

# REGION OF WATERLOO REURBANIZATION

## COMMUNITY IMPROVEMENT PLAN



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## PREAMBLE

### Rationale

In 2003, Regional Council adopted the Regional Growth Management Strategy (RGMS) which provides a common vision for the future growth of Waterloo Region. As part of the RGMS, the Region has been planning in an integrated, cross-departmental way to meet the needs of a growing population. Through the adoption of the RGMS, Regional Council identified reurbanization as a cornerstone to the sustainable growth of this community.

The intent of reurbanization is to direct new residential and non-residential development into targeted areas within the built-up area to slow the rate of expansion into the peripheral greenfield lands. In doing so, the community can make better use of existing urban infrastructure. It can also improve community inclusion by providing new and enhanced choices for people to live and work and by improving access to essential human services and programs. In turn, strategically focusing intensification around current and planned transit nodes and corridors supports increases in density to more transit-supportive levels over the long term planning horizon.

The primary focus area for reurbanization is the Central Transit Corridor (CTC). The CTC, which was first identified in the Regional Official Policies Plan (ROPP) in 1976, connects the three urban municipalities in the Region: Cambridge, Kitchener and Waterloo and provides for the future location of a rapid transit system. The implementation of the rapid transit system is expected to help shape future growth by promoting reurbanization consistent with the objectives of the RGMS and more recent Provincial initiatives. The combination of reurbanization and the implementation of a rapid transit system will provide many benefits to the community, including, but not limited to:

- more efficient use of land and existing infrastructure;
- the protection of environmentally sensitive areas;
- increased transit ridership which will slow the growth of traffic congestion and green house gas emissions;
- improved access to key services;
- improved public health due to increased physical activity;
- the development of social capital and inclusive communities; and
- the development of vibrant core areas that are the hallmark of great cities.

In order to realize the many benefits associated with reurbanization activity, Regional Council committed to promoting reurbanization as part of the RGMS. Regional Council articulated its intent to “focus much of the new growth within the Central Transit Corridor through the adaptive reuse of vacant or under-utilized lands”.

The Provincial Policy Statement (PPS) (2005) issued under authority of Section 3 of the Planning Act, is intended to guide municipalities as they make planning decisions. The PPS also reinforces the reurbanization objectives established in the RGMS. Several PPS policies speak directly or indirectly to the need to focus growth along the CTC, including:

1.1.1e) Healthy, liveable and safe communities are sustained by promoting cost-effective development standards to minimize land consumption and servicing costs.

1.1.1g) Healthy, liveable and safe communities are sustained by ensuring that necessary infrastructure and public service facilities are or will be available to meet current and projected needs.

1.1.3.3) Planning authorities shall identify and promote opportunities for intensification and redevelopment, taking into account existing building stock or areas, including brownfield sites, and the availability of suitable existing or planned infrastructure and public service facilities required to accommodate projected needs.

1.1.3.4) Appropriate development standards should be promoted which facilitate intensification, redevelopment and compact form, while maintaining appropriate levels of public health and safety.

1.4.3b) Planning authorities shall provide for all forms of housing required to meet the social, health and

well-being requirements of current and future residents, including special needs requirements.

1.4.3c) Planning authorities shall direct the development of new housing towards locations where appropriate levels of infrastructure and public service facilities are or will be available to support current and projected needs.

1.4.3d) Planning authorities shall promote densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of alternative transportation modes and public transit in areas where it exists or is to be developed.

1.6.2) The use of existing infrastructure and public service facilities should be optimized, wherever feasible, before consideration is given to developing new infrastructure and public service facilities.

1.6.6.1) Planning authorities shall plan for and protect corridors and rights-of-way for transportation, transit and infrastructure facilities to meet current and projected needs.

1.8.1c) Planning authorities shall support energy efficiency and improved air quality through land use and development patterns which focus major employment, commercial and other travel-intensive land uses on sites which are well served by public transit where this exists or is to be developed, or designing these to facilitate the establishment of public transit in the future.

In 2006 the Province approved a long term growth plan for the Greater Golden Horseshoe, entitled Places to Grow. The Region of Waterloo is located within the Greater Golden Horseshoe, and as such the Places to Grow (Growth Plan) applies. The Growth Plan provides policy directives to ensure that much of this Region's growth is accommodated through reurbanization and intensification within the built-up area.

The Growth Plan strives to:

- revitalize downtowns to become vibrant and convenient centres,
- create complete communities with more options for living, working, shopping and playing,
- provide a greater choice of housing types to meet the needs of people at all stages of life,
- curb sprawl and protect farmland and green spaces, and
- reduce traffic gridlock by improving access to a greater range of transportation choices.

To achieve these ends, the Growth Plan lays out an approach for increasing reurbanization. The Growth Plan requires that by the year 2015 and for each year thereafter, a minimum of forty percent of all new residential growth must be accommodated within the existing urban built-up area. It has been left up to the municipalities to develop and implement strategies to appropriately allocate this density to achieve the intensification target in a way that will respect and complement the character of the community.

The Growth Plan does, however, provide guidance for municipalities in allocating density in order to meet the reurbanization target. The Growth Plan requires that municipal reurbanization strategies must recognize Urban Growth Centres, Reurbanization Corridors and Major Transit Station Areas as key focus areas to accommodate reurbanization. Thus, under the Growth Plan's policies, a significant portion of new growth in this community must be accommodated in the three core areas of Waterloo, Kitchener and Cambridge, along reurbanization corridors (such as cross corridors linking to the rapid transit corridor) and around existing and planned major transit stations areas along the CTC. The Growth Plan provides policy direction relating to each of these targeted reurbanization areas.

For Urban Growth Centres, the Growth Plan establishes specific density targets. By 2031 or earlier the Region, in collaboration with the Area Municipalities, must plan to achieve a minimum gross density target of 200 residents and jobs per hectare in both Uptown Waterloo and Downtown Kitchener and 150 residents and jobs per hectare in Downtown Cambridge. The Urban Growth Centres are envisioned in the Growth Plan as high density major employment centres, suited to accommodate a significant share of population and employment growth. In order to actualize this vision, the Region is committed to encouraging reurbanization of the three Urban Growth Centres (each located within the CTC).

The Growth Plan's policy direction for Reurbanization Corridors is to direct reurbanization along major

roads, arterials or rapid transit corridors, like the CTC and cross corridors. The Growth Plan directs growth to these corridors because they represent the potential to provide a focus for higher density mixed-use development consistent with existing and planned transit service levels. To achieve this vision, the Region will encourage reurbanization of Reurbanization Corridors (like the CTC) through mixed-use and increased density.

The Growth Plan's policy direction for Major Transit Station Areas is to achieve transit supportive residential and employment densities in the area including and around planned rapid transit stations. All potential rapid transit stations are within the CTC. Major Transit Station Areas are generally defined as the area within a 600-to 800-metre radius of the transit stations, representing about a 10-minute walk time. The Growth Plan requires that these Major Transit Station Areas be planned to include a mix of uses, including residential, office, institutional and commercial development wherever appropriate. To actualize this vision, the Region will plan focused residential and appropriate non-residential development in these Major Transit Station Areas.

### **The Need for a Community Improvement Plan and Implementation Programs**

There are a number of under-utilized properties within the CTC with an active potential for reurbanization. The redevelopment of these sites, however, is often complicated by faulty arrangement and unsuitable buildings. Despite their availability for reurbanization, these individual properties may not be large enough to accommodate higher density buildings. The cost and time of preparing the land for redevelopment (ie: tax arrears on long-vacant properties, demolition of existing buildings and planning amendments to change the use) may be too onerous to the development community, particularly when compared to greenfield land free of any complications. The Region of Waterloo Reurbanization Community Improvement Plan (RRCIP) has been established to start addressing these obstacles to reurbanization by fostering and directing reurbanization along the CTC.

In order to implement the RRCIP the Region will develop Community Improvement Programs, the first of which being the Regional Reurbanization Facilitation Program (RRFP). The RRFP provides Regional Council with the authority to purchase key properties in the CTC with the intent to prepare them to a point where they become more attractive to the development community. With this ability, Regional Council can take the leadership role in the creation of complete communities.

The RRFP provides Regional Council with the opportunity to consolidate clusters of abandoned or greyfield sites along the CTC. These properties, when taken together, represent prime reurbanization opportunities because they can accommodate larger structures and make more efficient use of the land (resulting in a higher density). Consolidation, where appropriate, will ensure that prime urban land is optimized and less will be forgone for elements like setbacks and surface parking. As such, from a strategic land development perspective, consolidation can ensure that land is used to promote the objectives of the RGMS and overcome obstacles relating to faulty property arrangements.

The RRFP allows Regional Council to influence the development of the lands through the issuance of Requests for Proposals or collaborations to be established on a site-by-site basis. With this ability, Regional Council can guide the quality of the reurbanization activity. For example, projects approved through the RRFP may showcase desirable forms of reurbanization such as affordable housing, use of energy efficient technology and innovative building designs (including mixed-use, structured parking, higher density and transit-supportive typologies).

### **Authority**

#### ***Bill 51***

The Planning and Conservation Land Statute Law Amendment Act, 2006 (Bill 51), which came into force and effect in January 2007, provides upper-tier municipalities with the authority to establish

community improvement plans for prescribed matters, as per Section 28(4.0.1) of the Planning Act. In accordance with the provisions of this Act, Regional Council has the legislative authority to develop a Community Improvement Plan for matters dealing with infrastructure that is within its jurisdiction, and specifically land and buildings within and adjacent to existing or planned transit corridors that have potential to provide a focus for higher density mixed-use development and redevelopment.

***Policies in the Regional Official Policies Plan***

Policy 8.2.7 of the Regional Official Policies Plan (ROPP) contains the enabling provisions for formulating, adopting and implementing a Regional Community Improvement Plan, as required by Section 28(2) of the Planning Act. The full text of Policy 8.2.7 of the ROPP is contained in Appendix 1. Section 8.2.7 states that the application of the community improvement programs shall be directed toward the following objectives:

- affordable housing;
- infrastructure that is within the Region’s jurisdiction;
- land and buildings within and adjacent to existing/ planned transit corridors that have the potential to provide for higher density mixed-use development and redevelopment;
- other matters as the Province may prescribe in accordance with the Planning Act.

The RRCIP specifically addresses the third objective by developing programs, like the RRFP, to elevate the density and mixing of uses along a planned Regional transit corridor, the CTC.

As a prerequisite for the adoption of the RRCIP, Regional Council has also designated the Region of Waterloo Reurbanization Community Improvement Project Area by by-law pursuant to Section 28(2) of the Planning Act. The boundaries of the Region of Waterloo Reurbanization Community Improvement Project Area are shown on Exhibit 1. The area is comprised of all lands within the CTC as delineated in the ROPP. Land uses within this boundary include a full range of urban and open space uses.

**CIP Preparation (process)**

The RRCIP has been prepared in accordance with the provisions of Section 28 of the Planning Act. A draft was developed collaboratively by Regional planning, legal and finance staff and further refined through consultation with Area Municipal planning staff. The draft plan was circulated to the prescribed public bodies as required by Section 17 of the Planning Act. This final draft has been revised to include the various comments received, where appropriate and applicable.

## **REGIONAL REURBANIZATION COMMUNITY IMPROVEMENT PLAN**

### **Introduction**

The Region of Waterloo Reurbanization Community Improvement Plan (RRCIP) has been prepared under the authority of Section 28 of the Planning Act.

### **Reurbanization Community Improvement Project Area**

The RRCIP applies to the lands within the Region of Waterloo Reurbanization Community Improvement Project Area (Project Area) shown in Exhibit 1. The Project Area covers approximately 7,500 hectares and extends through Cambridge, Kitchener, Waterloo and into the Township of Woolwich. All lands within the CTC have been designated by Regional Council by by-law as a Community Improvement Project Area, as a prerequisite for the adoption of the RRCIP pursuant to subsection 28(2) of the Planning Act.

The boundary of the Project Area as shown in Exhibit 1 is provided for illustrative purposes only. Given that the boundary of the Project Area is general in nature it may require further refinement by Regional Council upon the review of individual Program proposals under this Plan. Only those proposals applying to lands entirely within the Community Improvement Project Area will be eligible for approval. This approach is consistent with section 12.2.4.3 of the ROPP.

Changes to the boundary of the designated Project Area shown in Exhibit 1 shall require an amendment to this Plan in accordance with Section 28 of the Planning Act.

### **Purpose**

The purpose of the RRCIP is to address obstacles to reurbanization within the CTC.

### **Goals**

The goals of the RRCIP are consistent with and complement the community improvement goals of the ROPP and complement the Human Services Plan and where applicable, Area Municipal Community Improvement Plans. Often the sites that are prime for reurbanization are the sites which represent the most uncertainty for potential investors/developers. These sites are often difficult to acquire for a variety of reasons and often present themselves as derelict requiring high upfront costs associated with preparing the land for development or redevelopment. In preparing the Regional Reurbanization Community Improvement Plan The Region of Waterloo recognizes its role in not only promoting reurbanization, but also in facilitating reurbanization. Helping to make these sites more attractive and attainable will not only meet the intent of the RRCIP but will facilitate reinvestment in areas that may have otherwise remained status quo for the unforeseeable future. This reinvestment is key to achieving required densities and managing expected growth.

The goals and objectives of the RRCIP are to:

1. Promote a sustainable community
  - a) Use existing services and infrastructure more effectively;
  - b) Retain and increase employment and residential opportunities;
  - c) Focus development to prevent expansion into rural and natural areas; and
  - d) Improved ecological health of the community as a whole- reduced emissions (improved air quality), sourcewater protection, redirecting growth away from prime and sensitive environmental resources.
2. Support intensification adjacent to existing and planned transit corridors
  - a) Provide a focus for transit-supportive density adjacent and along the rapid transit alignment;
  - b) Improve the physical and visual quality of the Project Area;
  - c) Conserve heritage by directing growth to appropriate locations and encouraging adaptive

- reuse;
  - d) Stimulate private investment activity and private property maintenance; and
  - e) Contribute toward the revitalization of older and underutilized areas of the Project Area.
3. Improve quality of life
- a) Improve safety and security;
  - b) Improve public health;
  - c) Increase sense of community participation and civic pride;
  - d) Provide for an appropriate range of housing choices, including affordable housing;
  - e) Create public open spaces and amenities;
  - f) Increase neighbourhood stability (due to longevity of this form of development);
  - g) Enhance access to services;
  - h) Promote an inclusive community; and
  - i) Increase tax assessment for the Region, the applicable Area Municipality and the Province.
4. To implement rapid transit
- a) Provide opportunity to develop transportation facilities.

### **Monitoring**

Regional Council will conduct periodic review of the RRCIP to determine its effectiveness. The purpose of the Monitoring Program is to assess the performance of the program with respect to the objectives and goals of this Plan.

### **Cancellation/Changes**

The monitoring of the RRCIP may lead to revisions to the goals, strategies and/or the program through amendment to the Plan. Regional Council may discontinue the Plan or Program or dissolve the Project Area without amendment to the Plan. Any approved proposals underway at the time of program discontinuation or Project Area dissolution will continue to be honoured until the conclusion of the proposal, as approved by Regional Council.

The creation of additional Community Improvement Programs will require an amendment to the Plan. Minor editorial changes may be permitted without an amendment to the Plan.

### **Implementation**

The Plan will be implemented through the provisions of Section 8.2.7 and Section 8.2.8 of the ROPP and Section 28 of the Planning Act.

### **Interpretation**

This plan shall be referred to as the Region of Waterloo Reurbanization Community Improvement Plan (RRCIP). At such time as other Community Improvement Plans are prepared for this or other areas, this title may be modified for clarification purposes without requiring an amendment to this plan.

## **REGIONAL REURBANIZATION FACILITATION PROGRAM (RRFP)**

If a municipality has an approved Community Improvement Plan, Section 28 of the Planning Act allows the municipality to pass by-laws to authorize the municipality to:

- a) Acquire, hold, clear, grade or otherwise prepare land for community improvement (Section 28(3));
- b) Construct, repair, rehabilitate, or improve buildings on land acquired or held by it in conformity with the Community Improvement Plan; (Section 28(6))
- c) Sell, lease or otherwise dispose of any land and buildings acquired or held by it in conformity with the Community Improvement Plan (Section 28(6)).

In order to achieve the goals of the RRCIP, it may be necessary for Regional Council to take a more proactive role in developing targeted projects along the CTC. This proactive role would authorize Regional Council to:

- a) Purchase and hold lands, where necessary, for community improvement;
- b) Prepare lands for community improvement, including (but not limited to):
  - Land assembly;
  - Site clean-up, associated studies and processes;
  - Lot reconfiguration;
  - Planning preparation (zoning, official plan amendments, consents);
  - Building demolition;
  - Clearing of land;
  - Grading;
  - Repair existing buildings;
  - Rehabilitate existing buildings; and
  - Improve existing buildings.
- c) Enable the construction of buildings on land acquired; and
- d) Market and dispose of the land or buildings.

A primary objective of the RRFP is to allow the Region to acquire and prepare lands for development. The developer's role in the reurbanization of the Project Area could be realized through various means including the Request For Proposal (RFP) process or through a traditional Offer to Purchase. The disposal of the lands (sale of real property including leases greater than 21 years in length) would be subject to the provisions of Regional By-Law 95-034.

### **Program Restrictions**

This program applies only to properties entirely within the Community Improvement Project Area shown on Exhibit 1. The improvements made to buildings and/or land shall be made pursuant to all applicable legislation.

### **Funding**

Funding for individual proposals will be reviewed on a case-by-case basis and are subject to Regional Council approval.

### **Criteria for Identifying Priority Sites and Projects**

When identifying and evaluating sites for acquisition, preparation, development or disposal, Regional Council should be strategic in its approach by applying standard criteria in the consideration process. Therefore Regional Council, in consultation with the Area Municipalities, shall have regard for the following positive and negative criteria in evaluating potential sites and projects under the RRFP:

#### Positive (Characteristics which indicate high potential for reurbanization):

- i) Whether the site has the potential to promote higher transit use and increase the modal split of non-

- motorized transportation options;
- ii) Whether the site has a good or excellent location with high visibility and accessibility to major transportation routes;
- iii) Whether the site is commercially viable and marketable;
- iv) Whether the site is located in one of the provincially or municipally-identified areas for community improvement, especially Urban Growth Centres, Reurbanization Corridors, Major Rapid Transit Stations Areas, or Downtown Community Improvement Project Areas;
- v) Whether the site could be a 'destination' site drawing large numbers of visitors/shoppers/diners with the potential to promote additional revitalization in the area where the site is located;
- vi) Whether the buildings on the site demonstrate adaptive reuse potential;
- vii) Whether the proposed project conforms to Area Municipal policies (ie. OP, District Plan, CIP) or is supported by the Area Municipality via pre-consultation meetings

Negative (Characteristics which indicate obstacles to redevelopment):

- i) Whether there is a question as to the suitability of buildings on the property or unsuitability with the property itself;
- ii) Whether there are issues arising from age or dilapidation of buildings on the property or with the property itself;
- iii) Whether the property arrangement is faulty;
- iv) Whether the site is a "stigmatized" site, the reurbanization of which will likely act as a catalyst for community improvement of the neighbourhood or employment area in which the site is located;
- v) Whether the site is within a stable neighbourhood or a significant Cultural Heritage Landscape;
- vi) Whether the site is surrounded in whole or in part by environmentally sensitive land uses
- vii) Whether the site or buildings on the site are designated under the Ontario Heritage Act, or exhibit significant heritage or architectural characteristics;
- viii) Whether the proposed project will result in the leveraging of significant private sector investment resulting in a significant increase in property tax revenues, employment and/or residential opportunities;
- ix) Whether the proposed project will showcase desirable forms of reurbanization, such as:
  - a) affordable housing;
  - b) use of energy efficient technology or integration of LEED principles;
  - c) mixed-use and higher density building typologies;
  - d) structured/consolidated parking configuration;
  - e) provision of public space/amenities;
  - f) high architectural quality;
  - g) brownfield remediation
- x) Whether the proposed project is limited by current infrastructure capacities;
- xi) Whether there are natural hazards (eg. Floodplain) which may limit reurbanization opportunities

**Area Municipal Consultation**

The Region of Waterloo is committed to working with the Area Municipalities to cooperatively and effectively plan for the anticipated growth within the Region and to meet the targeted densities required by Places to Grow. The Region, in determining the Project Area as the Central Transit Corridor, has encompassed the majority of area covered by Area Municipal CIPs. This enables the Region to work with the Area Municipalities in achieving goals of reurbanization that are complementary to the Area Municipal CIPs. The Region will collaborate with the Area Municipality wherever possible with respect to land acquisition. Any future development application would be required to conform to Area Municipal Policies.

## GLOSSARY OF TERMS, ACRONYMS AND TERMINOLOGY

### **Affordable housing:**

- a) In the case of ownership housing, the least expensive of:
1. Housing for which the purchase price results in annual accommodation costs which do not exceed 30 per cent of gross annual household income for low and moderate income households; or
  2. Housing for which the purchase price is at least 10 per cent below the average purchase price of a resale unit in the regional market area;
- b) In the case of rental housing, the least expensive of:
1. A unit for which the rent does not exceed 30 per cent of gross annual household income for low and moderate income households; or
  2. A unit for which the rent is at or below the average market rent of a unit in the regional market area.

For the purposes of this definition low and moderate income households means, in the case of ownership housing, households with incomes in the lowest 60 per cent of the income distribution for the regional market area; or in the case of rental housing, households with incomes in the lowest 60 per cent of the income distribution for renter households for the regional market area.

**Bill 51:** The Planning and Conservation Land Statute Law Amendment Act, 2006

**Brownfield:** Underdeveloped or previously developed properties that may be contaminated. They are usually, but not exclusively, former industrial or commercial properties that may be underutilized, derelict or vacant.

**Built-up Area:** All land within the built boundary, which delineates the limits of developed urban area (as defined by the Minister of Public Infrastructure Renewal).

**Complete Communities:** Meet people's needs for daily living throughout at entire lifetime by providing convenient access to an appropriate mix of jobs, local services, a full range of housing and community infrastructure including affordable housing, schools, recreation and open space for their residents. Convenient access to public transportation and options for safe, non-motorized travel are also provided.

**Community Improvement:** "Community Improvement" is defined in Section 28(1) of the Planning Act as "the planning or replanning, design or redesign, resubdivision, clearance, development or redevelopment, reconstruction and rehabilitation, or any of them, of a community improvement project area, and the provision of such residential, commercial, industrial, public, recreational, institutional, religious, charitable, or other uses, buildings, works improvements or facilities, or spaces therefore, as may be appropriate or necessary".

**CTC:** Central Transit Corridor, an approximately 40-kilometre corridor of land that is designated in the ROPP for future rapid transit service linking the urbanized areas of the Region.

**Faulty Arrangement:** For the purposes of this Plan, faulty arrangement refers to the ineffective or inappropriate situation of either structures on a property or the situation of the property itself amidst its neighbouring parcel fabric.

**Greyfields:** Previously developed properties that are not contaminated. They are usually, but not exclusively former commercial properties that may be underutilized, derelict or vacant.

**Growth Plan:** Places to Grow: Growth Plan for the Greater Golden Horseshoe, prepared under the

Places to grow Act, 2005, this Plan acts as a “framework for implementing the Government of Ontario’s vision for building stronger, prosperous communities by better managing growth in this [ Greater Golden Horseshoe] region to 2031.” Through a number of policies, it guides municipalities on issues relating to transportation, infrastructure planning, land-use planning, urban form, housing, natural heritage and resource protection.

**Human Services:** Those services that maintain and promote quality of life and allow residents to develop to their full potential.

**Human Services Planning:** An action item of the RGMS, Human Services Planning is a cross-departmental process of planning for human services in the Region of Waterloo. Human services are planned and delivered through a number of departments including Social Services, Public Health, Planning, Housing & Community Services, Police Services and the Community Safety & Crime Prevention Council.

**Major Transit Station Area:** The area including and around any existing or planned rapid transit station within a settlement area; or the area including and around a major bus depot in an urban core. Station areas generally are defined as the area within an approximate 600- to 800-metre radius of a transit station, representing about a 10 minute walk time.

**Ontario Building Code:** The Building Code is regulation 350/06 under the Building Code Act, 1992. It sets out technical requirements for, and applies to new construction, renovation and change of use of buildings, but does not generally apply retroactively to existing buildings.

**Planning Act:** Planning Act, R.S.O. 1990, c.P.13

**PPS:** The Provincial Policy Statement (2005) issued under authority of Section 3 of the Planning Act, is intended to guide municipalities as they make planning decisions.

**Preparing Land:** For the purposes of this plan, preparing lands involves the necessary activity for bringing a property or building to an appropriate standard for sale and/or development, as permitted by Section 59 of the Planning Act. These activities may include:

- Land assembly
- Site clean-up
- Lot reconfiguration
- Planning preparation (zoning, official plan amendments, consents)
- Building Demolition
- Clearing of land
- Grading
- Repair existing buildings
- Rehabilitate existing buildings
- Improve existing buildings

**Proposal:** For the purposes of this plan, a proposal may contain the exercising any of the powers granted under Section 28 of the Planning Act, including:

- a) purchase of lands for community improvement;
- b) preparation of lands for community improvement;
- c) issuance of RFPs for the building or improvement of buildings on the land acquired;
- d) marketing and disposal of the land or buildings.

**Rapid Transit:** A public transportation system operating for its entire length primarily on an exclusive right-of-way. The definition includes systems operating at-grade and systems operating on elevated or underground facilities.

**Reurbanization:** Describe four distinct types of activity, all of which serve to increase the residential or employment density on sites located within the existing, built-up urban area. The four types of activity captured under the definition of reurbanization include:

**Infill:** new development on formerly vacant land;

**Intensification:** an expansion in the use of an existing structure or structures that serves to increase the density on a site;

**Adaptive reuse:** a change in the use of a structure, typically from commercial/industrial to residential, that results in greater density; and

**Redevelopment:** the wholesale change or conversion of an area, often involving some form of land assembly and/or demolition, which results in significantly higher density than existed previously.

**Reurbanization Corridors:** Reurbanization areas along major roads, arterials or rapid transit corridors that have the potential to provide a focus for higher density mixed-use development consistent with planned transit service levels.

**RFP:** Request for Proposals

**RGMS:** Regional Growth Management Strategy

**ROPP:** Regional Official Policies Plan

**RRCIP:** Region of Waterloo Reurbanization Community Improvement Program

**RRFP:** Regional Reurbanization Facilitation Program

**Stable neighbourhood:** Established neighbourhoods where building stock is not expected to change significantly in use or form.

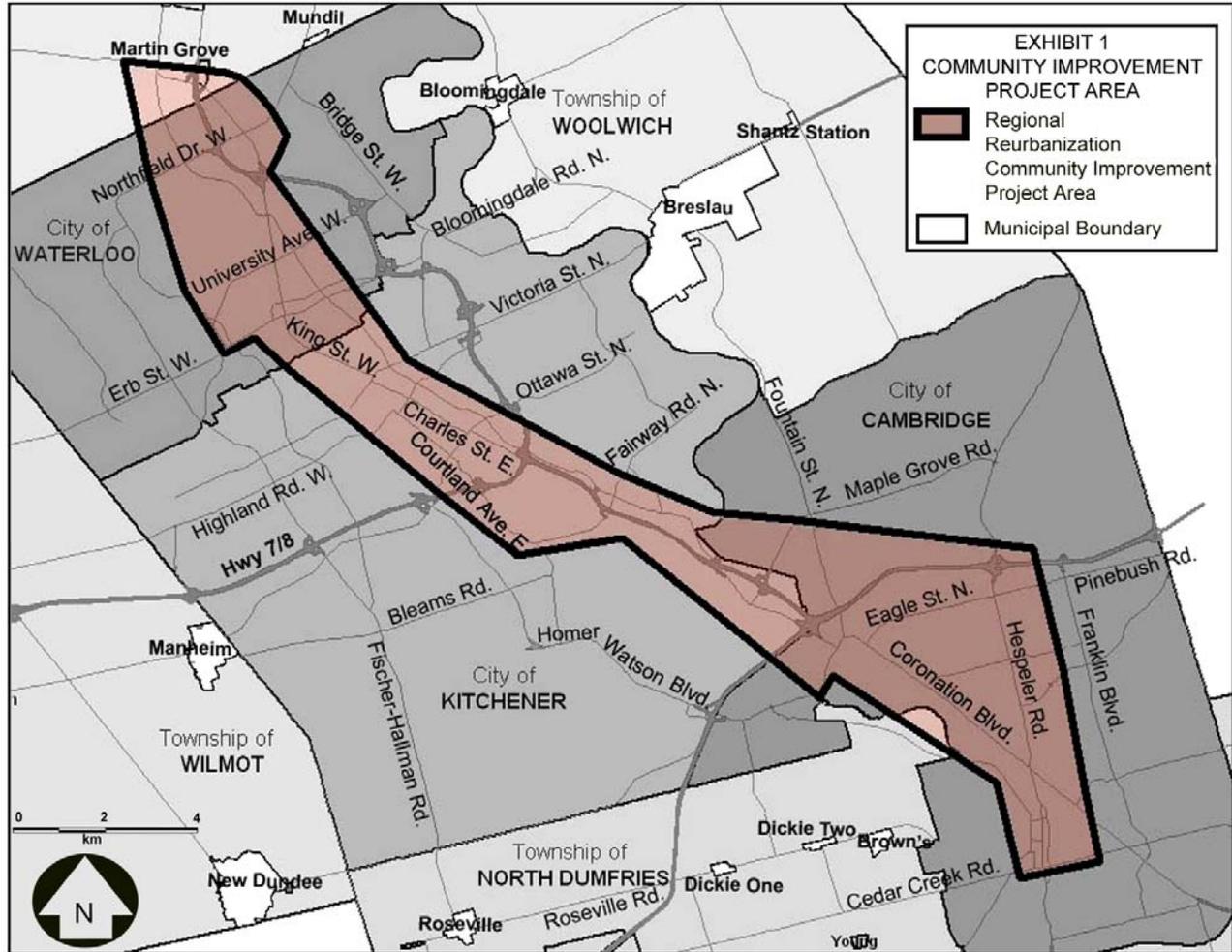
**Transit Oriented Development:** A form of development that represents an alternative to dispersed development. Major characteristics include:

- Involves sufficient density to encourage public transit use;
- Location of residences, jobs and retail destinations close to public transit;
- Consists of mixed-uses, with retail and employment within walking distance of residential areas;
- Contains urban design guidelines and design features to encourage pedestrian movement and orientation.

**Transit-supportive:** Makes transit viable and improves the quality of the experience using transit. When used in reference to development, it often refers to compact, mixed-use development that has a high level of employment and residential densities to support frequent transit service. When used in reference to urban design, it often refers to design principles that make development more accessible to transit users, such as roads laid out in a grid network rather than a discontinuous network; a pedestrian-friendly built environment along roads to encourage walking to transit; reduced setbacks and parking placed at the side/rear of buildings; and improved access between arterial roads and interior blocks in residential areas.

**Urban Growth Centres:** The core areas of Cambridge, Kitchener and Waterloo where growth will be focused (as required by the Provincial Growth Plan for the Greater Golden Horseshoe)

**EXHIBIT 1  
REGIONAL REURBANIZATION COMMUNITY IMPROVEMENT PLAN  
COMMUNITY IMPROVEMENT PROJECT AREA**



Region of Waterloo

Planning, Housing and Community Services

### **Appendix 1: Section 8.2.7 of the Regional Official Policies Plan**

“For the purposes of promoting a sustainable community consistent with the objectives of this Plan or the Growth Plan for the Greater Golden horseshoe as it pertains to the region, the Region may support community improvement from time to time designating by by-law the whole or any part of the region as a Community Improvement Project Area for the purposes of adopting a Regional Community Improvement Plan. Community Improvement Plans adopted by Regional Council in accordance with the provisions of Section 28 of the Planning Act, may contain provisions for the making for grants or loans, or providing other assistance consistent with the objectives described in the Community Improvement Plan. Regional Community Improvement Plans may address the following:

- a) affordable housing;
- b) infrastructure that is within the Region’s jurisdiction;
- c) land and buildings within and adjacent to existing or planned transit corridors that have the potential to provide for higher density mixed-use development and redevelopment;  
or
- d) other matters as the Province may prescribe in accordance with the Planning Act”.