

Report to Planning and Environment Committee

To: Chair and Members
Planning and Environment Committee

From: Kelly Scherr, P.Eng., MBA, FEC, Deputy City Manager,
Environment and Infrastructure, and
Scott Mathers, MPA, P.Eng., Deputy City Manager, Planning
and Economic Development

Subject: Dundas Streetscape Master Plan for the Argyle Core Area

Date: October 22, 2024

Recommendation

That, on the recommendation of the Deputy City Manager of Environment and Infrastructure and Deputy City Manager of Planning and Economic Development, the following actions be taken with respect to the Dundas Streetscape Master Plan for the Argyle Core Area:

- a) The Dundas Streetscape Master Plan for the Argyle Core Area and the Executive Summary from the Plan attached hereto as Appendix A, **BE RECEIVED** for information;
- b) The Dundas Streetscape Master Plan for the Argyle Core Area, **BE APPROVED** as a plan identifying infrastructure and urban design guidance for future capital projects and redevelopment; and,
- c) City Staff **BE DIRECTED** to initiate an Official Plan amendment to add the Dundas Streetscape Master Plan for the Argyle Core Area to the list of Council approved Urban Regeneration Guidelines in The London Plan.

Executive Summary

The recommendation from this report is to initiate the process to add the Dundas Streetscape Master Plan for the Argyle Core Area into The London Plan Urban Regeneration Guidelines (Policy 1717) for the document to act as a tool to guide future infrastructure projects, access management within the corridor, and planning and development applications. The Master Plan was developed in response to the 2021 Community Improvement Plan recommendations and is applicable for properties along the Dundas Street corridor within the Argyle Core Area which extends from east of Highbury Avenue to Forest Lawn Avenue.

Linkage to the Corporate Strategic Plan

City Council's 2023-2027 Strategic Plan identifies "Mobility and Transportation" and "Economic Growth, Culture and Prosperity" as strategic areas of focus. This report supports the Strategic Plan by identifying infrastructure that supports safe, integrated, connected, reliable and efficient transportation choices while creating an environment to support a vibrant business community along this urban corridor.

Analysis

1.0 Background Information

1.1 Previous Reports Related to this Matter

- December 14, 2020 – Planning and Environment Committee – Argyle Regeneration Study Recommendations

- June 21, 2021 – Planning and Environment Committee – Draft Argyle Core Area Community Improvement Plan
- September 20, 2021 – Planning and Environment Committee – Argyle Core Area Community Improvement Plan
- July 18, 2023 – Civic Works Committee – RFP-2023-097 Streetscape Master Plan for Dundas Street Appointment of Consulting Engineer – Irregular Result

1.2 Policy Context

The framework and recommendations set out by the City of London’s existing policy documents informed the outcomes and recommendations from the Dundas Streetscape Master Plan for the Argyle Core Area. Relevant documents include:

- The London Plan (2016, as amended)
- Provincial Planning Statement (2024)
- The City of London Zoning By-law (2011, consolidated)
- London Psychiatric Hospital (LPH) Secondary Plan (2016, as amended)
- Complete Streets Design Manual (2018)
- City of London Design Specifications and Requirements Manual (2019)
- Argyle Core Area Community Improvement Plan (2021)
- Mobility Master Plan (Ongoing)

The Dundas Streetscape Master Plan for the Argyle Core Area complies with the Urban Corridor place type policies and the tools for guideline documents of The London Plan. The Dundas Streetscape Master Plan for the Argyle Core Area will provide guidance for all future development along the Dundas Street corridor to implement the vision for the Argyle Core Area in accordance with the Urban Corridor Place Type. Adoption of the Dundas Streetscape Master Plan for the Argyle Core Area by City Council will include adding reference in the list of Urban Regeneration Guidelines (Policy 1717) of The London Plan.

The Dundas Streetscape Master Plan for the Argyle Core Area will be referenced in conjunction with the City Design policies of The London Plan to evaluate all planning and development proposals (i.e. The London Plan amendments, Zoning By-law amendments, Site Plan applications, Minor Variances and Consents) from both the public and the private sector, as well as all projects seeking available Argyle Core Area CIP financial incentives. It may be referenced by development proponents when contemplating their plans. Additionally, the Dundas Streetscape Master Plan will be considered for future infrastructure works to ensure designs align with the ultimate vision for the Dundas Street corridor.

The recommendations presented in the Dundas Streetscape Master Plan for the Argyle Core Area are also informed by urban design best practices and Accessibility for Ontarians with Disabilities Act (AODA) requirements.

1.3 Project Background

In 2021, the City completed the Argyle Core Area Community Improvement Plan (CIP) which established the following goals and objectives for the Argyle Core Area:

- Develop a high-quality pedestrian realm by providing a pedestrian-oriented streetscape and public spaces that are safe, clean, accessible and pleasant.
- Improve mobility by providing an interconnected community-wide transportation network that is safe, convenient, and prioritizes active mobility.

The CIP recommended that the City develop a streetscape master plan for Dundas Street, to support The London Plan vision for the Urban Corridor Place Type as high-quality spaces with neighbourhood amenities including parks, civic spaces, and attractive seating areas accessible to the public.

In 2023, Dillon Consulting Limited was appointed as the Consulting Engineer to complete the Dundas Streetscape Master Plan for the Argyle Core Area. The Dundas Streetscape Master Plan aims to guide future public realm improvements and redevelopment by:

- Implementing a key action from the CIP to develop a high-quality public realm;
- Setting a defined vision and standards for the public realm;
- Serving as an implementation tool to ensure that future development and infrastructure projects provide a high-quality design standard in accordance with The London Plan (City of London's Official Plan); and,
- Providing a framework to guide discussions with prospective developers and property owners regarding access management.

Streetscape guidelines for the Argyle Core Area define standards for boulevards, sidewalks, cycling lanes, transit stops, streetlighting, and green infrastructure for trees, planters and low impact design features.

A review of access management along Dundas Street was also completed to identify opportunities for improving traffic operations and safety for active transportation modes. The Dundas Streetscape Master Plan recommends future improvements to driveways and some access management opportunities consistent with City standards to minimize conflicts between various modes.

1.4 Community Involvement

Several public presentations and meetings have occurred during the background review, preliminary design, and final design phases of the project. Participation and feedback opportunities were provided to residents, the Argyle Business Improvement Association (BIA), the Argyle Community Association, Indigenous communities, the Accessibility Community Advisory Committee, and the Integrated Transportation Community Advisory Committee. Three public update meetings were held in-person at the East Lions Community Centre and presentation material was provided on the project's Get Involved webpage (<https://getinvolved.london.ca/argylestreetscape>). Notices for these engagement opportunities were advertised in the Londoner and through social media channels. Businesses along the corridor were provided copies directly and through the mail. Notices were also sent to members of the Argyle Community Association.

The first public update meeting occurred on November 7, 2023, which included a presentation about the project, and engagement activities focused on understanding area needs and collecting feedback on guiding principles, with 40 attendees and 30 surveys completed. City staff also attended the Argyle BIA Annual General Meeting on November 8, 2023, to provide information and engage with local businesses.

The second public update meeting was held on January 31, 2024, to present the draft streetscape concept and design elements, including typical corridor cross-sections and opportunities for landscape enhancements for areas within the public realm. Feedback on the draft streetscape concept was received, and surveys were collected in-person and online. The draft streetscape concept and findings from the access management review of entrance driveways was presented to the Argyle BIA during a board meeting on February 14, 2024.

The third public update meeting occurred on June 26, 2024, to present the Dundas Streetscape Master Plan, including conceptual designs for the street.

1.5 Master Plan Recommendations

The Dundas Streetscape Master Plan is a comprehensive design guideline that defines short, medium and long-term strategies and provides recommendations for streetscape improvements that enhance the public realm, improve safety and reinforce community identity.

Guiding principles are the core strategies in achieving the vision for the Dundas Streetscape Master Plan and reflected in the overall recommendations. The following principles were developed based on the feedback from the public consultation process and best practices:

- Improved Mobility
- Improve Pedestrian Realm and Safety
- Strengthen Argyle Core Community
- Promote Economic Vitality
- Improved Green Connections

The concept plan developed in the Master Plan identifies three distinct streetscape typologies or segments, which reflect the road function, planned active transportation routes and current corridor widths. This classification allows better understanding of the characteristics of different Dundas Street segments and facilitates informed decision-making for future development, improvement, or maintenance.

For Dundas Street within the Argyle Core Area, the streetscape typologies have been characterized as:

- Pedestrian Oriented Improved Streetscape, which is the central zone.
- Transit Village Streetscape, located at the west entrance to the corridor. The “Transit Village” terminology was selected for this streetscape type based on the adjacent land uses which are classified as “Transit Village” and “Rapid Transit Corridor” Place Types as identified in the London Plan.
- Multi-Modal Improved Streetscape, located at the west and east entrances to the corridor.

The full report can be found at <https://getinvolved.london.ca/argylestreetscape>.

2.0 Discussion and Considerations

As future capital works programs upgrade existing infrastructure and as redevelopment occurs in the Argyle Core Area, the recommendations identified in the Dundas Streetscape Master Plan will be considered to improve the streetscape and public realm.

Upcoming infrastructure projects that are currently planned include:

1) Dundas Street East Pavement Rehabilitation from Burdick Place to Beatrice Street

This near-term infrastructure renewal project is part of the City’s overall pavement management program to address deficient pavement conditions across the major road network. Working within the planned budget for this project, and recognizing constraints imposed by the narrow right-of-way and presence of existing utilities, there are limited opportunities to include elements as identified in the Master Plan. This project would include the introduction of centre medians in several locations as well as some hardscape and softscape elements to improve the public realm as identified in the Master Plan. Additional

engagement with several property and business owners to discuss access management opportunities within this section will be undertaken during detailed design. Further details and costs for improvements will be developed during detailed design.

Also within this section, a traffic study has been scheduled to support a new potential pedestrian signal at Beatrice Street as recommended in the CIP and Streetscape Master Plan.

2) Dundas Street East over Pottersburg Creek Bridge Replacement Project

This near-term project is funded through the major bridge upgrades capital program with a cost-sharing from the Investing in Canada Infrastructure Program (ICIP) Public Transit Stream (PTS) for active transportation improvements across bridges. The Master Plan identifies the importance of providing a high-quality pedestrian realm and active transportation facilities along Dundas connecting the LPH lands and Kiwanis Park. The design of the bridge will address these requirements and further opportunities to improve the public realm as recommended by the Master Plan will also be assessed during the planning and design of the bridge project.

In addition to these identified capital projects, the recommendations and guidance provided in the Master Plan will be considered as part of any redevelopment plans and as part of the planning application process within the corridor.

Civic Administration also continues to monitor information related to potential funding programs sponsored by senior levels of government and will leverage these opportunities as they become available. The recommendations from the Dundas Master Plan will support the city in the application process for future funding programs.

Conclusion

The development of the Dundas Streetscape Master Plan has been informed through extensive engagement with residents, business owners and operators, community advisory communities as well as the involvement of the Argyle BIA and community association.

The recommendations of the Dundas Streetscape Master Plan are consistent with the Provincial interests of providing a well-designed built form and providing a sense of place and is consistent with both the Provincial Policy Statement and The London Plan. Adopting the Dundas Streetscape Master Plan as a Guideline Document in the London Plan will enable the use of this document as a tool for infrastructure and urban design guidance for all future infrastructure projects, planning applications, and potential Community Improvement Plan (CIP) incentive applications.

The recommendations of this report are to approve the plan and initiate an Official Plan amendment to adopt the Dundas Streetscape Master Plan for the Argyle Core Area into The London Plan.

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Appendix A: **Dundas Streetscape Master Plan for the Argyle Core Area
Executive Summary**



London
CANADA

Dundas Streetscape Master Plan

Final

October 8, 2024



Executive Summary

Project Overview

The Dundas Streetscape Master Plan (Dundas Streetscape MP) is a key initiative under the Argyle Core Area Community Improvement Plan (CIP, 2021). This comprehensive plan addresses the need for an enhanced public realm along the Dundas Street corridor between Highbury Avenue North and Wavell Street, focusing on improving neighbourhood safety, supporting businesses, improving mobility and connections, and reinforcing the identity of the Argyle community. By developing short, medium, and long-term strategies, the Dundas Streetscape MP outlines a clear vision for the future of Dundas Street as a vibrant, multi-modal urban corridor.

Vision

The vision for the Dundas Streetscape MP will guide future development within the Dundas Street corridor in the Argyle Core Area. By 2040, Dundas Street will be:

- an important multi-modal transportation corridor;
- a safe place to walk, shop, spend time and invest in a home or business;
- a multi-modal urban corridor that accommodates healthy living for a diverse group of people and for all ages, physical and mental abilities, and mobility needs; and,
- inspires a strong sense of community through a comfortable pedestrian experience that fosters daily interactions along the street and community celebrations in public spaces.

Streetscape Typologies

To achieve this vision, the Dundas Streetscape MP outlines three distinct streetscape typologies, each tailored to different sections of the Dundas Street corridor, and improved street intersections:

Streetscape Typology 1: Pedestrian-Oriented Improved Streetscape

The Pedestrian Oriented Improved Streetscape corridor is generally applicable to the areas east of First Street extending west of Clarke Road, focusing on:

- Prioritizing pedestrian movement and public realm enhancements along the central section of Dundas Street;
- Maintaining five-lane road with a center two-way left-turn lane, and 1.8- to 2.0-metre-wide sidewalks on both sides;
- Including a 1.0 to 1.5 metre curb-side Furnishing Zone with waste/recycling bins, planters, and bike racks, and,
- Updating street and pedestrian lighting, and planting trees where space allows, avoiding utility conflicts.

Streetscape Typology 2: Transit Village Streetscape

The Transit Village Streetscape is in proximity to nearby Rapid Transit Corridor and Transit Village Place Types as detailed in The London Plan and marks the entrance into the Argyle Core Area. This typology focuses on improving the pedestrian experience near future rapid transit

stations, with the west entrance serving as a key gateway to the Argyle Core Area. Key design elements also include:

- 2.0 to 2.5 metre sidewalks with a Furnishing and/or Planting Zone on both sides of Dundas Street and a 1.0 to 1.5 metre sodded boulevard on the north side;
- Benches, waste/recycling bins, and street trees where feasible, coordinated with utilities, and,
- Updated pedestrian lighting and a center-raised median with decorative elements at the Argyle Core Area entrance.

Streetscape Typology 3: Multi-Modal Improved Streetscape

The Multi-Modal Improved Streetscape is characterized by the integration of the proposed cycling routes as per The London Plan. A key feature of this typology is the 36-metre Right-of-Way (ROW), primarily located in the east corridor, east of Clarke Road, with some sections in the west corridor at the London Psychiatric Hospital lands. The wider ROW allows for an expanded public realm, creating more opportunities to enhance the pedestrian experience and improve walkability. Some of the main features include:

- A 3.0 metre wide two-way protected cycle track on the south side of Dundas Street (Florence St. to Kiwanis Park) and the north side (Hale St. to LPH entrance);
- 2.0 to 3.0 metre wide sidewalks as part of the Pedestrian Clear Zone, and,
- Furnishing and/or Planting Zones between sidewalks and property lines, featuring benches, waste/recycling receptacles, and sodded boulevards (1.0 to 1.5 metres).

Street Intersections

The plan also highlights intersection improvements along the corridor, categorizing them into two distinct intersections typologies, including:

- **Multi-Modal Improved Intersections:** Enhancements focus on creating safer crossing points for pedestrians, cyclists, and vehicles. Typical design features include protected cycle tracks, improved lighting, and tactile walking surface indicators for accessibility;
- **Typical Street Intersections:** Focuses on improved pedestrian safety by providing better pedestrian infrastructure at all intersections crossings. Typical design features include high-contrast, white band crosswalks with graphic asphalt pedestrian crossing treatments at signalized crossings, tactile walking surface indicators, pedestrian audible call buttons at all intersections and reduced curb radii to minimize crossing distances, where feasible.

Streetscape Guidelines

The Dundas Streetscape MP also provides streetscape guidelines for public realm enhancements, which includes the structures, materials, and design features within the public Right-of-Way.

To enhance the sense of place, distinctive "placemaking elements" like gateways, public art installations, and interpretive signage are strategically placed.

The streetscape guidelines section of the Dundas Streetscape MP provides detailed guidance on integrating public realm elements for the Dundas Street corridor in the Argyle Core Area. It outlines comprehensive strategies for improving the pedestrian realm and place design, cycling facilities, transit facilities, motor vehicle design, green infrastructure, and utilities and municipal services.