

Chapter 20: Main and Dundas Street South Secondary Plan

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20.1 INTRODUCTION

The preparation of a Secondary Plan is required by the City of Cambridge Official Plan (2012), as amended, for the Main Street and Dundas Street South Community Node. The Main and Dundas Street South Secondary Plan (“the Secondary Plan”) provides detailed boundaries and land use policies for this community node to achieve a significant density increase and become a medium to high density mixed-use centre.

20.1.1 VISION FOR CHANGE

The Secondary Plan Area is expected to function as one of the City’s main intensification nodes and accommodate up to 1,700 new residential units and 100 additional jobs by 2031 through a combination of new development, infilling, and redevelopment. Over the longer term, the Plan Area has the potential to accommodate up to 6,200 units and 1,400 jobs at *build-out*, depending on the scale of intensification and the mix of uses proposed.

It is envisioned that the Plan Area will transition into a compact, complete, sustainable, vibrant, and integrated node that supports *active transportation* and transit service. The Plan Area will integrate a diverse mix of uses to build *15-minute neighbourhoods* while continuing to have an important commercial function to support the needs of the broader southeast Cambridge community. This mixed-use and higher density node will be supported by new parks, public spaces, trails, and community amenities that are well connected to the existing public realm network. The transportation network in the Plan Area will provide a full range of mobility options but will prioritize and facilitate *active transportation* and transit. This vision is to be achieved through a combination of public realm improvements and private sector land development and re-development.

20.1.2 SECONDARY PLAN GUIDING PRINCIPLES

The Plan Area is planned to achieve an overall minimum density of 100 residents and jobs combined per hectare to support growth management, the efficient use of land, and frequent transit service. This is a gross minimum density requirement that is measured within all of the lands delineated by the Plan Area, inclusive of environmental features and constraints. Several of the land use designations set out in this Plan identify minimum net density targets for freestanding residential development within the designation to support achieving the overall minimum density target, along with the other policies of the Plan. As part of any development application, the City will require applications to demonstrate how the application supports the overall gross density target for the Plan Area, and the applicable minimum density requirements of this Plan have been met.

Planning and development within the Plan Area will be guided by the following principles:

- a) Intensify and increase the supply of housing, employment, and amenities to accommodate anticipated future growth and contribute to meeting the *intensification target*;
- b) Maintain the node's important commercial function and transition to become a vibrant and *complete community* providing a mix of residential, commercial, employment, institutional, and community uses;
- c) Build *15-minute neighbourhoods* where people can meet their daily needs for goods, services, and employment within a 15-minute trip from home by *active transportation*, and where other needs can be met by using direct, frequent, and convenient transit;
- d) Support transit service and ridership through *transit-supportive* built-forms, densities, mix of uses, and urban design of the public and private realm;
- e) Improve connectivity within the Plan Area and to the Plan Area from surrounding neighbourhoods for *active transportation* by enhancing safety, permeability, accessibility, and the pedestrian experience;
- f) Sensitively integrate with adjacent existing neighbourhoods and ensure compatibility in land use and built form;
- g) Provide an appropriate range and mix of housing types, forms, tenures, and affordability that responds to the demography of the community;
- h) Support the prosperity of existing businesses and provide opportunities for new economic development and employment;
- i) Be well-designed and provide diverse and contextually compatible built form and high quality architectural and urban design in public realm improvements and private realm developments;
- j) Create a connected, functional and attractive network of parks, public spaces, natural open spaces, and trails using the process and principles of place-making;
- k) Implement *sustainable design* to minimize environmental impact, conserve energy, manage stormwater, protect natural areas, enhance biodiversity, and reduce greenhouse gas emissions; and
- l) Phase implementation to align with market demand and infrastructure investment.

20.2 PURPOSE

20.2.1 PURPOSE OF THE PLAN

The purpose of the Secondary Plan is to provide a detailed land use plan and policy framework to guide development and redevelopment within the Main Street and Dundas Street South Community Node (“the *Community Node*”) to achieve a significant level of intensification.

The policies of this Secondary Plan are intended to result in a complete, vibrant, well-designed, and sustainable *community node* that meets the objectives and policies of Provincial plans, the Region of Waterloo Official Plan, and the City of Cambridge Official Plan.

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.

20.2.2 ORGANIZATION

The Secondary Plan document is organized into three main sections:

Section 20.1 Introduction

Section 20.2: Vision and Guiding Principles

Section 20.3 Policies

The contents of Sections 20.2 and 20.3 are considered to be the formal Secondary Plan, including **Schedules A** through **F**. Any alterations to the policies in Sections 20.2 and 20.3 or **Schedules A** through **F** shall require an Official Plan Amendment (unless otherwise stated in the Plan). Alterations to the contents of Section 20.1 including all text, images, figures, formatting, footnotes, and graphics are not subject to an Official Plan Amendment and are provided for explanatory purposes only.

20.2.3 LOCATION AND BOUNDARY

The limits of the Secondary Plan (the “Plan Area”) are depicted on **Schedule A**, covers approximately 82 gross hectares (202 acres) of land and is generally centred around the major intersections of Main Street and Dundas Street, Main Street and Franklin Boulevard, and Dundas Street and Franklin Boulevard.

The northern boundary of the Plan Area abuts the Eastern Industrial Park. The western boundary generally abuts the Lincoln Oaks and Glenview residential neighbourhoods. The southern boundary traverses through a small portion of the Branchton Park residential neighbourhood. The eastern boundary traverses through the vacant lands north of Main Street and abuts the residential subdivisions south of Main Street in the Eastview neighbourhood.

Schedule A also identifies the finalized limits of the Main Street and Dundas Street South Community Node. Unless otherwise stated, the policies of this Secondary Plan apply to the lands located within the Secondary Plan limits as depicted on **Schedule A**. Changes to the boundary of the Secondary Plan will require an Official Plan Amendment.

20.2.4 COMMUNITY STRUCTURE

The land use designations implement the vision for the Plan Area to transform into a compact and *complete community* with *15-minute neighbourhoods*.

Lands within the Plan Area are designated one of the following land use designations as indicated on **Schedule B**:

- a) Mixed-Use Mid-Rise High Density
- b) Mixed-Use Medium Density
- c) Mixed-Use Main Street
- d) High Density Residential
- e) Medium Density Residential
- f) Low Density Residential
- g) Prestige Industrial
- h) Natural Open Space System

20.3 POLICIES

20.3.1 GENERAL POLICIES

20.3.1.1 Uses Permitted in All Designations

With the exception of the Natural Open Space System designation, the Official Plan permits certain land uses within all land use designations in the City, subject to the provision of adequate infrastructure and other criteria. Those land uses are also generally permitted within all land use designations of the Secondary Plan, subject to the policies of the Official Plan and provided that the long-term vision of this Secondary Plan is not precluded.

20.3.1.2 Uses Prohibited in All Designations

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

- a) New drive-through facilities subject to Section 20.3.1.4;
- b) New auto-related uses subject to Section 20.3.1.4;
- c) New *large-format commercial* uses subject to Section 20.3.1.5; and
- d) Noxious uses as defined in the City's Zoning By-law.

20.3.1.3 Active At-Grade Uses

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

Developments that front onto streets identified for Active Frontages on **Schedule D** shall provide *active at-grade uses* at the street level, where possible taking into consideration existing topographical and engineering constraints. These uses will be street-related, provide visual interest, animate the streetscape, and be designed in accordance with the Urban Design policies in Section 20.3.3.

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

Surface parking and structured parking are not permitted along Active Frontages. Driveways and direct vehicular access along Active Frontages shall be in accordance with the policies of this Plan.

20.3.1.4 Drive-Through Facilities and Auto-Related Uses

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

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

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

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

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

20.3.1.5 Large-Format Commercial Uses

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

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

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

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

20.3.1.6 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.

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

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

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

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

- a) A minimum of 20 percent of the total number of units as 2-bedroom units; and

- b) A minimum of 5 percent of the total number of units as 3-bedroom or larger units.

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

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

A minimum of 20 percent of new *affordable* units and new purpose-built rental units shall be constructed accessible with barrier-free, universal or flex design. Housing units geared towards seniors are encouraged to provide accessibility features that meet the City’s Facility Accessibility Design Manual.

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

20.3.1.7 Employment Areas

Land use decisions regarding lands within or adjacent to *employment areas* will be consistent with the *employment area* policy direction in the Region of Waterloo Official Plan until such time the City of Cambridge Official Plan has been updated.

20.3.1.8 Land Use Compatibility

The development of *sensitive land uses*, *major retail* uses, or *major office* uses will, in accordance with provincial guidelines, avoid, or where avoidance is not possible, minimize and mitigate adverse impacts on industrial, manufacturing or other uses that are particularly vulnerable to encroachment.

Proposed developments of *sensitive land uses*, *major retail* uses, or *major office* uses adjacent to existing or planned *employment areas* or within the influence area of *major facilities* will provide a Land Use Compatibility Assessment based on provincial guidelines.

New industrial uses on lands designated Prestige Industrial in the Plan Area may be required to demonstrate that the use(s) will not detrimentally impact adjacent existing *sensitive land uses* and/or preclude the potential development of *sensitive land uses* on adjacent lands where envisioned by this Secondary Plan. Supporting studies, including a Land Use Compatibility Assessment, may be required to support approval of the new industrial use.

Where required, methods of abatement and mitigation of potential adverse impacts will be part of site plan agreements, severance agreements, and subdivision/ condominium agreements.

20.3.1.9 Source Water Protection

Lands in the Plan Area are identified as being part of the Region's Wellhead Protection Areas. Refer to the Official Plan for additional guidance regarding development within the Wellhead Protection Areas.

No policies or permissions of this Secondary Plan take precedence over the Wellhead Protection Area policies contained in the Official Plan. In the event of a policy conflict, the parent policies of the Official Plan shall take precedence.

20.3.1.10 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.

20.3.2 LAND USE POLICIES

20.3.2.1 Relationship with the Official Plan Land Use Categories and Permissions

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

20.3.2.2 Mixed-Use Designations

Lands designated with a Mixed-Use designation are intended to be the centre of the Community Node and generally provide the greatest mix of uses and highest densities within the Plan Area. These areas are intended to continue to provide retail and service commercial uses, while integrating residential housing, office, institutional, and community uses through infill and/or redevelopment.

Lands designated with a Mixed-Use designation are intended to intensify and transition to a compact urban form including medium to high density development and a reduction of surface parking. These lands shall be supported by a generous public realm including gateways, vibrant and active streetscapes, *active transportation* connections, and new parks/public spaces.

The Mixed-Use designations include:

- a) Mixed-Use Mid-Rise High Density;
- b) Mixed-Use Medium Density; and
- c) Mixed-Use Main Street.

The Mixed-Use designations permit a wide range of compatible uses. The following land uses are permitted on lands within the Mixed-Use designations:

- a) Multiple unit residential buildings, including apartments and stacked townhouses;
- b) Street townhouses;
- c) Additional residential units;
- d) Live-work units and home occupations;
- e) Special needs housing;

- f) Commercial uses including retail, service commercial, and places of amusement uses, except any commercial uses prohibited in Section 20.3.1.2;
- g) *Public service facilities*; and
- h) Office uses.

The Mixed-Use Medium Density and Mixed-Use Main Street designations are intended to provide transition in scale, form, massing, and height between envisioned high-density developments in the Mixed-Use Mid-Rise High-Density designation and surrounding lower density residential developments. These areas are intended to provide mixed-use developments consisting of *active at-grade uses* that frame the street while ensuring compatibility with abutting *low-rise* residential developments through the implementation of setbacks, landscaping, and mitigation measures as needed. Lot consolidation to support *intensification* and *redevelopment* is encouraged.

The implementing Zoning By-law may further refine the permitted land uses to ensure that new development is appropriate in the context of the adjacent and surrounding community.

To create a *complete community* and support economic activity within the Plan Area, new development within the Mixed-Use designations will provide a minimum of 10 percent of the *gross floor area* of the development as non-residential uses in one or multiple buildings.

20.3.2.3 Residential Designations

Lands with predominantly residential land uses are designated Residential. The Residential designations include the High Density, Medium Density Residential and Low Density Residential designations. These neighbourhoods are intended to:

- a) Provide a wide range and mix of housing types, forms, tenures, and affordability that addresses demographic needs of the immediate and broader Cambridge community;
- b) Incorporate *public service facilities*, such as schools and parks, and *compatible* commercial uses, such as convenience commercial establishments, to create *15- minute neighbourhoods*;
- c) Develop at *transit-supportive* densities and provide *missing middle housing* where appropriate;
- d) Provide *accessible*, pedestrian-oriented, and high-quality public realm with short walking distances to parks, trails, schools, other *public service facilities*, and transit services; and,

- e) Contribute to providing safe and convenient *active transportation* connections to commercial, employment, service, and other community destinations in the Plan Area and surrounding areas.

The following land uses are permitted on lands within the Residential designations:

- a) Additional residential units;
- b) Live-work units and home occupations;
- c) Special needs housing;
- d) Convenience commercial uses in accordance with Section 8.6.1.5 of the Official Plan; and
- e) Public service facilities

In addition to the uses permitted within all Residential designations, the following uses are also permitted on lands within the High Density Residential designation:

- a) *Mid and high-rise apartments*; and
- b) *Other multiple buildings*.

In addition to the uses permitted within all Residential designations, the following uses are also permitted on lands within the Medium Density Residential designation:

- a) *Low and mid-rise* apartments;
- b) Stacked townhouses; and
- c) Street townhouses.

In addition to the uses permitted within all Residential designations, the following uses are also permitted on lands within the Low Density Residential designation:

- a) Stacked townhouses;
- b) Street townhouses;
- c) Duplexes, triplexes, fourplexes;
- d) Semi-detached dwellings; and
- e) Single-detached dwellings.

The implementing Zoning By-law may further refine the permitted land uses to ensure that new development is appropriate in the context of the adjacent and surrounding community.

20.3.2.4 Prestige Industrial

Lands designated Prestige Industrial are intended to provide transition between the planned mixed-use areas within the Plan Area and the industrial uses north of the Plan Area. The predominant land uses within this designation shall be light industrial, office buildings and research uses. *Intensification* and increased employment densities are encouraged through expansion or redevelopment for existing and new businesses, contributing to employment growth in the Plan Area.

The following land uses are permitted on lands in the Plan Area designated Prestige Industrial provided such uses are *compatible* with residential and other *sensitive land uses*:

- a) Light industrial uses in an enclosed building including assembling, fabricating, manufacturing, processing, storage, packaging, and industrial service trades;
- b) Offices;
- c) Research and development including laboratories;
- d) Information technology related uses including data centres and information processing establishments;
- e) Hotel, conference centre, and banquet facilities;
- f) Accessory uses to the permitted uses above; and
- g) Service commercial and ancillary retail uses on a limited basis subject to the conditions set out in the Regional Official Plan and the City's Official Plan.

Outdoor storage of raw materials and finished products is not permitted. Any storage of raw materials and finished products which is accessory to the primary use shall be contained within a building.

20.3.2.5 Natural Open Space System

Core Environmental Features, watercourses and shorelines, the regulatory one-zone floodplain, the floodway of a two-zone floodplain, additional hazard lands such as steep slopes, approved buffers as determined through the planning process, and publicly owned natural open space have been designated Natural Open Space System on **Schedule B** of this Secondary Plan. Core Environmental Features and Environmentally Sensitive Policy Areas in and around the Plan Area are identified on **Schedule C** of this Secondary Plan. The boundaries of Core Environmental Features and Environmentally Sensitive Policy Areas may be refined and expanded without further amendment to this Plan, provided any refinements are minor in nature and supported through an Environmental Impact Study (EIS) in conformity with the policies of this Plan.

The planned function, permitted uses, and policies of the Natural Open Space System designation are as set out in the Cambridge Official Plan. In addition, Chapter 3 of the Official Plan sets out policies regarding natural features and environmental management.

20.3.2.6 Height and Density

The lot area to be used for calculating density shall exclude the following areas:

- a) Lands with *natural features* including any required buffers, provided that development is prohibited on these lands; and
- b) Floodplain in a One-Zone Policy Area or the *floodway* in a Two-Zone Policy Area; and
- c) *Hazardous lands*.

It is the intent of this Secondary Plan that the planned densities will be achieved at *build-out*.

The minimum densities for freestanding residential development, and minimum and maximum heights of new buildings within the Residential and Mixed-Use designations will be as follows:

Designation Minimum density for freestanding residential development (UPH – units per hectare)		Height	(Storeys)
		Minimum	Maximum
High Density Residential	150	10	20
Medium Density Residential	60	3	8
Low Density Residential	n/a	n/a	4
Mixed-Use Mid-Rise High Density	150	5	12
Mixed-Use Medium Density	60	3	8
Mixed-Use Main Street	60	2	6

The maximum heights of new buildings within the Prestige Industrial designation will be as follows:

Designation	Maximum Height (Storeys)
Prestige Industrial	8 storeys

Maximum building heights as identified in this Secondary Plan may be exceeded without an amendment to this Plan, subject to Council approval through a Zoning By-law amendment, in the following circumstances:

- a) To achieve the maximum permitted density on a site where land is to be conveyed to the City for a publicly owned park or space; or
- b) Where the maximum permitted density is exceeded as permitted.

The density and scale of development must be contextually appropriate with the planned context and must support the public realm.

20.3.2.7 Ongoing Development Applications

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

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

20.3.2.8 Site Specific Policies

Site specific policies can be found in Chapter 8.10 and are identified on Map 2A.

20.3.3 URBAN DESIGN AND BUILT FORM

20.3.3.1 Intent of 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 in Chapter 5 of the Official Plan and be implemented through the site plan process. The purpose of these policies is to provide guidance for enhancing the character of the area, including both the private and public realm. 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. Urban Design and Built Form Vision.

The Main Street and Dundas Street South Community Node is a gathering place for shopping, living, and working. Today, the area is dominated by auto-oriented commercial uses, vacant lands, and large surface parking lots. During the Secondary Plan consultation process, stakeholders expressed a desire for an enhanced public realm, more diverse mix of uses and activities, and a comfortable pedestrian environment. The Main Street and Dundas corridors are intended to provide local retail activity and the surrounding blocks offer a diverse range of employment, commercial, and residential uses that enhances the character of the area.

The intent of the Secondary Plan is to encourage an active commercial frontage along Dundas and Main Streets with pedestrian-scaled buildings. Internal blocks provide safe and efficient pedestrian and vehicular access within a vibrant and friendly streetscape. To achieve an enhanced streetscape environment, the urban design policies promote the development that provides a more compact mixed-use built form to fill in the gaps and pockets to create a consistent commercial streetscape. Designed for walking and anchored by a range of mixed-use buildings, the area is both a place to live and a commercial destination. As the heart of the local neighbourhoods, it is a gathering place with unique amenities and supported by a mix of land uses.

20.3.3.2 Public Realm Improvement Strategy

The expectation is that as the Main and Dundas Area intensifies that over time there will be demand for a number of public realm improvements. These improvements are intended to enhance the attractiveness and functionality of the area. The planned Public Realm Improvement Plan is depicted on **Schedule D** and considers the following:

- a) Major Gateway Improvements
- b) Minor Gateway Improvements
- c) Major Streetscape Improvements;
- d) Minor Streetscape Improvements;
- e) Potential New Public Spaces; and,
- f) Active Transportation Connections.

20.3.3.2.1 Gateways

Gateways are intended to function as formal entranceways into the Main and Dundas Area and are intended to create a strong sense of place. Presently, the Secondary Plan Area does not feature any prominent public space treatments at Gateway locations and accordingly, the Plan contemplates two levels of improvement:

- a) Major Gateway Improvements; and,
- b) Minor Gateway Improvements.

a) Major Gateway Improvements

Major Gateway Improvements should include signage, flags/banners, enhanced lighting, intensive landscaping (such as seasonal floral displays, tree planting), public art and other types of public realm enhancements. There are two Major Gateway Improvement Areas:

- Main Street and Dundas Street intersection and surrounding area; and,
- Franklin Boulevard and Dundas Street.

b) Minor Gateway Improvements

Minor Gateway Improvements should include a smaller scale of public realm enhancements, such as landscaping, public art, lighting and appropriately scaled way-finding queues. There are two Minor Gateway Improvement Areas in the Secondary Plan:

- McLaren Avenue and Dundas Street; and,
- Main Street and Franklin Boulevard.

20.3.3.2 Streetscape Improvements

Streetscape improvements are intended to provide direction for future enhancements to the non-travel portion of the roads within the Secondary Plan Area. Two levels of improvement area contemplated in this Plan:

- a) Major Streetscaping Improvements; and,
- b) Minor Streetscaping Improvements.

a) Major Streetscape Improvements

Major Streetscape Improvements are proposed for Main Street and Dundas Street. Key improvements should include (but are not limited to) completion of sidewalk networks (on both sides of the street), tree plantings on both sides of the street to provide shade and comfort for pedestrians, improved lighting, bike lanes and occasional street furniture. Where possible, efforts should be made to consolidate access points and improve visibility for pedestrians.

b) Minor Streetscape Improvements

Minor Streetscape Improvements are proposed for portions of Main Street and Franklin Boulevard. Key improvements should include (but are not limited to) completion of sidewalk networks (on both sides of the street), tree plantings on both sides of the street to provide shade and comfort for pedestrians and bike lanes.

20.3.3.2.3 Adjacent Developments

Where new development or redevelopment is planned near a Gateway Improvement Area, the proposed development/redevelopment should be designed in a manner which enhances the function of 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.

20.3.3.2.4 Potential New Public Spaces

Where new major mixed-use development or redevelopment is planned, new public spaces should be provided. New public spaces should be designed to be barrier free and should be designed to include a mix of design, including but not limited to enhanced landscaping shade trees, ample locations for seating and public art. New public spaces may include playgrounds, community parks, and other similar spaces that serve a primary function of supporting existing and future needs in the surrounding neighbourhoods. These 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 stops. The icons depicted on **Schedule D** are for illustrative purposes only and the need, location and design of public spaces shall occur through the site plan application process.

Urban Greens and Squares

Urban Greens and Squares will be established in accordance with the following:

- a) Urban Greens and Squares are expected to be small-scale components of the parks system and are intended to provide passive open space areas, both landscaped or hardscaped, and serve as focal points within sub-areas of each neighbourhood by provide stopping points throughout the community.
- b) Urban Greens and Squares will be generally greater than 75 square metres but less than 1000 square metres in size.
- c) Urban Greens and Squares will be connected to pedestrian movement, accessible, located at grade, provide barrier-free access to people with disabilities, and will have frontage on at least one public street.
- d) The adjacent built form will have primary or active frontages facing or flanking the Urban Green or Square, where appropriate.

- e) Urban Greens and Squares within the Low/Medium Density Residential designation will reflect the needs of surrounding residents, providing areas to sit and socialize, junior play areas for children, bicycle parking, and a significant tree canopy for shade.
- f) Urban Greens and Squares within the Mixed-Use Node will include seating and a full furniture program, including lighting and bicycle parking, opportunities for outdoor cafes and restaurants, and facilities that promote a passive, relaxing urban atmosphere. These facilities will improve mid-block permeability and complement adjacent land uses.
- g) Urban Greens and Squares may be publicly owned or considered for a *privately owned public space*.
- h) The City will not accept Urban Greens and Squares as parkland dedication where the City is of the opinion a Neighbourhood Park or Community Park is necessary or desirable.
- i) Public access to *privately owned public space* Urban Greens and Squares will be secured through the development approval process.

20.3.3.2.5 Active Transportation Connections

Potential Active Transportation Connections are illustrated for the private realm on **Schedule D**. The network is intended to provide a finer grain network of pedestrian connections and is provided for illustration purposes. The expectation is that improvements to the on-site pedestrian networks be made through the redevelopment process and/or through a Community Improvement Planning exercise.

20.3.3.2.6 Signage and Wayfinding

The City may consider preparing a signage and wayfinding strategy for the Secondary Plan Area 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.

20.3.3.2.7 Street Tree Guidelines

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

- a) Promote an extensive tree canopy over main pedestrian connections in the Secondary Plan Area;

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

20.3.3.2.8 Implementation of Public Realm Improvement Plan

The public realm improvements depicted on **Schedule D** shall be implemented through a future Community Improvement Plan. The improvements depicted on **Schedule D** are intended to support growth and intensification within the Secondary Plan Area. Section 20.3.6 of this Plan provides additional details regarding implementation.

20.3.3.3 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 movement, and landscaping. The intent is to ensure that new buildings reinforce a coherent, harmonious and appealing urban environment, are compatible in scale, form, massing and height transition with existing urban forms as well as contribute to the enhancement of the public and private realm.

20.3.3.3.1 Building Frontages and Street Edges

Within the Mixed-Use designations, the design, use and animation of the ground level of buildings define the character and experience of the street. Ensuring that buildings provide an attractive and animated face, especially at the ground level, is a priority.

Buildings and structures should be organized on their sites to have landscaped setbacks adjacent to streets, mid-block open space areas and landscaped pedestrian connections to support and enhance a green and well-treed character.

The siting of buildings, location, and orientation are critical in creating a comfortable and safe pedestrian environment by providing an active and attractive interface conditions that:

- a) Orient buildings toward public streets and other public spaces, to clearly define the public realm, create a consistent street wall, and to create a safe and attractive street environment for pedestrians. Grading and topographical constraints that may limit orientation to a street are to be taken into consideration.
- b) Ensure pedestrian comfort and adequate light penetration.

- c) Locate buildings along a build-to-line to provide a consistent edge to the street or public space. Deviation from the general built edge is permitted for building articulations, step-backs/recesses, openings, and other architectural treatments.
- d) Buildings in general shall be designed to create mid-block connections and shall be massed and articulated to avoid creating excessively long continuous building facades. Buildings shall generally be not more than 75 metres long. For any building longer than 60 metres in length, articulation and materials of the façade must be varied to break up the massing to the satisfaction of the Chief Planner. Mid-block connections should be pedestrian oriented with appropriate pavement treatment, providing a safe and attractive environment.
- e) All buildings oriented toward public streets must have clearly defined primary entry points that open directly on to the public sidewalk.
- f) Provides a double frontage for corner buildings to address all streets and provides special design features of with equal architectural expression.
- g) Ensures that 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.
- h) For all commercial buildings, minimum glazing should be 70% and up to 80% glazing is permitted at-grade; second levels and above should be approximately 50% glazing.
- i) Discourage blank walls, loading doors and other servicing areas from being located at grade along street frontages, parks, publicly accessible open space, and pedestrian connections.
- j) In residential areas, architectural styles that help to foster neighbourhood identity and sense of place, such as front porches and balconies are encouraged.

20.3.3.3.2 Transitional Areas

New development should be designed to ensure that larger developments provide adequate transition to existing and smaller scale built form to reduce negative impacts on adjacent areas. The approach allows for smoother transitions between intensification areas and the adjacent, lower density residential areas. New buildings within the Secondary Plan Area will be located in the following manner to provide appropriate transition between new development and the surrounding stable residential areas:

- a) New development must be sympathetic to the existing residential uses and be developed in a way that does not detract, hide from view, or impose negative impacts for light and shadow.
- b) Where applicable, taller buildings should transition from the height of adjacent buildings through the use of building step backs, increased setbacks, and terracing building mass.

20.3.3.3.3 Building Entrances, Facades and Corner Sites

Primary building entrances will be located adjacent to the public street, or a publicly accessible courtyard physically and visually connected to the street, unless there are compelling topographical or other engineering related constraints that limit conformity with these policies, as determined by the City and the Region.

Residential building entrances will be located and oriented to have direct access from the street where possible. Porches, stoops, and balconies are encouraged at all entrances to create opportunities for overlook and social interaction along the street.

Entrances to individual grade-related residential units are encouraged to be provided along streets and park edges where possible. A modest grade change will create a threshold between public and semi-private space at the entrance and limit direct views into residential units.

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.

- a) The ground floor of new developments should be transparent to establish a strong visual connection to the street and create a welcoming and comfortable pedestrian environment.
- b) Any facade facing a public street shall be considered a primary facade. A minimum of one pedestrian entrance shall be provided for any primary façade, where possible. Buildings on corner lots must be designed to have primary facades on both the front and side streets, where possible.
- c) 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.
- d) 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.

- e) 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.
- f) Entrances should be designed with attractive weather protection to add to the pedestrian experience and comfort of users.

20.3.3.3.4 Landscaped Setbacks and Other Private Open Spaces

Buildings will have landscaped setbacks along streets and park edges to enhance the attractiveness of the street and to provide a privacy buffer for residential and other at-grade uses. In general, the following should be considered.

- a) For any new high-density development, private open space enhancements are required as part of the built form design in order to contribute to the visual aesthetics and quality of the public realm.
- b) Landscape treatments should be designed to edge streets, frame, and soften structures, define spaces, and screen undesirable views.
- c) Trees and shrubs should be selected having regard to their scale and planting characteristics.
- d) Plant materials should be grouped to frame buildings, add visual interest, to blank areas, accentuate entrances, and screen service areas.
- e) Larger areas that may have deeper setbacks may take the form of courtyards, forecourts, mid-block connections, or small plazas.
- f) On any commercial street, outdoor spill-out activities such as patios are encouraged to further animate the street.
- g) Courtyards, forecourts, and other intimate spaces accessible to the public and animated with at-grade uses are encouraged.
- h) For mixed-use, commercial, and residential apartment developments, portions of a lot not occupied by a building or structure or used for parking or loading must be landscaped.
- i) All mixed-use and multiple residential buildings (e.g., townhouses and condominiums) will provide at-grade open space and outdoor amenity areas.
- j) Outdoor amenity areas will include generously scaled areas of soft landscaping capable of supporting shade trees.
- k) 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.

- l) The courtyard character will be green and well-treed with outdoor uses that promote pedestrian circulation as well as recreational, gathering and other social uses. Vehicular access and servicing areas will generally be discouraged from being located within a courtyard.

20.3.3.3.5 Pedestrian and Bicycle Circulation

The Secondary Plan area should be connected to the broader community, utilizing a network of pedestrian paths, walkways, and cycling. Future redevelopment will provide the opportunity to improve pedestrian and bicycle linkages within the area and the adjacent neighbourhoods. Permeability and connectivity throughout the Secondary Plan area are key aspects of the overall objectives for a more walkable and connected environment. In the future 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:

- a) Sidewalks connections should be provided between all building entrances and the public sidewalk within a comprehensive network.
- b) Landscaped mid-block pedestrian walkways and/or bicycle trails should be approximately 6 metres wide to provide room for the path and soft landscaping. Narrower spaces that limit visibility and safety are discouraged.
- c) Fencing along neighbourhood connections, pedestrian walkways and/or bicycle trails should be low and allow for views from surrounding buildings and areas to promote safety. A coordinated approach to fencing design, location and height along these routes will be encouraged.
- d) Where possible, pedestrian crossings should be designed to be distinct from the street by using paving materials, textures, and colours to enhance the legibility of the crossing.
- e) Locate bicycle racks near entrances of buildings with connectivity to the public sidewalk.
- f) Align pedestrian paths with transit stops to provide a more direct connection for users.
- g) Private outdoor spaces should be designed as barrier free with appropriate lighting to improve route legibility, access, safety, and comfort.
- h) Limit planting along edges of pedestrian walkways and cycling trails to low lying vegetation or other that does not restrict visibility and safety.

20.3.3.3.6 Parking, Access and Servicing

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

Site specific vehicular access, ramps, servicing and loading should be provided from local streets wherever possible to minimize impacts on vehicular and pedestrian traffic on arterial streets. Ramps, servicing and loading facilities should be integrated into the buildings they serve to minimize impacts on landscaped open space. 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:

- a) Parking areas are discouraged from being located along street frontages.
- b) For structured parking, the facility should be integrated into the built form such that it relates to the design and façade treatment of the building. Solid blank walls are not permitted.
- c) Wherever possible, surface parking and servicing for new developments should be placed at the rear of buildings and accessed by a rear or side yard lane.
- d) Where surface parking or service areas are exposed, a generous separation should be provided from the public realm and designed to include additional street trees or landscaping and buffered with hedges or shrub planting or other mitigating design measures.
- e) Parking lot lighting, pedestrian pathways and other street furniture should be used to create a comfortable, safe, and connected pedestrian environment.
- f) The edges of parking facilities should receive architectural and design treatments to be consistent with the streetscape design and complement adjacent buildings.

20.3.3.3.7 Internal Streets

Redevelopment in the Secondary Plan may include internal streets to support development. The following guidelines shall be considered for proposed new internal streets:

- a) Internal streets should be developed with the “look and feel” of local City streets.
- b) Streets should be designed at the pedestrian scale with sidewalks, street trees, and street furniture for an enhanced pedestrian environment and for seamless integration with the public realm.
- c) Pedestrian scale lighting should be provided along the street edge.

20.3.4 TRANSPORTATION

20.3.4.1 Planned Transportation Network

The existing and planned transportation network is depicted on **Schedules E and F** and is designed to accommodate a variety of modes, including automobiles, trucks, transit, cycling and pedestrians. As the Community Node evolves over time, the expectation is that major improvements will be made to enhance automobile, transit, cycling and walking networks within and into the area to ensure that an appropriate balance of transportation options is provided.

20.3.4.2 Improvements and Enhancements to Transportation Network

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

- Road improvements;
- Transit improvements; and,
- Active transportation improvements.

20.3.4.3 Existing and Planned Road Network

The existing and planned road network is depicted on **Schedule E** and is expected to accommodate the planned growth and intensification potential for the Area up to 2031. Intersections of major arterial roads should consider effective vehicle movements while providing safe pedestrian and cycling crossings.

Appendix A provides illustrations depicting the future planned cross-sections for Main Street, Dundas Street and Franklin Boulevard based on the Region of Waterloo's Context Sensitive Regional Transportation Corridor Design Guidelines. Although the arterial roads are all Regional roads, streetscaping along these roads is a City of Cambridge responsibility. Note that the cross-sections are provided for illustration purposes.

20.3.4.4 Reconstruction of Main Street from Franklin Boulevard to Chalmers Street

This is an excellent opportunity to coordinate active transportation and streetscaping with the Region of Waterloo. Main Street and Franklin Boulevard are Regional roads but streetscaping is a City of Cambridge responsibility. It is important to ensure sufficient setbacks and coordinated implementation of streetscaping as these projects proceed.

Reference Area(s): Main Street, west of Dundas Street

20.3.4.5 Local Road Connections

New local connections are required to facilitate development and/or redevelopment in some locations. The alignment of the proposed new connections are intended to be conceptual (except where the 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 approvals process.

20.3.4.6 Consolidate 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.

20.3.4.7 Transit Network

The existing and planned transit network is depicted on **Schedule F**. Grand River Transit is undergoing a new 5-year Business Plan which will review transit needs. The Land Use Plan (**Schedule B**) promotes infilling and intensification at a scale which would support increased transit ridership through the Main and Dundas Area.

20.3.4.8 Potential Transit Improvements

The City encourages the Region of the Waterloo to improve the provision of transit pedestrian amenities such as shelters, bike racks seating and lighting at all transit stops.

20.3.4.9 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 stops.

20.3.4.10 Active Transportation Network

The existing and planned Active Transportation Network is depicted on **Schedule F**. The network is planned to accommodate pedestrians and cyclists.

20.3.4.11 Active Transportation Improvements

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

- Streetscape Improvements depicted on **Schedule D** which are intended to enhance both pedestrian comfort and connectivity;

- Completion of sidewalk network within the Plan Area; and,
- Potential pedestrian crossing/safety improvements along Franklin Boulevard at Green Gate Boulevard, and also at Main Street.

20.3.4.12 Franklin Boulevard and Green Gate Boulevard

The City of Cambridge will work with the Region of Waterloo to implement a pedestrian refuge island to improve pedestrian safety at the intersection of Franklin Boulevard and Green Gate Boulevard. The refuge island will connect pedestrians and cyclists across Franklin Boulevard and provide access to transit stops and the multi-use trail.

20.3.4.13 Sidewalk Improvements

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

20.3.4.14 Secure Bike Parking Facilities

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

20.3.4.15 Transportation Demand Management

Council may require that development applications include a Transportation Demand Management (TDM) Plan, prepared to the satisfaction of the City. 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.

20.3.4.16 Parking

Through the development approvals process, the City may consider alternative parking requirements for mixed use and high density developments including shared parking standards.

20.3.4.17 Coordination with the City's Transportation Master Plan

At the time of drafting of this secondary plan, the City was in the process of launching a new city-wide Transportation Master Plan. The expectation is that the growth assumptions, vision and other relevant aspects of this Secondary Plan will be considered in the preparation of the City-wide Transportation Master Plan. Amendments to the Secondary Plan may be required to ensure alignment between the Secondary Plan and the Transportation Master Plan.

20.3.5 INFRASTRUCTURE

20.3.5.1 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 and capacity to accommodate the long term planned development for the Secondary Plan Area.

20.3.5.2 Municipal Servicing Study

As part of the implementation of this Secondary Plan, and the policies of Chapter 6 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 area. The City will update its municipal master servicing strategy as required.

20.3.5.3 Development Applications and Servicing Requirements

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

20.3.5.4 Sustainable Stormwater Management

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

20.3.5.5 Coordination of Public Works

The City will work with the Region to ensure that planned public works for the area are coordinated to minimize the impacts of construction on the residents and businesses within the Plan 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.

20.3.6 IMPLEMENTATION

20.3.6.1 General Implementation

20.3.6.1.1 Implementation Tools

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

- a) The planning and development application process, through tools such as site plan approval, plans of subdivision and condominium and consents to sever;
- b) The City of Cambridge Zoning by law;

- c) Community Improvement Plan; and,
- d) Other tools as described in this Chapter.

20.3.6.1.2 Development Proposal Complete Application Requirements

Development applications within the Secondary Plan are subject to any complete application requirements set out in the Official Plan. The City may update these complete application requirements to account for additional supporting studies that may be needed to support growth within the Secondary Plan, including a shadow impact study.

20.3.6.1.3 Municipal Works within the Secondary Plan

All future municipal works undertaken by the City of Cambridge within the Secondary Plan Area shall be consistent with the policies of this Plan.

20.3.6.1.4 Official Plan Amendments

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

20.3.6.1.5 Zoning By-Law

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

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

20.3.6.1.6 Site Plan Approval, Plans of Subdivision, Plans of Condominium and Severances

Applications for site plan approval, plans of subdivision, plans of condominium and consents to sever shall be consistent with the policies of this Secondary Plan and City of Cambridge's Official Plan.

20.3.6.1.7 Main Street and Dundas Street Area Community Improvement Plan

To assist and accelerate intensification redevelopment and facilitate further public realm improvements within the Secondary Plan Area, the City will consider modifying its Community Improvement Plan (CIP) programs or creating a new CIP for

intensification areas. The rationale for completing a CIP as part of the Secondary Plan's implementation is to ensure that:

- The proposed public realm improvement projects are appropriately planned and accounted for in the City's capital budget, including any property acquisitions which may be required to complete the proposed streetscaping, public space and gateway improvements; and,
- There is a competitive suite of financial incentives to promote intensification and redevelopment, such as but not limited to incentives for greyfield and brownfield redevelopment, lot consolidation/assembly, residential infilling and/or mixed-use intensification, etc.

20.3.6.1.8 Coordination with the Region of Waterloo

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

20.3.6.2 Phasing and Financial Tools

20.3.6.2.1 Municipal Capital Improvements

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

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

20.3.6.2.2 Development Charges

The City will include any growth-related infrastructure identified in this plan as part of the next Development Charges By-law update.

20.3.6.2.3 Updating the Plan

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

20.3.6.3 Interpretation

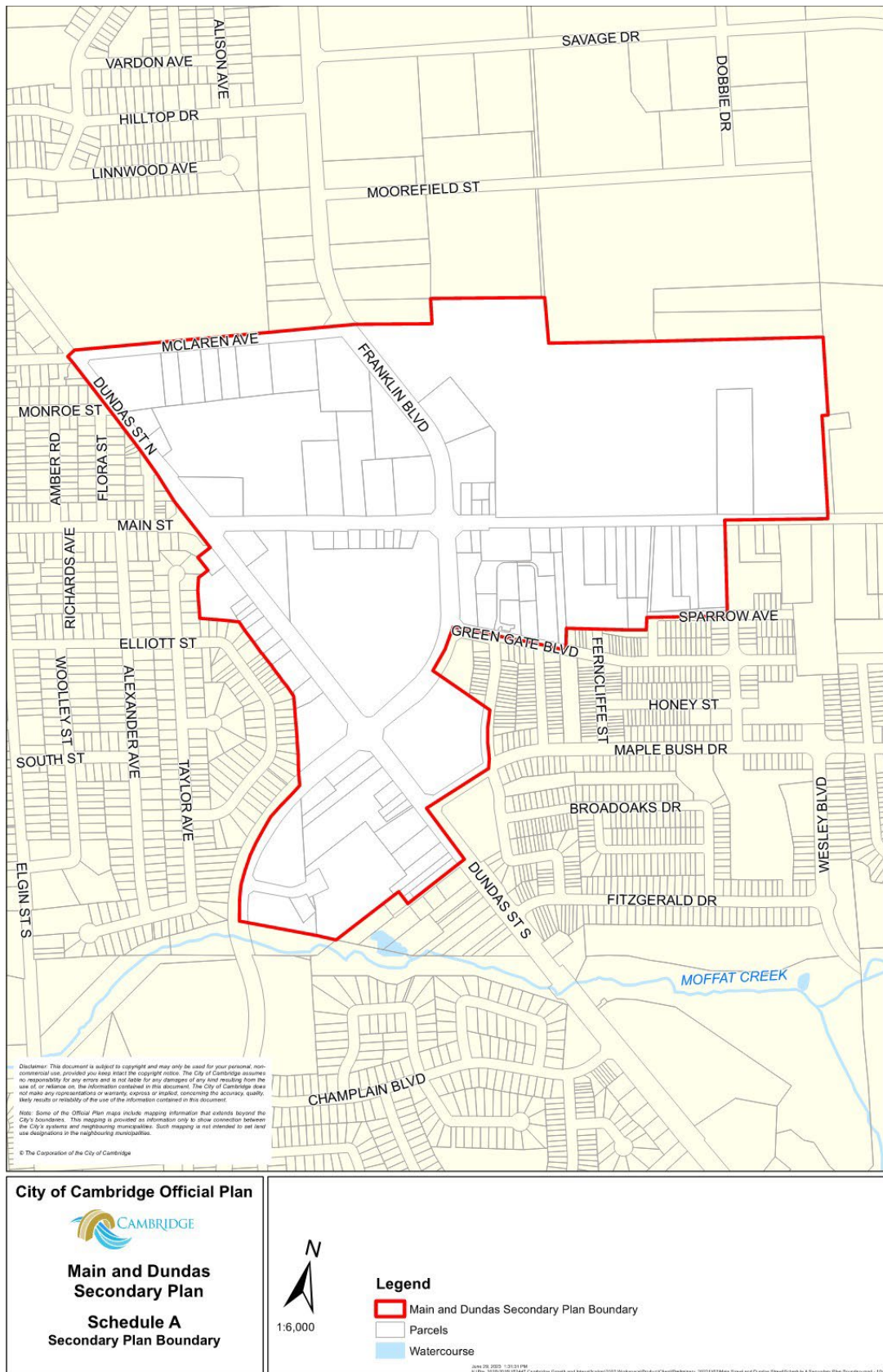
20.3.6.3.1 Conflicts with Official Plan

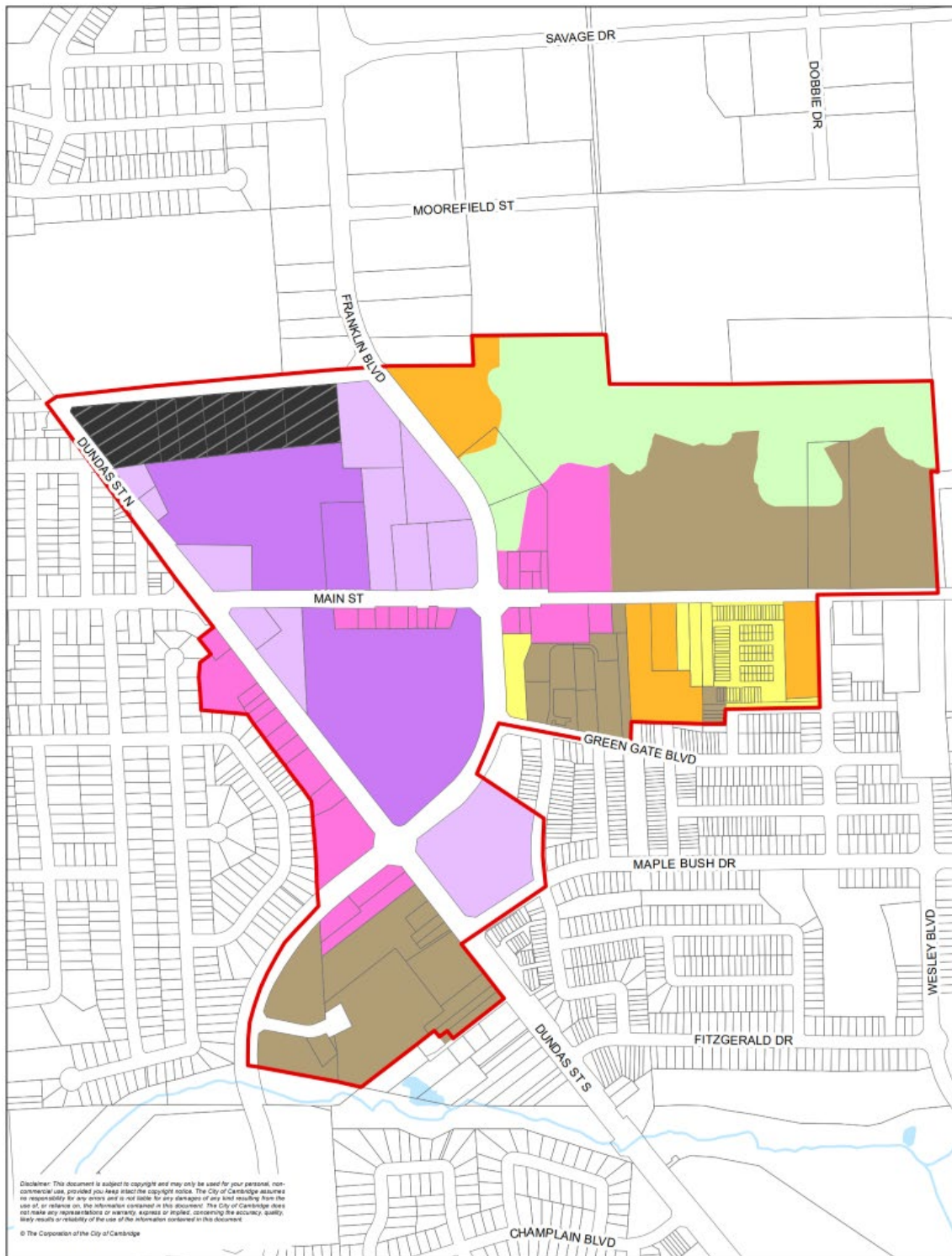
In the event of a conflict between the Official Plan and this Secondary Plan, the Policies of the Secondary Plan shall prevail.

20.3.6.3.2 Boundaries

The boundaries shown on the Secondary Plan Schedules 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.

Schedules





City of Cambridge Official Plan



Main and Dundas Secondary Plan

Schedule B Land Use Plan

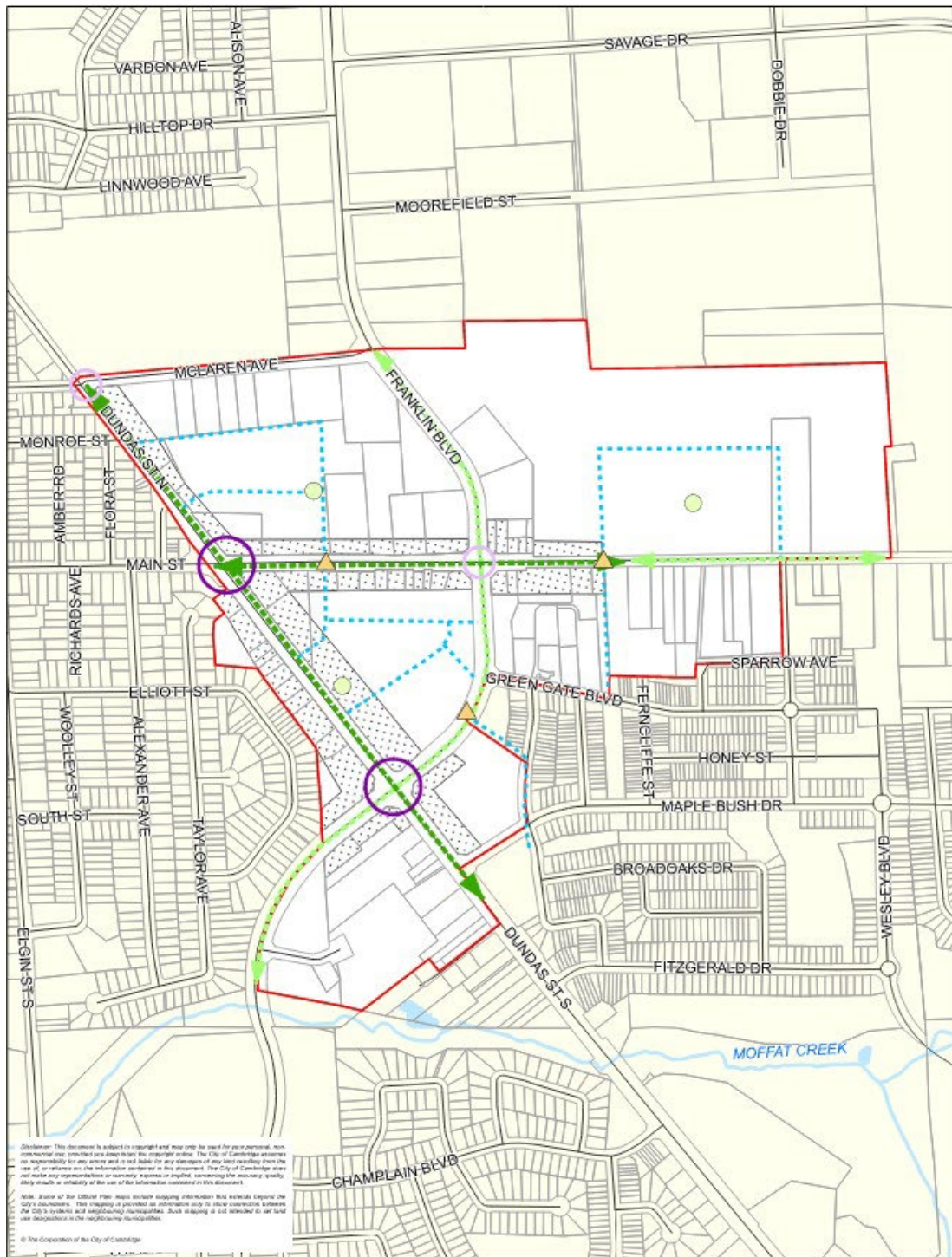
Legend

- Main and Dundas Plan Boundary
- Parcels
- Rivers and Lakes
- Low Density Residential
- Medium Density Residential
- High Density Residential
- Mixed Use Main Street
- Mixed Use Medium Density
- Mixed Use Mid-Rise High Density
- Natural Open Space System
- Prestige Industrial



1:5,500

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City of Cambridge Official Plan



**Main and Dundas
Secondary Plan**

**Schedule D
Public Realm Improvement Plan**

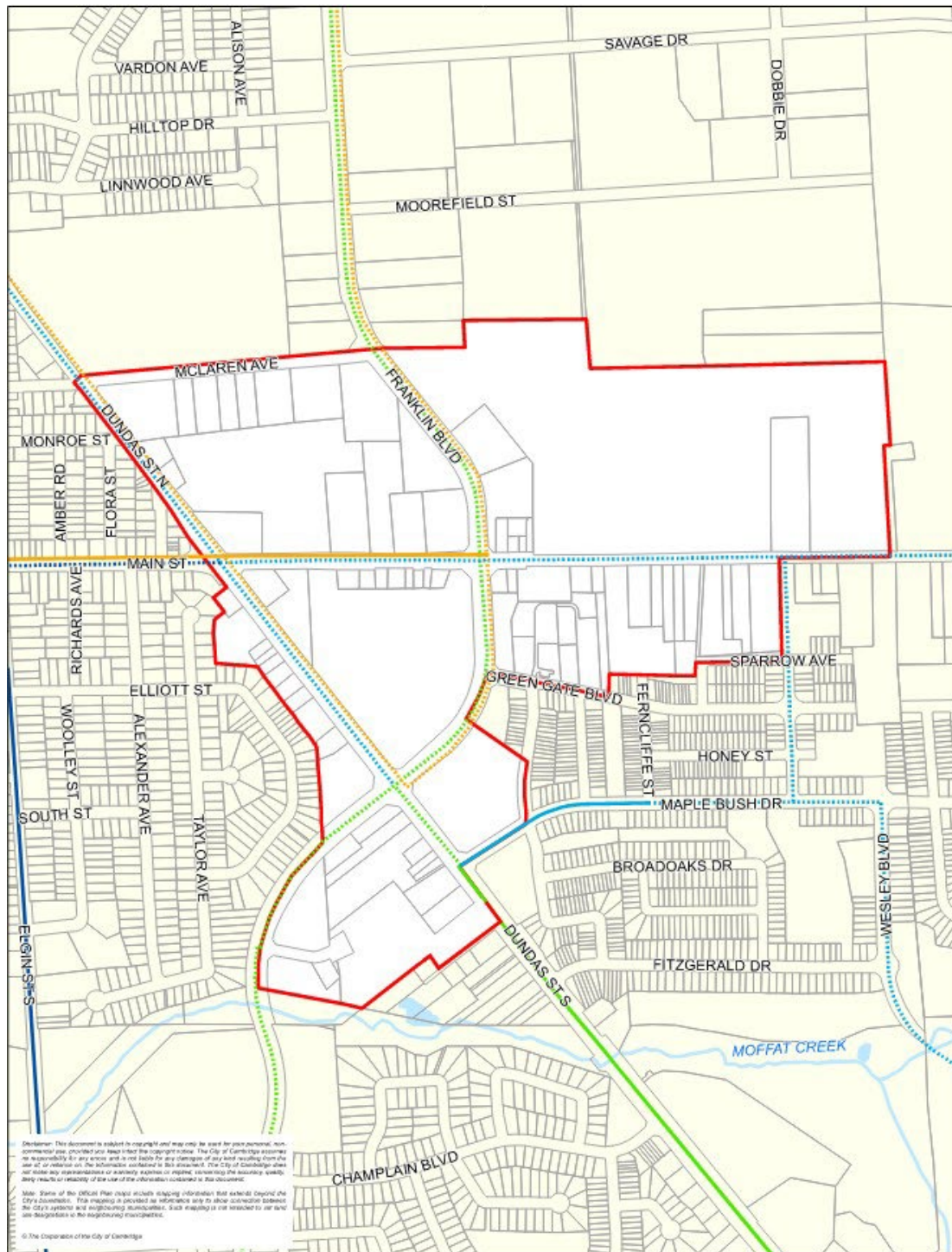
Legend

- Main and Dundas Secondary Plan Boundary
- Parcels
- Watercourse
- Active Frontage
- Major Gateway
- Minor Gateway
- ION Stage 2 Rapid Transit Station
- ▲ Pedestrian Safety Improvement
- New Public Space
- Public Realm Enhancement
- Major Streetscape Improvement
- Minor Streetscape Improvement
- Active Transportation Connection

Scale

1:6,000

Map 11: 2021-2022-2023
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City of Cambridge Official Plan



Schedule F Transit and Active Transportation Plan

Legend

- Main Street and Dundas Street Secondary Plan Boundary
- Parcels
- Watercourse
- Transit Network - In Service
- Transit Network - Planned

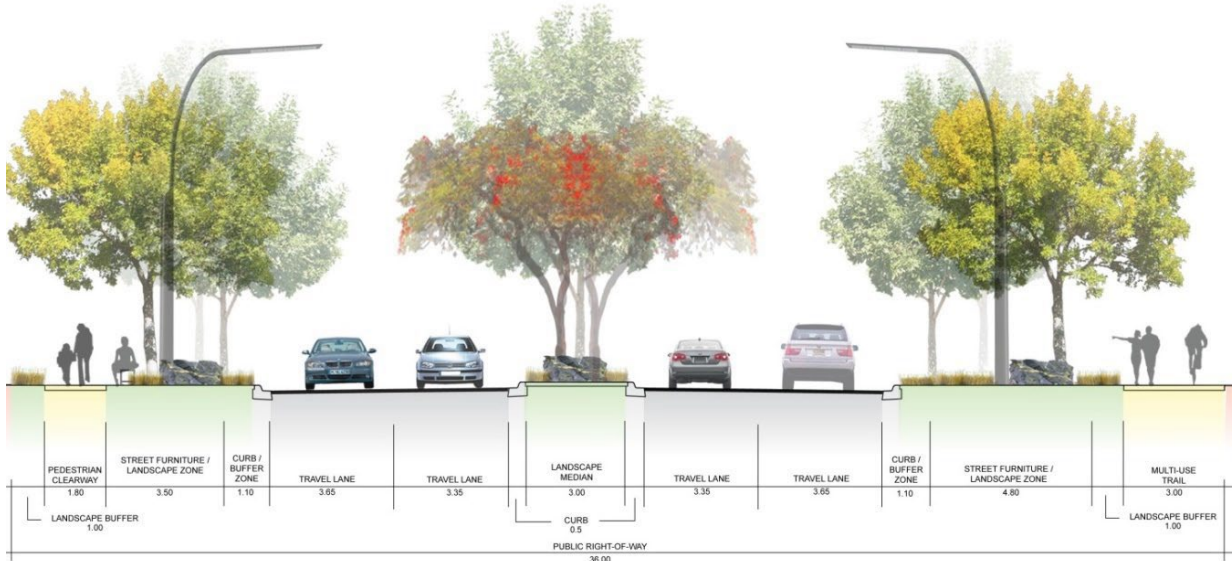
- Bike Lane - In Service
- Bike Lane - Planned
- Multi-Use Trail - In Service
- Multi-Use Trail - Planned
- Wide Shared Laned - In Service
- Wide Shared Laned - Planned



December 31, 2022 4:23:17 PM
 \\C:\Users\jdoyle\Documents\GIS\Projects\Main and Dundas Street South Secondary Plan\Map_Files\Map_Files.mxd

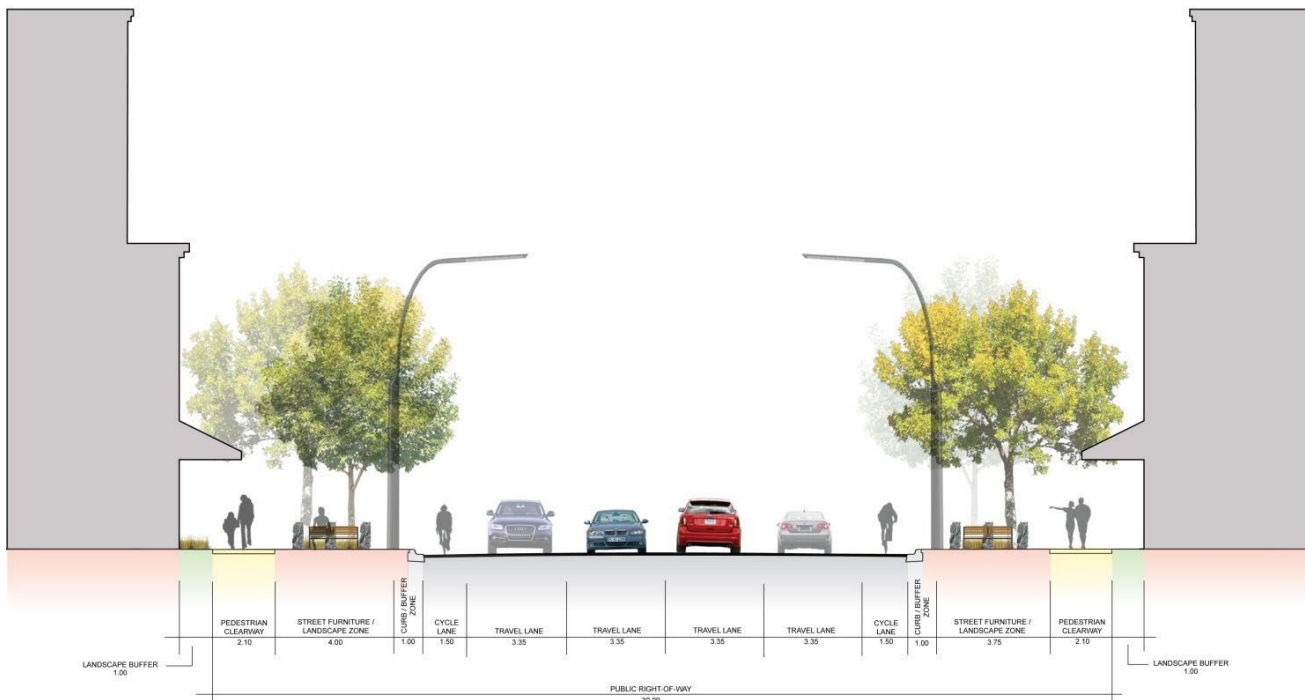
Appendix A: Conceptual Street Cross Sections

Figure 20-1: Community Connector, Typical Cross Section



Reference Area(s): Franklin Boulevard; Main Street, between Franklin Boulevard and Dundas Street

Figure 20-2: Neighbourhood Connector, Typical Cross Section



Reference Area(s): Dundas Street; Main Street, between Franklin and Dundas; Franklin Boulevard, south of Dundas Street