- g) All residential land use categories will permit special needs housing.
- h) Community gardens and other compatible forms of urban agriculture may be permitted in all residential areas.
- i) Residential streetscapes shall be designed to allow for on-street parking through creative design solutions such as varying housing types and lotting patterns.

17.6.1.1 Low/Medium Density Residential

The Low/Medium Density Residential land use designation will permit single detached, semi-detached and townhouse dwellings to a maximum density of 40 units per hectare. The maximum building height in the Low/Medium Density Residential land use designation will be 3 storeys and will be regulated by the Zoning By-law.

17.6.1.2 High Density Residential

- a) The High Density Residential land use designation will permit townhouse, stacked townhouse, apartment, and other forms of multiple unit dwellings to a maximum density of 100 units per hectare. Building heights will be a maximum of 4 storeys and will be regulated by the Zoning By-law with specific consideration being given to maximum building height and compatibility relative to existing development in the immediate vicinity to ensure appropriate transition between existing and proposed development.
- b) Higher density residential development will be located adjacent to or within walking distance of the Community Focal Points.

17.6.2 Commercial Facilities

Commercial, retail and service uses shall be permitted within Community Focal Point 2. Commercial uses are intended to provide retail and service commercial facilities for the surrounding neighbourhoods. The policies contained in this section should be read in conjunction with the Community Focal Point policies contained in Section 17.3.1.

17.6.2.1 Policies

- a) Commercial facilities may be permitted at the scale of the Local Shopping Centre, up to a maximum of 5,000 square metres of gross leasable area.
- b) A range of retail, office, commercial and service uses including food stores that serve the Cambridge West Community and surrounding neighbourhood will be permitted. Retail uses that serve the day to day and weekly needs of neighbourhood residents are encouraged.

- c) Mixed use and freestanding commercial buildings will be permitted. Multi-storey commercial buildings in combination with residential units or office uses above the ground floor are also permitted.
- d) A site-specific Market Impact Study will not be required for any retail or commercial store that has greater than 3,400 m² of gross leasable area to a maximum of 5,000 square metres of gross leasable area.
- e) Commercial facilities shall be designed to provide a safe environment for pedestrians and encourage walking. Buildings should be located such that they frame the street and vehicle parking is located to minimize conflicts with pedestrians. Building entrances, windows and active spaces such as patios should be oriented to the street.
- f) Pedestrian movement and circulation will be considered as part of site design. High quality building and site design is required.
- g) Design briefs in support of commercial and mixed use development will have special regard to drive through facilities, pedestrian movements and the public realm.
- h) Parking fields are to be located at or behind building setbacks. Internal parking shall be suitably screened.
- i) A stationary noise assessment may be required at the site plan approval stage to ensure compatibility of non-residential uses with residential and other sensitive uses.
- j) A design brief in support of site plan applications for commercial, mixed-use and residential development is required.

17.7 Cultural Heritage

Cultural heritage resources within the Cambridge West Secondary Plan shall be conserved. The existing property at 200 Blenheim Road, known as Green Hill Farm, is listed on the City of Cambridge Heritage Properties Inventory.

17.7.1 Policies

- a) A Heritage Impact Assessment will be required at the time of draft plan of subdivision to assess the impact of the development of the lands adjacent to 200 Blenheim Road and how the property will be conserved and integrated into the neighbourhood.
- b) The property at 200 Blenheim Road currently fronts onto Blenheim Road and access is provided via a driveway from Blenheim Road. Access should continue to be provided on the south side of the property by a local street once Blenheim Road is realigned and future draft plans of subdivision shall provide access to the property via a local street in consideration of the realignment of Blenheim Road.

17.8 Servicing Strategy

Development within the Cambridge West community will be serviced by municipal water and wastewater services. The Cambridge West MESP identified the preferred servicing strategy for the community with respect to servicing, storm water management, including water quality, quantity, temperature, water balance and environmental protection within the Cambridge West Community.

A portion of the northernmost part of the community can be serviced by connection to existing sanitary sewers at Newman Drive and Bismark Drive. However, the majority of the lands require the extension of a new trunk sewer that connects to the Devil's Creek Trunk Sewer at Blenheim Road. The conceptual sanitary sewer system is shown in **Figure 4**.

17.8.1 Policies

- a) All development shall comply with the recommendations made in the Cambridge West MESP with respect to servicing, storm water management, including water quality, quantity, temperature, water balance and environmental protection within the Cambridge West Community.
- b) Subdivision applications are to be supported by a functional servicing report, water servicing study, environmental impact study and preliminary grading plan, and preliminary stormwater management report.

17.8.1.1 Sanitary Sewers

- a) The Cambridge West Secondary Plan lands are to be serviced by extension of the Devil's Creek Sanitary Sewer from its terminus at Blenheim Road as shown on **Figure 4**.
- b) Limited development may be serviced by extension of existing sewers adjacent to the northern part of the Secondary Plan Area subject to approval of functional servicing studies.

17.8.1.2 Water Services

- a) Water services will be provided by extension of the existing water main located in the Grand Ridge Estate subdivision on the south side of the Canadian Pacific Rail line. The watermain will be extended to connect to existing watermains at Bismark Drive and Newman Drive as shown on **Figure 4**.
- b) The routing of the watermain from this location will be determined through the plan of subdivision process. Future draft plans of subdivision will provide for the location of the watermain within the local street and collector road rights-of-way

or through easements and/or blocks within plans of subdivision as appropriate.

17.8.1.3 Stormwater Drainage

- a) The Cambridge West MESP provides a detailed stormwater management strategy for the Cambridge West lands and all development shall be consistent with the following objectives:
- Ensure provision of appropriate water quality control measures prior to discharge of stormwater to surface water or groundwater systems, in order to protect the water quality and functions of these resources;
 - Maintain existing infiltration rates across the development area, in order to maintain existing groundwater recharge and discharge characteristics;
 - Maintain existing surface volume and hydroperiod of surface water inputs into significant natural features, in order to sustain the natural features and ecological functions of wetlands and water features;
 - Control peak flow rates from the development lands into local creek systems to existing levels, in order to minimize flooding threats as well as preserve natural creek and floodplain hydrologic functions;
 - Maintain or reduce the current stream erosion rates within the local creek systems, in order to maintain the current natural rate of change within the creeks; and
 - Mitigate potential stream water temperature impacts, in order to maintain the existing fisheries potential of local creek systems.
- b) New stormwater management facilities will be required and are shown conceptually on **Figure 4**. The detailed size and location will be determined through the plan of subdivision process and completion of detailed site specific stormwater management plans. Lot level infiltration and larger infiltration galleries are part of the stormwater management strategy.
- c) Stormwater management facilities will be provided in accordance with the recommendations of the Cambridge West MESP and will be subject to an Environmental Impact Study (EIS) and any other required technical documentation to the satisfaction of the City, in consultation with the Grand River Conservation Authority (“GRCA”) and the Region.
- d) To ensure that infiltration occurs within the significant recharge areas identified in the Cambridge West MESP and to minimize any negative impacts of development adjacent to these areas, groundwater infiltration facilities will be required. Refinements to these areas will occur through detailed design at the

development application stage and these lands may be dedicated to the municipality as part of the development approval process. Alterations to these areas will be subject to additional hydro-geological and/or other related studies including groundwater modelling as deemed appropriate by the Region of Waterloo and the City in consultation with the GRCA. Minor alterations will not require an amendment to this plan.

- e) In order to ensure that infiltration targets are being realized post development, the City will require monitoring of the groundwater recharge areas and related infiltration facilities for a period of at least two years after the substantial completion of each subdivision development.
- f) Any development application which proposes drainage to Barrie's Lake shall be subject to a third party expert peer review of the development's detailed stormwater management plan prior to approval of a draft plan of subdivision.
- g) Chloride Impact Assessments will be required at the plan of subdivision stage and refinements will be made to the detailed design of water management facilities to ensure development can occur with chloride loading to groundwater within provincially accepted Reasonable Use Concept Water Quality Guidelines. Salt Management Plans will be required at the site plan approval stage.
- h) The City shall minimize the potential for chloride infiltration into the groundwater through best management practices when applying salt to streets during winter months.

17.9 Summary of Infrastructure Requirements

Full development of the Cambridge West lands will require the installation of water and sanitary sewer infrastructure. The Cambridge West MESP identified an overall serving strategy including that a portion of the lands that are adjacent to the existing residential neighbourhood along Westcliffe Way could be serviced by the extension of sanitary sewers and watermains from Bismark Drive, Newman Drive and the other street stubs along Westcliffe Way. Infrastructure requirements for the Cambridge West lands are shown in **Figure 4** and the infrastructure requirements for the various areas within the community are described in **Table 1**.

TABLE 1 Infrastructure Requirements by Area

	NORTH AREA	CENTRAL AREA	SOUTH CENTRAL AREA	SOUTH AREA
Sanitary Servicing	Sanitary sewer services provided by connections to existing sanitary sewer on Westcliff Way or by extension of a new trunk sewer.	Sanitary sewer services provided by construction of new trunk sewer connection at Blenheim Road	Sanitary sewer services provided by construction of a new trunk sewer at Blenheim Road.	Sanitary sewer services provided by the construction of a new trunk sewer at Blenheim Road.
Water Servicing	Water services provided by the extension of the 300mm watermain from Grand Ridge Estates. Easement for the 300mm watermain shall be conveyed to the City of Cambridge as a condition of draft approval of the lands within the North Area.	Water services provided by the extension of the 300mm watermain from Grand Ridge Estates. Easement for the 300mm watermain shall be conveyed to the City of Cambridge as a condition of draft approval of the lands within the Central Area.	Water services provided by the extension of the 300mm watermain from Grand Ridge Estates. Easement for the 300mm watermain shall be conveyed to the City of Cambridge as a condition of draft approval of the lands within the South Central Area.	Water services provided by the extension of the 300mm watermain from Grand Ridge Estates. Easement for the 300mm watermain shall be conveyed to the City of Cambridge as a condition of draft approval of the lands within the South Area.

	NORTH AREA	CENTRAL AREA	SOUTH CENTRAL AREA	SOUTH AREA
Stormwater Management (SWM)	Requires construction of SWM Facility 2	Requires the construction of SWM Facility 2.	Requires the construction of SWM Facility 1, 2 and 3	Requires the construction of SWM Facility 1.
Road	Requires extension of the Newman Drive and Bismark Drive and local streets to ensure two points of access. Domm Lane would provide a second access on an interim basis.	Road access provided by extension of Newman Drive and Bismark Drive. Domm Lane may provide a secondary means of access on an interim basis.	Requires the realignment of Blenheim Road and the extension of Bismark Drive.	The realignment of Blenheim Road would continue to provide connectivity to the Cambridge West lands and the surrounding residential communities.

17.9.1 Policies

- a) Infrastructure requirements for the Cambridge West lands are shown on **Figure 4** and described in **Table 1**. Phasing of infrastructure is to ensure the opportunity to construct the proposed school as part of the initial phase of development, and in this regard, the first phase of infrastructure construction will include:
 - i. The realignment of Blenheim Road and related services.
 - ii. The extension of Bismark Drive from its current terminus to realigned Blenheim Road including related services.
 - iii. The extension of the 300mm watermain from within Grand Ridge Estates subdivision plan 58M-555 to existing Bismark Drive.
 - iv. The construction of Stormwater Management Facilities 1, 2 and 3 and related storm sewers and winter bypass.
- b) Easements or any other necessary agreements to permit the extension of the 300 mm watermain from the Grand Ridge subdivision shall be secured through conditions of draft plan approval for any lands within the North, Central, South

Central or South Area. Alternative alignments for the watermain may be considered should there not be developer cooperation in securing required easements.

- c) Individual draft plans of subdivision may be staged such that blocks or portions of the land.

within the draft plan are developed at later stages than others.

- d) Plans and functional servicing reports prepared in support of plans of subdivision are to identify staging and the rationale in support of the staging consistent with the infrastructure phasing policies of this Secondary Plan.
- e) The realigned Blenheim Road shall be constructed and open prior to the closure of the existing Blenheim Road.

17.10 Implementation

The purpose of the Secondary Plan is to guide the detailed planning and development of the Cambridge West lands over the next 20 years. The approval of plans of subdivision, and other development applications, that are consistent with this Secondary Plan will be the primary implementation mechanism. The Cambridge West MESP and associated technical studies also provide detailed direction on implementation and all development shall also be consistent with the management measures, recommendations and directions of the MESP. In addition, the successful development of the community and continuing health of the surrounding natural features will be assisted by action on the part of future residents to undertake appropriate stewardship of the lands.

17.10.1 Future Development Applications

- a) The review and approval of future draft plans of subdivision will be based on the Secondary Plan and the Cambridge West MESP. Applications will be reviewed for conformity and consistency with these guiding plans. As part of future draft plan of subdivision application submissions, further detailed studies will be required. These may include:
 - Transportation impact studies;
 - Environmental impact studies;
 - Noise studies;
 - Detailed servicing design studies;
 - Detailed road design studies;
 - Grading plans;
 - Detailed Stormwater management studies; and
 - Design briefs.
- b) The technical studies undertaken as part of the MESP will provide the basis for, and provide direction to, any necessary future detailed studies. Future studies required as part of development application should be consistent with and implement the recommendations of the MESP and the associated technical studies.

17.10.2 Monitoring

- a) In addition to typical 'during-construction' monitoring, during and post-development biological, hydrological and groundwater monitoring programs

should be prepared as part of supporting studies for future development applications. Key elements to address include, but are not limited to:

- Surface water levels and seasonal fluctuations in wetland/pond areas.
- Expression of groundwater discharge in wetlands (particularly Devil's Creek valley slope and rare 'Hogsback').
- Monitoring of groundwater levels.
- Annual biological monitoring, with pre-, during- and post-construction phases including the following components, as required based on development applications:
 - Vegetation/flora (e.g., permanent plot monitoring);
 - Amphibians (e.g., MMP spring surveys, road/mortality);
 - Avifauna (e.g., breeding bird and migrant waterfowl);
 - Fisheries (e.g., trout spawning); and
 - Integrity and functioning of the buffer areas.
- Effectiveness monitoring for mitigation and enhancement measures (e.g., ensuring funnel walls, wildlife passage measures, plantings etc. are installed, in good health and/or functioning as intended).

- b) This integrated monitoring approach will help to identify issues of concern and recommend strategies to address problems in a timely manner. It is intended that Biological Monitoring Programs would be finalized as a condition of Draft Plan approval for site-specific developments.

17.10.3 Stewardship

The maintenance of the natural heritage features within and adjacent to the Cambridge West lands will be accomplished primarily through the implementation of the Natural Open Space System designation, through public or agency ownership of natural features and implementation of the recommendations of the natural heritage strategy in the MESP including the recommendations for buffers, linkages, and areas for ecological restoration, and recommendations of any subsequent scoped Environmental Impact Study. The ongoing maintenance and health of these areas will require appropriate actions and stewardship on the part of homeowners and residents. Public awareness of the need for such stewardship is critical and environmental education is an important tool in achieving this objective.

17.10.3.1 Homeowner Brochure

A homeowner's brochure shall be provided as part of property sale documentation and made available at the sales trailer or at the City and shall include information on the following:

- proper handling of yard waste and composting;
- potential impacts and control of fertilizers and herbicides / pesticides, de-icing salts, driveway and automotive cleaning residues and disposal of toxic substances in the storm sewer system;
- protection of soil and vegetation in the natural areas, including unauthorized trails and access in natural areas;
- explanation of the importance of saplings and native ground flora;
- pet implications and control; and
- invasive plant spread from yards.

17.10.3.2 Signs

Signs that identify the presence of 'sensitive natural areas should be placed at regular intervals along core environmental feature limits and along public trails. Fences should also be located along the edge of urban development to limit access into natural heritage features. Signs should be used to inform residents of limits to access and inform them of the locations of trails and other appropriate points of access.

17.10.4 Contiguous Lands

The Region of Waterloo, City of Cambridge, GRCA and the Township of North Dumfries continue to collaborate to implement the recommendations for the protection, stewardship, enhancement and monitoring of the Greenlands Network contiguous to the Cambridge West Secondary Plan Area.

17.10.5 Interpretation

17.10.5.1 Land Use Designation

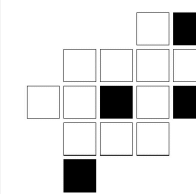
The boundaries of land use designations shown on Map 1 are approximate. Where the general intent of the Secondary Plan is maintained to the satisfaction of Cambridge Council, minor adjustments to the extent of the land use designations will not require an amendment to the Secondary Plan.

Changes to the Community Structure Plan that are otherwise in conformity with the City of Cambridge Official Plan do not require an Amendment to the Official Plan.

17.10.5.2 Figures

Figures 1 to 4 form part of the Secondary Plan. Land uses indicated on Figures 1 to 4 are not to be considered land use designations. Land use designation of land in the Secondary Plan is shown on Map 1.

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CAMBRIDGE WEST SECONDARY PLAN

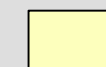
Map 1 Land Use

Legend



City Limits

Residential Designations



Low/Medium Density Residential



High Density Residential

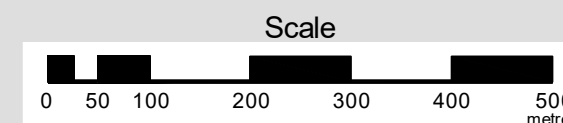
Open Space Designations



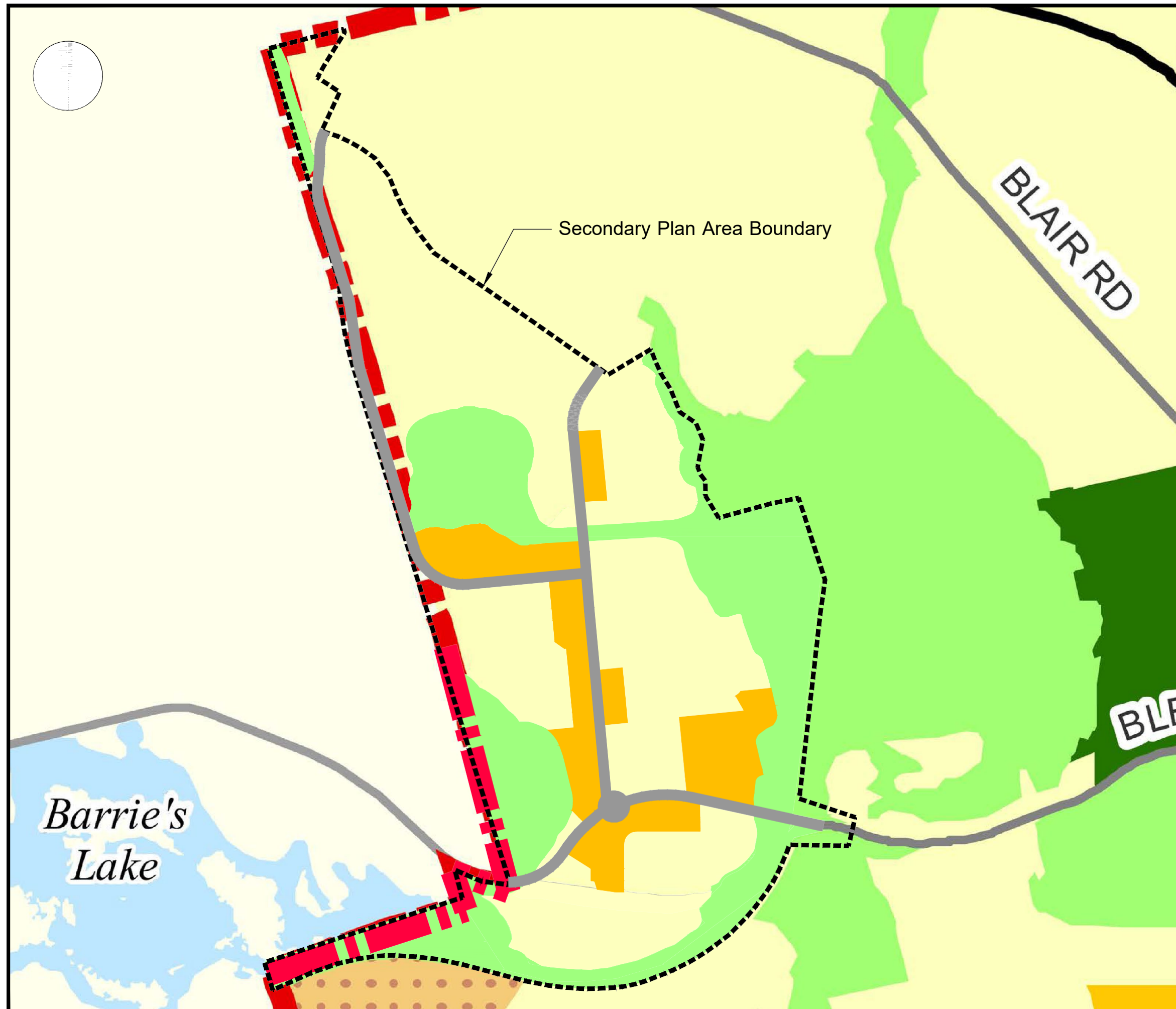
Natural Open Space System



Collector Roads



CAMBRIDGE
CANADA
It's all right here



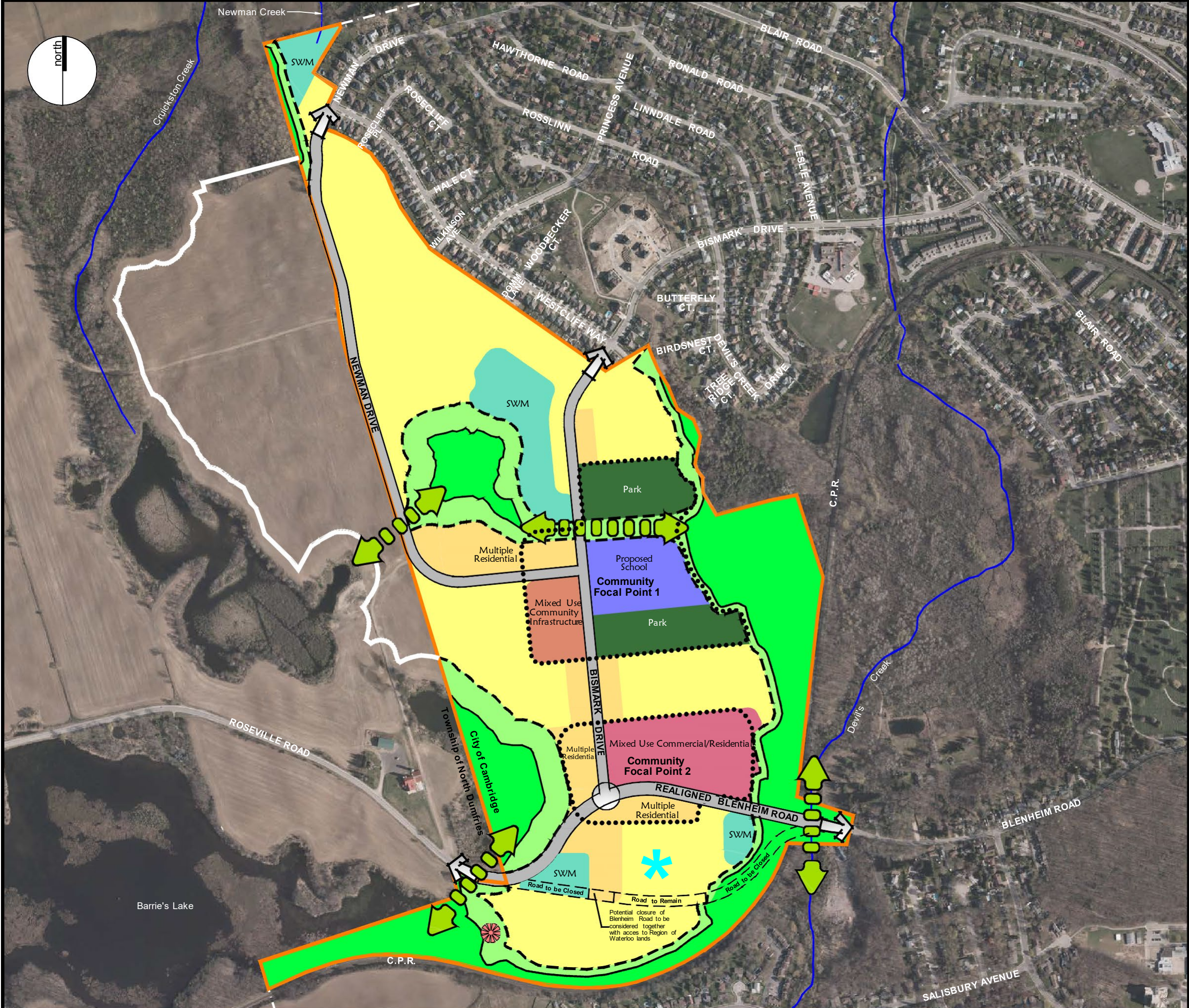
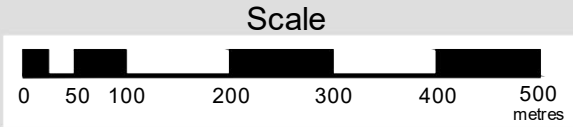


Figure 1
Community Structure

- Legend**
- Low/Medium Density Residential
 - Multiple Residential
 - Mixed Use Commercial/Residential
 - Mixed Use Community Infrastructure
 - Proposed School
 - Park
 - Natural Open Space
 - Natural Features
 - Buffer
 - Stormwater Management (SWM)
*Stormwater management ponds as shown are conceptual and subject to detailed design.
 - Community Focal Points
 - Wildlife Corridor
 - Secondary Plan Area Boundary
 - 200 Blenheim Road
(Listed on the City of Cambridge Heritage Property Inventory)
 - Urban Area Boundary
 - Public Accessible Lookout



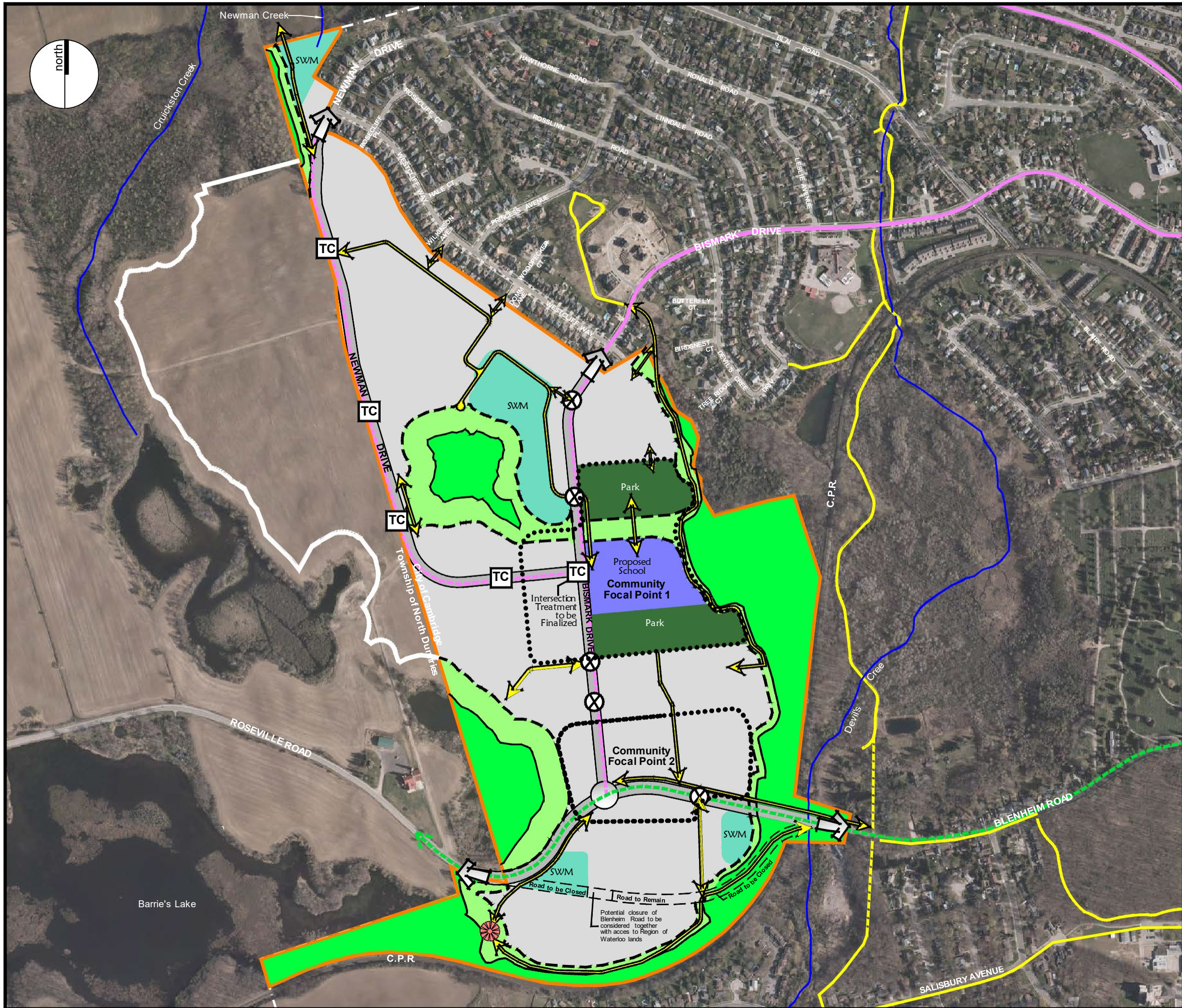


Figure 2
Active Transportation Plan

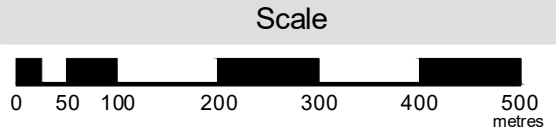
- Legend**
-  Park
 -  Natural Open Space
 -  Natural Features
 -  Buffer
 -  Stormwater Management (SWM)
*Stormwater management ponds as shown are conceptual and subject to detailed design.
 -  Community Focal Points
 -  Proposed School
 -  Existing Trail
 -  Future Trail
(as per City of Cambridge Trails Master Plan)
 -  Conceptual Trail and Pedestrian Connections
 -  Pedestrian Crossing
 -  Existing Bicycle Lanes
 -  Proposed Bicycle Lanes
 -  Existing Planned Bicycle Lane
 -  Traffic Calming
 -  Secondary Plan Area Boundary
 -  Urban Area Boundary
 -  Public Accessible Lookout





Figure 3
Transit Plan

- Legend**
-  Existing Transit Routes
 -  Potential Transit Routes
 -  Secondary Plan Area Boundary
 -  Proposed Collector Road
 -  Natural Open Space
 -  Natural Features
 -  Buffer
 -  Urban Area Boundary



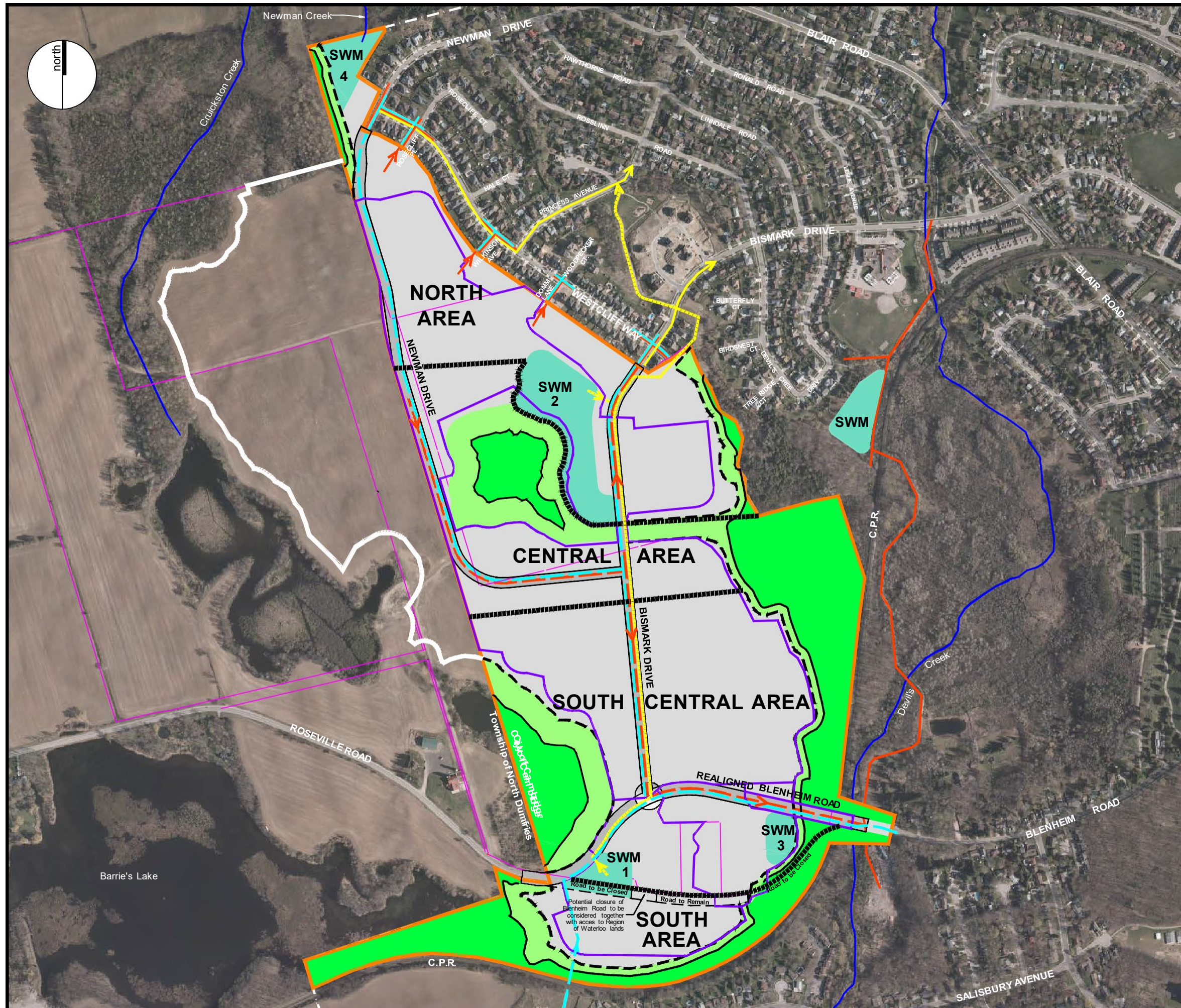


Figure 4
Infrastructure Requirements by Area

- Legend**
-  Proposed Collector Road
 -  Proposed Sanitary Trunk Sewer
 -  Proposed Storm Sewer
 -  Proposed Water Main
 -  Existing Sanitary Trunk Sewer
 -  Existing Storm Sewer
 -  Existing Water Main
 -  Natural Open Space
 -  Natural Features
 -  Buffer
 -  Stormwater Management (SWM)
*Stormwater management ponds as shown are conceptual and subject to detailed design.
 -  Study Area
 -  Area Limits
 -  Stormwater Catchment Areas
 -  Urban Area Boundary

