

December 2017

Draft



City of London

Hamilton Road Area Community Improvement Plan





Acknowledgments

This CIP was prepared by City of London Planning Services with assistance from numerous other City Divisions and community partners. The following people and organizations are thanked for their contributions in preparing this Community Improvement Plan:

Graham Bailey

Donna Baxter

Micaela Burton

John Fleming

Karl Grabowski

Jasmine Hall

Bethany Innes-Mejia

Marina Jozipovic

Kerri Killen

Karen Oldham

Councillor Tanya Park

Rick Pinheiro

Cesare Pittelli

Councillor Michael van Holst

Marcello Vecchio

Amanda-Brea Watson

Margaret Wills

Jim Yanchula

The Hamilton Road Area Business Association

The Hamilton Road Community Association

Crouch Neighbourhood Resource Centre

And all those who participated in the community meetings and contributed throughout the preparation of this Plan.

DRAFT Hamilton Road Area Community Improvement Plan

To be adopted pursuant to section 28 of the *Planning Act*.

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Section 1

Introduction



Community Improvement Plan Overview

What is a Community Improvement Plan?

A Community Improvement Plan (CIP) is a strategy that guides redevelopment and improvements within a defined area of need. To achieve the strategy, CIPs allow a municipality to take actions such as:

- Identify changes needed to land use planning policy, zoning, other by-laws and practices;
- Acquire, rehabilitate, and dispose of land;
- Provide grants and loans to property owners that would otherwise be unavailable; and,
- Direct investments made to infrastructure and public space.

Purpose of this Community Improvement Plan

The City of London has prepared this CIP for the Hamilton Road Area which is intended to result in its revitalization and re-development by:

- Identifying the strengths, weaknesses, opportunities, and threats to the Hamilton Road Area;
- Establishing a vision and objectives for the Hamilton Road Area CIP;
- Recording and prioritizing actions for how the Hamilton Road Area will be improved; and,
- Proposing incentive programs that can be offered to stimulate private sector investment in the revitalization and re-development.

How This Plan Was Prepared

These main tasks were completed to provide a comprehensive foundation for the preparation of this CIP:

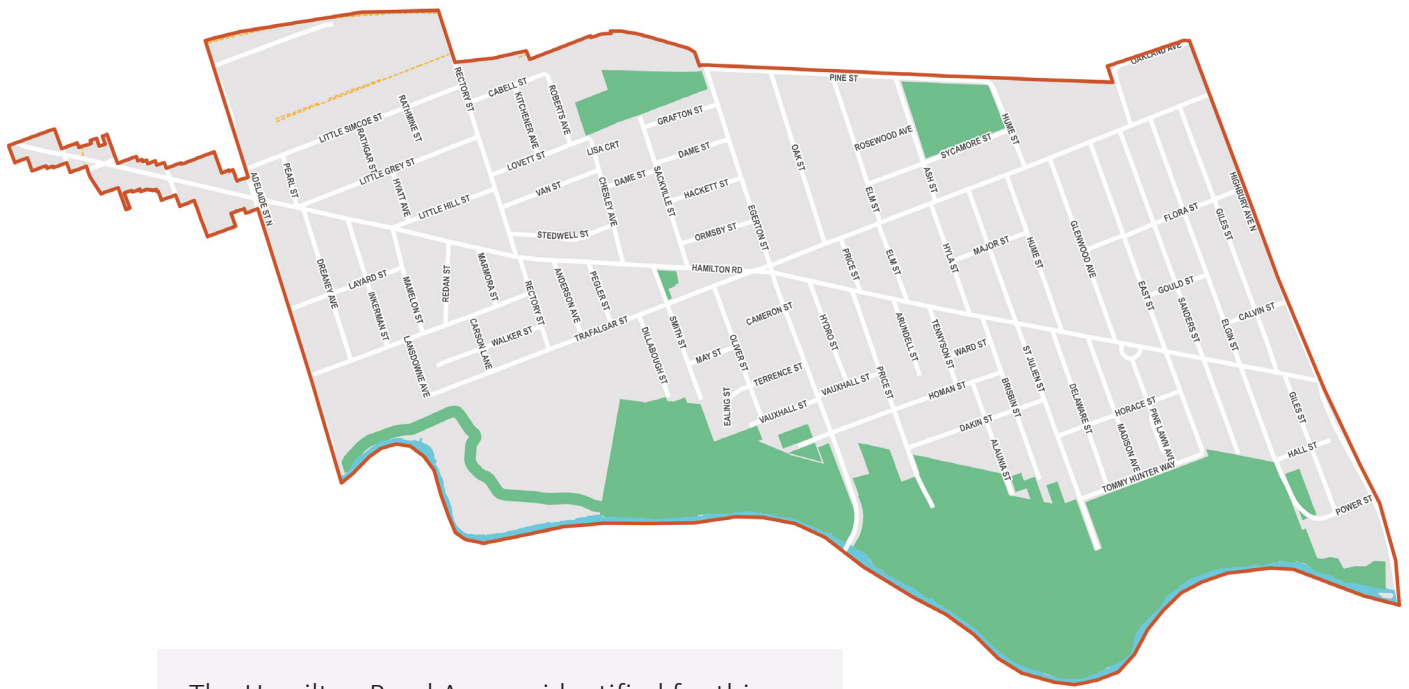
- Review of relevant Provincial and City policy documents;
- Review of existing City of London Community Improvement Plans and incentive programs;
- A review of best practises used in CIPs provided by other Ontario municipalities;
- A comprehensive analysis of the Hamilton Road Area based on:
 - Review of secondary information (such as Statistics Canada data);
 - Visual audit and first-hand data collection;
 - Input received from the Project Team, Hamilton Road Area Business Association, and Hamilton Road Community Association; and,
 - Information collected during community meetings and workshop sessions.



Hamilton Road Area

Study Area & Community Improvement Project Area

When a CIP is being prepared, a Study Area is established early in the process to maintain focus and to help avoid “scope creep” as the project moves forward. From the Study Area, a Project Area is then identified as the area for improvement and included in the final CIP document that is adopted by Municipal Council. According to Provincial regulations, the Project Area is to be based on an area that (in the opinion of Municipal Council) improvement is desirable because of age, dilapidation, overcrowding, faulty arrangement, unsuitability of buildings or for any other environmental, social, or community economic development reason.



The Hamilton Road Area as identified for this Community Improvement Plan is situated in the southeast area of the city's core. It encompasses the main corridor of Hamilton Road and the surrounding side streets, with the westerly portion containing the properties fronting on Hamilton Road from its origin point at Bathurst Street. The north boundary is adjacent to one of the main railway lines within London, while the south boundary is the Thames River. The easterly boundary is Highbury Avenue.

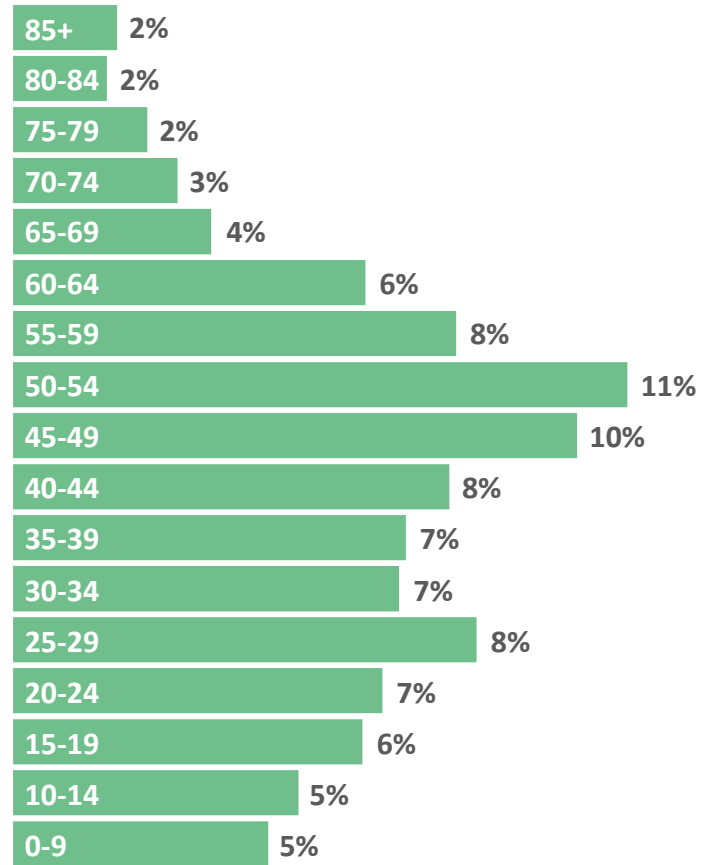
Hamilton Road Area Profile

Population

Between 2011 and 2016, the population in the Hamilton Road Area as defined geographically in the above map grew by 47 people; a growth rate of approximately 0.58% over the five years. This is less than the city-wide growth rate of just under 1% during the same time period.

Based on the 2011 National Census data, the Hamilton Road Area has more working aged adults compared to the city-wide population numbers. Further, the Hamilton Road Area contains fewer younger and senior residents when compared city-wide.

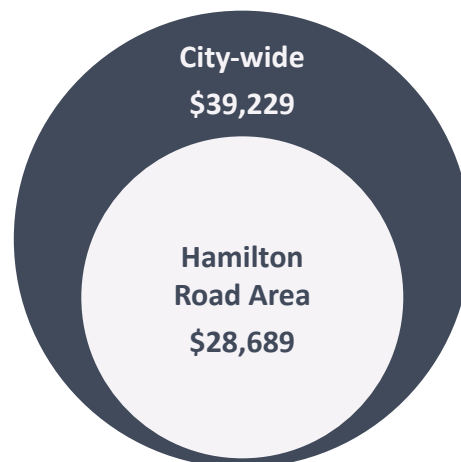
Age Structure



Income

Based on the 2011 National Census data, the Hamilton Road Area has a lower average income compared to the city-wide averages. The average income in the Hamilton Road Area is 27% lower than the city-wide average income.

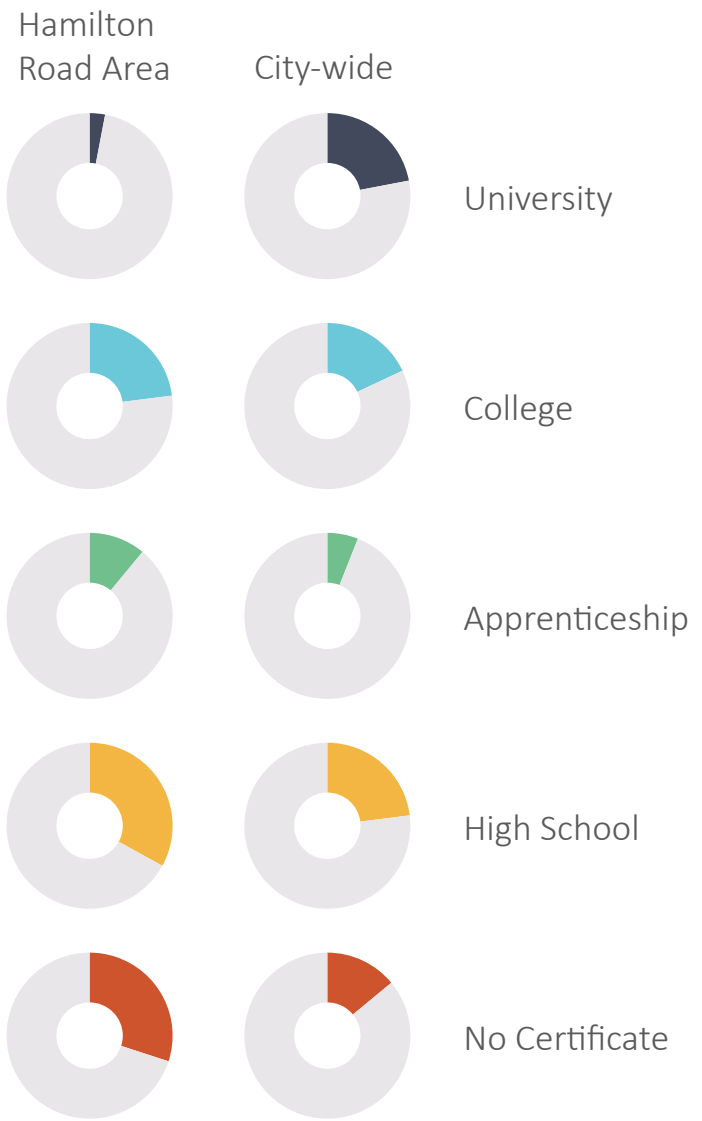
Average Income



Education

Educational attainment by highest credential earned tends to be lower in the Hamilton Road Area. The highest level of education attainment being high school or no certificate accounts for 63% of the total population; compared to a city-wide figure of 37%. Twenty-three percent of the Hamilton Road Area had a college level education, compared to 18% city-wide and finally, 3% of the Hamilton Road Area had a university level certificate or degree, compared to 22% city-wide.

Education Attainment

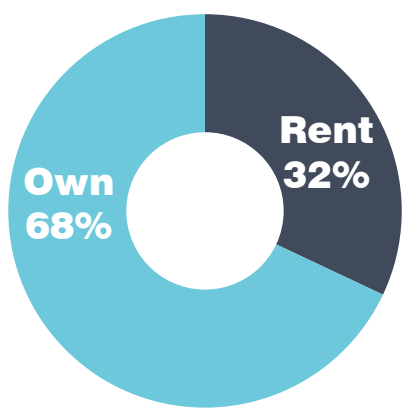


Housing

Homeownership is more prevalent in the Hamilton Road Area. Based on the 2011 National Census data, the percentage of owner occupied housing is greater in the Hamilton Road Area than in the city; conversely, the number of houses rented in the Hamilton Road Area is lower than in the city.

It is also more affordable to purchase a home in the Hamilton Road Area. The average value of a dwelling ranges from \$136,136 to \$207,055. The average value city-wide is \$256,613.

Homeownership



Section 2

Vision & Objectives



A Vision for a CIP is a long-term strategic statement that identifies how the community wants to look, feel, and function. The establishment of a Vision is a critical component of the CIP process because it provides the overarching long-term foundation for the improvements and incentive programs cited in the CIP.

Vision

Community consultation completed for this Plan resulted in this Vision statement and the following key objectives intended to implement it:

By 2027, the Hamilton Road Area will be an attractive destination in London filled with heritage, diverse local businesses and multi-cultural restaurants, as well as a safe and welcoming neighbourhood.

Objectives

Improve the existing pedestrian environment along Hamilton Road.

Stimulate private sector investment in revitalizing and rehabilitating the Hamilton Road area.

Encourage the conservation and restoration of local heritage resources.

Build upon the success of the local small businesses and restaurants to create a healthy, vibrant, and mixed-use main street.

Provide additional parking opportunities for local businesses to encourage residents and visitors to leave their vehicles and explore the neighbourhood.

Improve long-term community safety to create a family friendly environment at all times in all seasons.

Foster great streetscapes with a visually interesting, accessible and clean public realm.

Support the existing and new community organizations that nurture the well-being of all Hamilton Road area residents.

Coordinate municipal servicing infrastructure improvements with planning and development activity to help reduce disruptions in the neighbourhood.

Improve access to fresh food along Hamilton Road.





Areas for Improvements

Through consultation with the community, 12 areas for improvement were developed from the list of items identified as needing improvement in the Hamilton Road Area. At the second community meeting, participants were asked to prioritize the improvement areas, resulting in the following list:

- 1 Traffic
- 2 Crime prevention/safety
- 3 Support small businesses
- 4 Vacant, derelict buildings
- 5 Parking for businesses on Hamilton Road
- 6 Access to fresh groceries along Hamilton Road
- 7 General cleanliness
- 8 Infrastructure
- 9 Enhancing Hamilton Road's identity
- 10 More interior community / social spaces
- 11 Park and Thames Valley Parkway
- 12 Conserving heritage

The 12 areas for improvement were summarized into six improvement categories:



Quality Public Realm and Streetscapes



A Safer Neighbourhood for All



Strong Business Environment



Excellent Parks and Recreational Opportunities



Improved Mobility Options



Strengthening the Community

The recommended actions for improvement found in Section 6 will fall under one of the above six categories.



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Section 3

Community Improvement Project Area



The Project Area

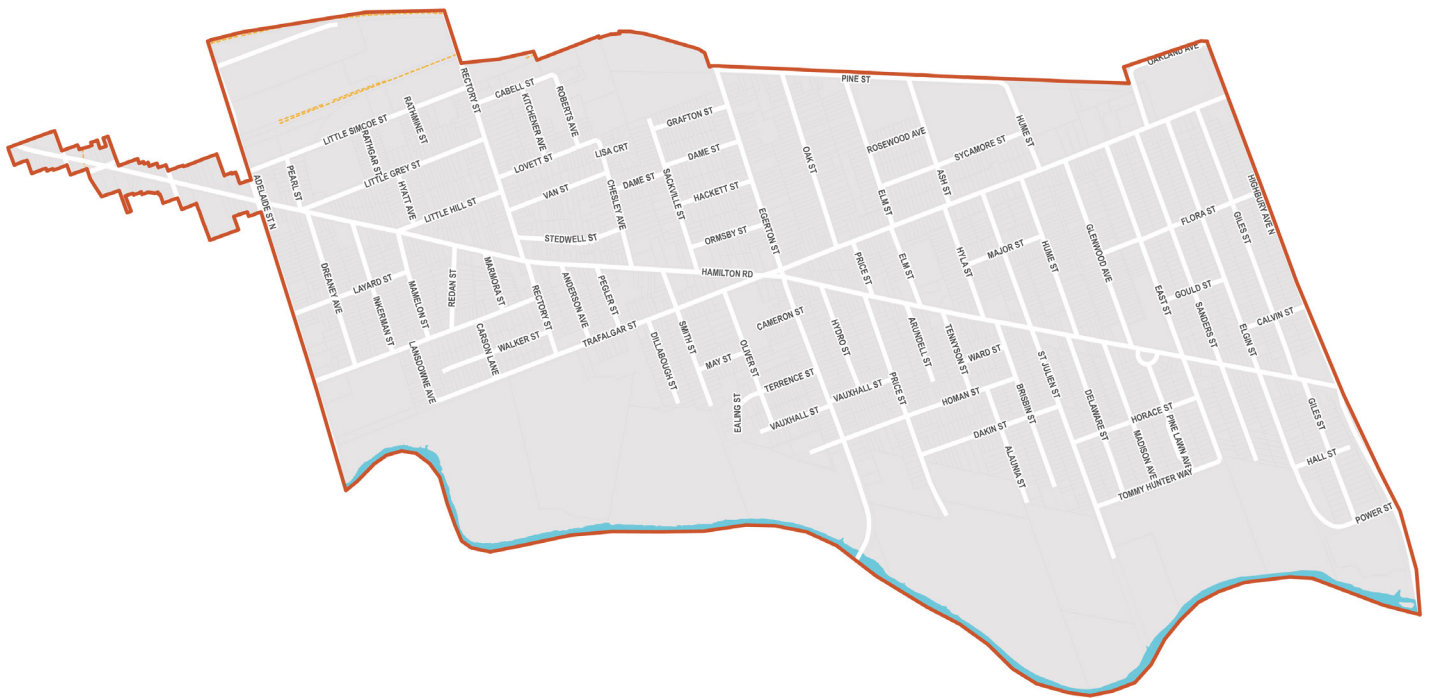
Ontario's *Planning Act* defines a community improvement project area as "a municipality or an area within a municipality, the community improvement of which in the opinion of the council is desirable because of age, dilapidation, overcrowding, faulty arrangement, unsuitability of buildings or for any other environmental, social or community economic development reason." This area, also referred to in this Plan as the "Project Area", is shown in Figure 1.

A number of critical community improvement needs were identified in the Project Area through the detailed analysis of strengths, weaknesses, opportunities and threats (SWOT Analysis) contained in Appendix E as well as through the workshops held at the community meetings. As a result, The Hamilton Road Project Area complies with the *Planning Act* definition where community improvement is desirable. All community improvement activities described in this CIP, including financial incentive programs, will only be undertaken within the area designated as the Community Improvement Project Area or a Sub-Area of the Project Area. The Community Improvement Project Area is designated by a By-law passed by Municipal Council, in accordance with Section 28 of the *Planning Act*.

Project Area Description

The Hamilton Road Project Area is generally defined as the CN railway tracks to the north, Highbury Avenue to the east, the Thames River to the south, Adelaide Street to the west, and also includes all properties with frontage on Hamilton Road west of Adelaide Street, as well as 219-221 William Street.

Figure 1: Project Area



Project Sub-Areas

The Project Area has been further divided into three Project Sub-Areas (see Figures 2-4) which are based on inventoried conditions and characteristics during the preparation of this Plan. The Sub-Areas include:

- 1 Hamilton Road Corridor
- 2 Hamilton Road Area Neighbourhood
- 3 Hamilton Road Area Parks

Figure 2: Hamilton Road Corridor

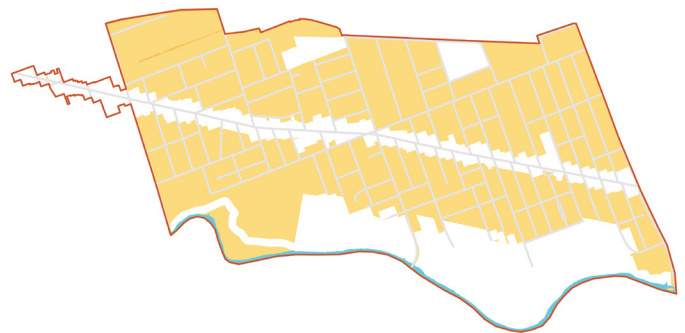


Hamilton Road Corridor

Hamilton Road is the spine that runs through the community. Hamilton Road is a main gateway to Downtown and provides access to Highbury Avenue and from there to Highway 401. The large volumes of traffic including trucks that pass through the neighbourhood on Hamilton Road have contributed to a decline in the quality of the pedestrian-oriented main street environment. Hamilton Road and its shops, restaurants, and other businesses is within a comfortable walking distance for most residents in the neighbourhood. An effort to balance the vehicular traffic with the desire for a more pedestrian friendly main street environment is a priority. A desire for new public spaces along Hamilton Road was also identified at the second community meeting. The CIP directs opportunities for potential new public spaces to Hamilton Road.

The London Plan identifies approximately Rectory Street to Egerton Street as the Main Street Place Type. This segment of Hamilton Road will see the greatest effort to promote walkability, a mix of uses, gathering spaces and act as a node for the community. Outside of the Main Street segment, the remainder of Hamilton Road in the Project Area is identified as an Urban Corridor. Urban Corridors permit a wide range of uses, encourage on-street parking, and support a pleasant and interesting pedestrian environment. As the Hamilton Road Corridor is the centre of the Hamilton Road Project Area, it will also be the focal point for improvement.

Figure 3: Hamilton Road Area Neighbourhood



Hamilton Road Area Neighbourhood

The Hamilton Road Area Neighbourhood is comprised of the primarily residential neighbourhoods adjacent to the Hamilton Road Corridor in the Project Area. The Hamilton Road Area Neighbourhood has a close and supporting relationship to the Hamilton Road Corridor. Although the Neighbourhood is mainly made up of homes, there are industrial, commercial and retail uses along Trafalgar Street, Adelaide Street North, and adjacent to the railway tracks.

Within The London Plan, the Hamilton Road Area Neighbourhood has numerous Place Types including Neighbourhoods, Light Industrial, and Shopping Area. The Neighbourhoods Place Type will be planned for a diversity and mix of residential uses, to create and enhance a sense of place and identity, as well as permit mixed-use and commercial uses at appropriate locations to meet the daily needs of neighbourhood residents. The Light Industrial Place Type is where industries generating more minimal planning impacts will be permitted. The industrial areas are included in the Hamilton Road Area Neighbourhood Sub-Area, no improvements in this Plan are targeted towards industrial properties. The Shopping Area Place Type permits commercial centres with a wide range of retail, service, business, recreational, social, educational, and government uses within easy walking distance for neighbourhoods.

Figure 4: Hamilton Road Area Parks



Hamilton Road Area Parks

The Hamilton Road Area has a variety of parks and outdoor public spaces available to the community. These public spaces include Vauxhall Park, St. Julien Park, South Branch Park, CNR Park, Silverwoods Park, Dillabough Garden, and the Thames Valley Parkway. These public spaces are an excellent amenity for the Hamilton Road Area. The close relationship to the Hamilton Road Corridor often has “spillover effects” into the public spaces, such as concerns regarding the level of personal security experienced in them, particularly at night.

The majority of the outdoor public spaces in the Hamilton Road Area are identified as the Green Space Place Type in The London Plan. The Green Space Place Type is made up of a system of public parks and recreation areas, private open spaces, and the City’s most cherished natural areas.





Section 4

Community Improvement Needs



Community Improvement Needs

To gain an understanding of key issues and to identify the gaps that should be addressed by this CIP, community improvement needs in the Hamilton Road Project Area have been determined using the following methods:

- First-hand observations made during site visits of the area;
- Research and analysis of legislation, policies, regulations and other sources of existing information applicable to the area;
- Consultation with the local community members and organizations; and,
- Consultation across City of London service areas.

This work is documented in detail in this Plan's Appendices.

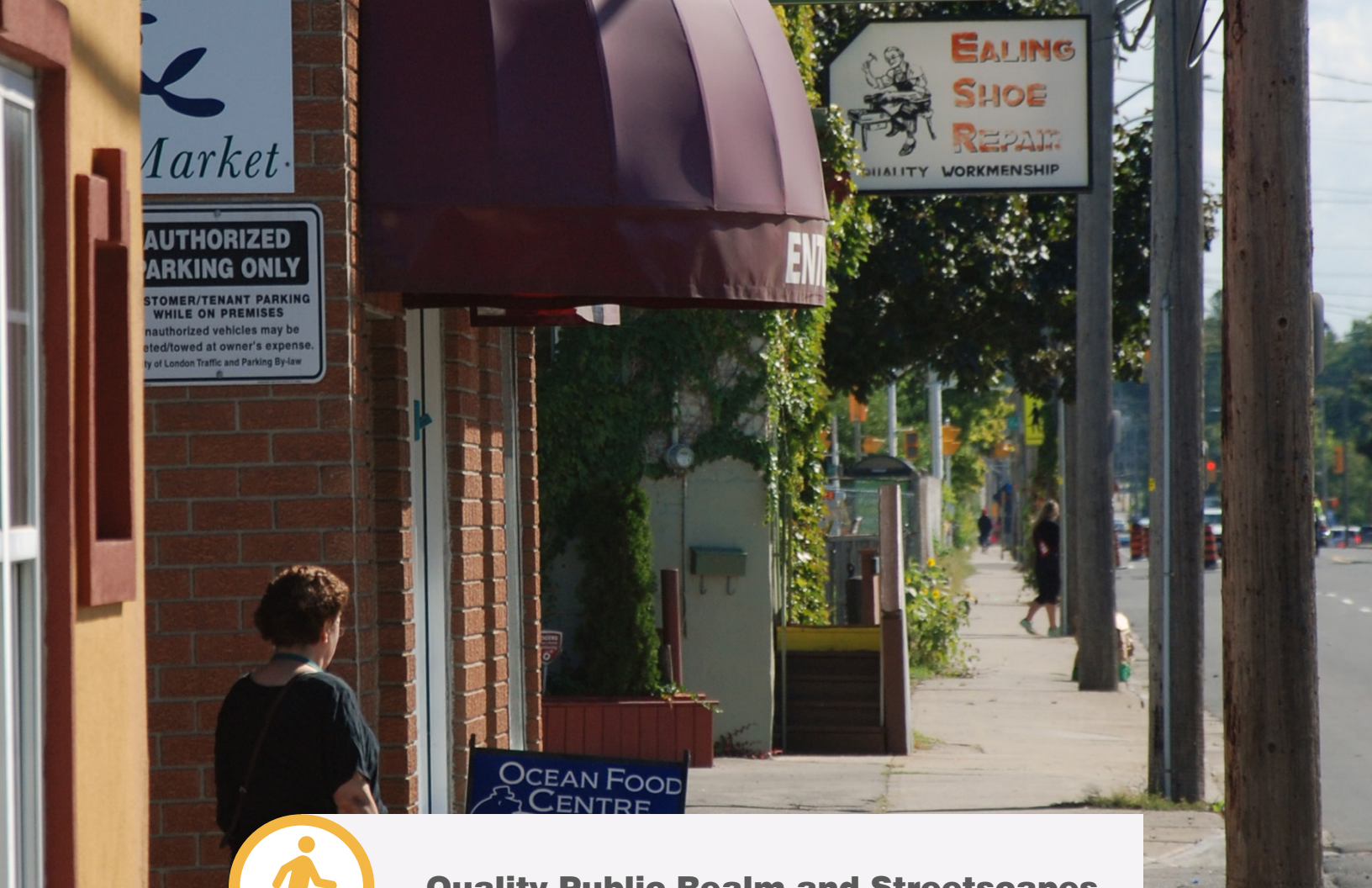
Identified Strengths, Weaknesses, Opportunities & Threats (SWOT)

As part of the community meetings held in the preparation of this CIP, participants were asked to identify strengths and weaknesses in the Hamilton Road Area using a social, economic, and environmental lens. Using the documented replies, and the other information gathered through the methods cited above, opportunities were noted and potential threats foreseen. The SWOT analysis summarizing these steps is provided in Appendix E.



Categories of Identified Community Improvement Needs

The following list groups identified needs or gaps that require community improvement consistent with the six categories cited in Section 2. The list is not in an order of priority. Many of these needs or gaps are taken verbatim from the community meetings and as written may be seen by some as being insensitive or inappropriate. The comments have not been edited or sanitized by Planning Services. However, the comments have been edited and summarized when two or more needs were addressing the same concern.



Quality Public Realm and Streetscapes

Vacant and derelict buildings

Houses on Adelaide Street between Hamilton Road and Layard Street need improvement

Traffic volume on Hamilton Road including trucks makes the pedestrian experience unpleasant

Poor road conditions

Better residential garbage and pickup

Littering on Hamilton Road

The neighbourhood looks dreary

Neighbourhood needs road and sewer work

Not enough street lighting or park lighting

Lack of street trees

Lack of seating

Perception that City construction projects take too long – leading to the feeling that the neighbourhood is a low priority.



A Safer Neighbourhood for All

Perception that junk yards encourage criminal activity

Need crime prevention and more police presence

Issues with prostitution and crime

Graffiti

Misperceptions about physical appearance and social conditions “East of Adelaide” (EOA)

Loitering

Lack of needle bins

Concerns about drug use in public

Substandard and unsafe housing

Parks and neighbourhood can feel unsafe at night

Laneways and alleyways are not used and can feel unsafe



Strong Business Environment

- Insufficient parking available for local businesses
- Lack of support from the City for local businesses
- Need increased hours of operation for local businesses
- Lack of a Business Improvement Area
- Lack of commercial investment in the neighbourhood

- The commercial corridor is very long and unfocused
- Portions of the commercial built form is not purpose-built for the use (i.e. houses poorly adapted for commercial purposes)
- Zoning related to parking requirements, setbacks, and expanded the range of permitted uses needs to be updated to better support revitalization and improvement efforts



Excellent Parks and Recreational Opportunities

Lack of places for youth to go

Lack of social events, e.g. festivals and community events

BMO Centre should be a multi-purpose facility (not just soccer)

Schools not being used for community classes

Concerns about the fate of Silverwoods Arena

Lacking seniors' support

Lack of improvements in CNR Park

Underused green space

No dog park

Lack of playground equipment



Improved Mobility Options

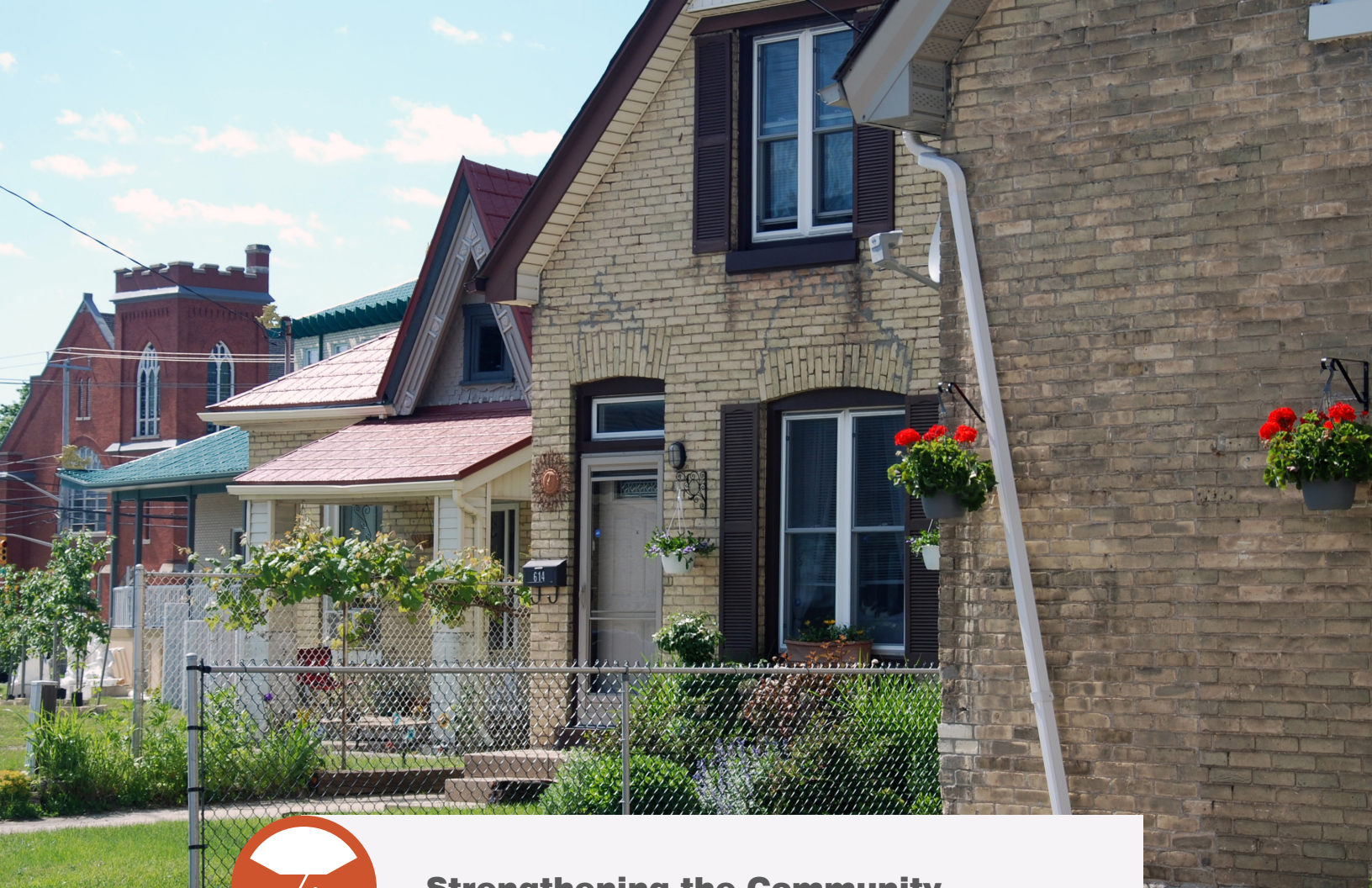
No bike lanes

Some local roads need traffic calming

Lack of traffic interruptions (places to cross Hamilton Road)

Tractor trailers need an alternate route other than Hamilton Road

Lack of LTC north and south routes through the neighbourhood



Strengthening the Community

Lack of an additional supermarket or farmer's market

Perceived food desert

Perceived as a low income area

Lack of voice to City Hall that speaks for the whole community

School closing

Limited heritage designations and protection

Lack of housing options



Section 5

Incentive Programs



Incentive Programs

Coupled with proposed initiatives that can be taken by the public sector on municipal property, the private sector needs to be engaged in community improvement to achieve this Plan's objectives. Financial incentives are established to help stimulate private investment in buildings and properties. In accordance with the *Planning Act* and the City's Official Plan, the City may offer grants or loans to property owners to help cover eligible costs and further community improvement goals.

Hamilton Road Area Financial Incentive Programs

The Hamilton Road Area CIP financial incentive programs represent a comprehensive ‘toolkit’ of programs designed to help address a number of the key weaknesses and threats identified during the analysis and achieve the vision and objectives of the CIP. The financial incentive programs are designed to encourage private sector investment, rehabilitation, adaptive reuse, redevelopment, and construction activity along the Hamilton Road Corridor Sub-Project Area, shown in Figure 2.

The incentive programs contained in the CIP are referred to as a ‘toolkit’ because once the CIP is adopted and approved, Municipal Council is able to fund, activate, and implement the incentive programs. The programs are however subject to the availability of funding and Municipal Council may choose to implement, suspend, or discontinue one or more programs at a time. It is important to note that the Hamilton Road Area CIP is an enabling document which means Municipal Council is under no obligation to activate and implement any of the incentive programs.

The programs are also referred to as a ‘toolkit’ because once activated, these programs can be used individually or

together by an applicant. In addition to the incentive programs contained in this CIP the City of London also provides incentive programs in both the Brownfield and Heritage CIPs, which may also be applicable to property owners within the Project Area. Among the various CIPs there may be similar and overlapping incentives a property owner might choose to apply for related to a specific property. Each CIP provides specific program requirements for each financial incentive program.

Table 1 summarizes basic program details for each of the incentive programs. The maximum grant/loan available for each program will be determined by City Council when it implements an incentive program and will be based on budget considerations at that time.

Eligibility criteria is available in the detailed program requirements in the Hamilton Road Area CIP financial incentive implementation information package. An amendment to this Plan is required in order to add a financial incentive program or alter its description. Changes to detailed program requirements may occur by Municipal Council resolution without an amendment to this Plan.

Table 1: Summary of Hamilton Road Area CIP Financial Incentive Programs

Program	Description	Program Duration
<p>Upgrade to Building Code Loan</p>	<p>A program designed to assist property owners with the financing of building improvements that are often necessary to ensure older buildings comply with today’s Building Code requirements. The costs associated with these improvements frequently pose a major issue for building owners wanting to upgrade their properties.</p> <p>City may provide no-interest loans that are paid back over a 10 year period.</p>	<p>As directed by Municipal Council</p>
<p>Façade Improvement Loan</p>	<p>A program designed to assist property owners with street façade improvements and bring participating properties into conformity with Property Standards By-law and applicable Urban Design Guidelines.</p> <p>City may provide no-interest loans that are paid back over a 10 year period.</p>	<p>As directed by Municipal Council</p>
<p>Rehabilitation & Redevelopment Tax Grant</p>	<p>A program designed to provide economic incentive for the rehabilitation of mixed-use and commercial properties in areas where the building stock is older.</p> <p>City may provide an annual grant to property owners over a ten-year period on a declining scale. The effect of this program is to phase in the property tax increase, which results from a rehabilitation project, over a period of ten years. The annual grant amount is calculated based on the property tax increase that results from the increase in assessment relating to an improvement project.</p>	<p>As directed by Municipal Council</p>
<p>Front Yard Tree Program for Hamilton Road</p>	<p>An incentive program to provide trees in the front yards of residential and commercial properties in a designated area along the Hamilton Road Corridor Sub-Project Area.</p> <p>This program is intended to complement the efforts to provide significant tree canopy cover in the Hamilton Road Main Street Capital Project and the London Urban Forest Strategy.</p>	<p>As directed by Municipal Council</p>

Brownfield and Heritage Incentive Programs

The City of London provides incentive programs that are contained in both the Brownfield and Heritage CIPs, which may also be applicable to property owners within the Project Area. Table 2 identifies these incentive programs. Specific program information is included in the related CIPs.

Table 2: Summary of City Wide CIP Incentive Programs

CIP	Incentive Programs
Brownfield	<ul style="list-style-type: none">• Contamination Assessment Study Grant Program• Property Tax Assistance Program• Development Charge Rebate• Tax Increment Equivalent Grant
Heritage	<ul style="list-style-type: none">• Tax Increment Grant• Development Charge Equivalent Grant



Section 6

Implementation



How to Read the Actions Table

The CIP Actions Table is organized into six improvement categories: Quality Public Realm and Streetscapes; A Safer Neighbourhood for All; Strong Business Environment; Excellent Parks and Recreational Opportunities; Improved Mobility Options; and Strengthening the Community.

Within each improvement category, there are several community- and City-identified actions that originated during community and stakeholder consultation and have been developed through City staff and agency input, to improve the needs and weaknesses in the Hamilton Road Area CIP Project Area as listed in Section 4 and achieve the community vision. Each action identifies the lead (who is expected to coordinate/undertake implementing the action), the suggested partners (who can assist the lead), the priority (Do First, Do Second, and Do Third), and the relative cost.

A lead was identified for each action. Clarifying roles and responsibilities ensures there is accountability for the actions and helps champions to emerge to lead the actions through to implementation. The two primary stakeholders are the City of London and the Hamilton Road Area Community. The City refers to City of London staff, with assistance of its boards, agencies, and commissions and includes

regulatory and operational activities. The Community refers to the Hamilton Road Area residents, the Hamilton Road Community Association, the Hamilton Road Area Business Association, social service agencies, and other community and business organizations in the Hamilton Road Area.

The Cost column helps identify expectations for a relative budget amount (high, medium, or low) to implement an action, if funding is available in an existing City budget or would need to come from a future City budget, or if funding would come from a non-City budget.

Prioritizing the proposed sequence for these actions proved to be challenging due to budget constraints, planned infrastructure renewal, jurisdictional issues which require commitment from other agencies, and community preference. Therefore, some actions have been identified as a “Do 1st” priority and conversely, other actions may not have been regarded as an immediate priority but an opportunity may arise sooner than expected where it would be appropriate to avail of such opportunities.

The ability to complete the actions listed in the following Actions Table is contingent on available resources and other projects and priorities that are underway or introduced by Municipal Council in the future.

Actions Table

Actions Items listed below without shading are consistent with the definition of community improvement found in Section 28 of the *Planning Act*; shaded Action Items address an identified weakness or an improvement desired within the Hamilton Road Area Community Improvement Project Area which was documented during the preparation of this Plan but is beyond the scope of community improvement as it is defined in the *Planning Act*, or can be implemented without need for a CIP. Combining both types of community improvement Actions in a single document is intended to provide a complete robust plan for improving the Hamilton Road Area CIP Project Area that is easier to monitor and implement.





Quality Public Realm and Streetscapes

	Action	Priority	Lead & Suggested Partners	Cost
1.1	Make available the Upgrade to Building Code Loan, Façade Improvement Loan, and Rehabilitation and Redevelopment Tax Grant Incentive Programs	Do 1st	Planning Services – Urban Regeneration Suggested Partners: Hamilton Road Business (Improvement) Association	High (existing budget)
1.2	Undertake the preparation of detailed Urban Design Guidelines for the Hamilton Road/Adelaide Street North Mixed-Use Mainstreet Districts	Do 2nd	Planning Services – Urban Design Suggested Partners: Hamilton Road Business (Improvement) Association Hamilton Road Community Association	Low (existing budget)
1.3	Where feasible based on space constraints, ensure the immediate area around bus stops on Hamilton Road are equipped with pedestrian friendly amenities including transit shelters, waste receptacles, and benches	Do 1st	London Transit Commission Suggested Partners: Planning Services – Urban Design Environmental and Engineering Services (EES)- Transportation Planning & Design EES – Transportation and Roadside Operations	Medium (other budget)

	Action	Priority	Lead & Suggested Partners	Cost
1.4	In conjunction with the Hamilton Road “MainStreet” Conceptual Design Infrastructure Renewal project, identify opportunities for strategic property acquisition and/or better use of existing City owned land for the purposes of implementing public squares, plazas, community gardens, and green space	Do 1st	EES – Transportation Planning & Design Suggested Partners: Planning Services – Environmental & Parks Planning Finance and Corporate Services – Realty Services Planning Services – Urban Design Parks and Recreation – Operations Hamilton Road Business (Improvement) Association Hamilton Road Community Association Crouch Neighbourhood Resource Centre	High (future budget)
1.5	Develop a way-finding system with pedestrian-scale signs to allow visitors to explore the neighbourhood	Do 3rd	Hamilton Road Business (Improvement) Association Suggested Partners: Crouch Neighbourhood Resource Centre EES – Transportation Planning & Design	Medium (future budget)
1.6	Consider BA/BIA branding on way-finding signs and street furniture along Hamilton Road	Do 3rd	Hamilton Road Business (Improvement) Association Suggested Partners: N/A	Low (other budget)
1.7	Clean Hamilton Road sidewalks on a more frequent schedule	Do 1st	EES – Transportation and Roadside Operations Suggested Partners: Hamilton Road Business (Improvement) Association	Medium (future budget)

	Action	Priority	Lead & Suggested Partners	Cost
1.8	Seek opportunities to include wider sidewalks as part of the Hamilton Road “MainStreet” Conceptual Design Infrastructure Renewal project and as part of existing planned capital projects along Hamilton Road with consideration for tree protection	Do 3rd	EES – Transportation Planning & Design Suggested Partners: Planning Services – Urban Design	Medium (future budget)
1.9	Seek opportunities to include pedestrian scale lighting as part of the Hamilton Road “MainStreet” Conceptual Design Infrastructure Renewal project and as part of existing planned capital projects along Hamilton Road	Do 2nd	EES – Transportation Planning & Design Suggested Partners: Planning Services – Urban Design Hamilton Road Business (Improvement) Association	Medium (future budget)
1.10	Investigate the use of new lighting technologies including automatic dimming systems and intelligent lighting controls for installation as Hamilton Road is reconstructed	Do 2nd	EES – Roadway Lighting & Traffic Control Suggested Partners: N/A	Low (future budget)
1.11	Where appropriate based on space constraints, install new waste receptacles along Hamilton Road	Do 2nd	EES – Transportation and Roadside Operations Suggested Partners: Hamilton Road Business (Improvement) Association	Low (future budget)
1.12	Investigate the feasibility of burying the hydro lines on Hamilton Road as part of the Hamilton Road “MainStreet” Conceptual Design Infrastructure Renewal project and as part of existing planned capital projects along Hamilton Road, with the segment between Smith Street and Hydro Street being the top priority	Do 3rd	EES – Transportation Planning & Design Suggested Partners: London Hydro Planning Services – Urban Design Hamilton Road Business (Improvement) Association	High (future budget)

	Action	Priority	Lead & Suggested Partners	Cost
1.13	Seek opportunities to include street trees and vegetation on Hamilton Road as part of the Hamilton Road “MainStreet” Conceptual Design Infrastructure Renewal project and as part of existing planned capital projects along Hamilton Road	Do 2nd	EES – Transportation Planning & Design Suggested Partners: Planning Services – Urban Forestry Planning Services – Urban Design Parks and Recreation – Operations	Medium (future budget)
1.14	Study the opportunity for a front yard tree program for property owners along Hamilton Road to encourage street trees or consider making changes to the treeME Neighbourhood Matching Fund to provide property owners with access to trees	Do 2nd	Planning Services – Environmental and Parks Planning Suggested Partners: Planning Services – Urban Forestry City of London Community Development and Funding	Low (existing budget)
1.15	Develop a street tree container planting program for spaces in the Hamilton Road Area Corridor Sub-Project Area where street trees are not feasible	Do 2nd	Hamilton Road Business (Improvement) Association Suggested Partners: ReForest London EES – Transportation and Roadside Operations	Low (other budget)
1.16	Seek opportunities to construct new sidewalks and/or curbs during road reconstruction and resurfacing, or during development approvals processes on abutting private property – on Vauxhall Street (east of Egerton Street), Cabell Street, Roberts Avenue, Little Simcoe Street, Oliver Street, Calvin Street, Flora Street, Ash Street, Hume Street, and Pine Street	Do 1st	EES – Transportation Planning & Design Suggested Partners: Development and Compliance Services Planning Services – Urban Design Hamilton Road Business (Improvement) Association	Low (existing budget)



A Safer Neighbourhood for All

Action	Priority	Lead & Suggested Partners	Cost
2.1	Undertake an annual crime prevention through environmental design (CPTED) review of targeted areas in the neighbourhood	Do 1st London Police Services Suggested Partners: Planning Services – Urban Design Hamilton Road Business (Improvement) Association Hamilton Road Community Association	Low (other budget)
2.2	Increase the frequency of proactive By-law Enforcement blitzes in the Hamilton Road Area and identify opportunities to expand the area where the City of London undertakes proactive by-law enforcement in the Hamilton Road Area.	Do 2nd Development and Compliance Services – By-law Enforcement Suggested Partners: Planning Services – Urban Design Hamilton Road Business (Improvement) Association Hamilton Road Community Association	Low (future budget)
2.3	Engage Neighbourhood Watch London about the potential of expanding the areas of Hamilton Road where Neighbourhood Watch programs are currently organized	Do 1st Hamilton Road Community Association Suggested Partners: Neighbourhood Watch London Crouch Neighbourhood Resource Centre	Low (other budget)

	Action	Priority	Lead & Suggested Partners	Cost
2.4	Continue to build on the relationship and work with the Community Oriented Response unit to identify neighbourhood issues and develop appropriate responses including proactive foot/bike patrols and targeted enforcement	Do 1st	London Police Services Suggested Partners: Hamilton Road Community Association Hamilton Road Business (Improvement) Association Ward Councillor	No cost
2.5	Identify which alleys and laneways behind residential homes are unused and/or unnecessary for vehicular traffic	Do 2nd	EES- Geomatics Suggested Partners: Planning Services – Urban Regeneration Hamilton Road Community Association Adjacent property owners EES – Transportation Planning & Design	No cost
2.6	Once alleys and laneways are identified in 2.5, develop a program for closing unnecessary laneways including conveying City owned laneways to adjacent property owners	Do 2nd	Planning Services – Urban Regeneration Suggested Partners: Finance and Corporate Services – Realty Services Hamilton Road Community Association Adjacent property owners	Low (future budget)
2.7	Initiate a traffic study for the Hamilton Road Area to assess the need for traffic calming measures, in particular on Homan Street, Terrence Street, Vauxhall Street, Major Street, and St. Julien Street (north of Hamilton Road)	Do 1st	EES – Transportation Planning & Design Suggested Partners: Planning Services	Low (future budget)

	Action	Priority	Lead & Suggested Partners	Cost
2.8	Undertake proactive patrols and targeted enforcement in St. Julien Park and CNR Park	Do 1st	London Police Services Suggested Partners: Hamilton Road Community Association Parks and Recreation	Medium (other budget)
2.9	Install sharps bins in CNR Park	Do 1st	Neighbourhood, Children and Fire Services Suggested Partners London CArES Parks and Recreation Planning Services – Environmental and Parks Planning	Low (existing budget)



Strong Business Environment

	Action	Priority	Lead & Suggested Partners	Cost
3.1	Implement greater mixed use zoning, an expanded range of permitted uses, and a reduction in setback requirements for Hamilton Road between Rectory Street and Egerton Road to help facilitate redevelopment	Do 1st	Planning Services Suggested Partners: Hamilton Road Business (Improvement) Association	No cost
3.2	Initiate a Zoning By-law Amendment in order to foster the creation for deeper lots along Hamilton Road in order to proactively zone for lot consolidation and redevelopment opportunities	Do 1st	Planning Services Suggested Partners: Hamilton Road Business (Improvement) Association	No cost
3.3	Introduce zoning to remove or reduce the parking requirements for commercial and mixed-use properties along Hamilton Road, which cannot accommodate required parking on-site	Do 1st	Planning Services Suggested Partners: Hamilton Road Business (Improvement) Association	No cost
3.4	Implement greater mixed use zoning and an expanded range of permitted uses for residential dwellings along Adelaide Street North and Hamilton Road Corridors to allow for increased opportunity to repurpose converted residential dwellings	Do 2nd	Planning Services Suggested Partners: Hamilton Road Business (Improvement) Association Hamilton Road Community Association	No cost

	Action	Priority	Lead & Suggested Partners	Cost
3.5	Establish a Business Improvement Area (BIA)	Do 1st	Hamilton Road Business Association Suggested Partners: Planning Services – Urban Regeneration Finance and Corporate Services – Taxation	Low (existing budget)
3.6	Seek mentoring opportunities with other BIAs	Do 1st	Hamilton Road Business (Improvement) Association Suggested Partners: Downtown London BIA Old East Village BIA Argyle BIA	No cost
3.7	Investigate vesting and acquiring a strategic property on Hamilton Road for the location of a social enterprise Repair Café	Do 1st	Finance and Corporate Services – Taxation Finance and Corporate Services – Realty Services Suggested Partners: Crouch Neighbourhood Resource Centre Glen Cairn Neighbourhood Resource Centre Neighbourhood, Children and Fire Services	High (future budget)



Excellent Parks and Recreational Opportunities

Action	Priority	Lead & Suggested Partners	Cost
4.1	Should Silverwoods Arena be considered for future repurposing, hold a public engagement process with the community to discuss building/site repurposing	Do 1st Neighbourhood, Children and Fire Services Parks and Recreation Suggested Partners: Hamilton Road Business (Improvement) Association Hamilton Road Community Association Crouch Neighbourhood Resource Centre	No cost
4.2	During the periodic review of the Parks and Recreation Master Plan, as well as through ongoing Family Centre work, evaluate the need for municipal indoor community space. If necessary identify opportunities for property acquisition to meet the need	Do 2nd Neighbourhood, Children and Fire Services Parks and Recreation Suggested Partners: Finance and Corporate Services – Realty Services Child and Youth Network School Boards Hamilton Road Business (Improvement) Association Hamilton Road Community Association Crouch Neighbourhood Resource Centre	Medium to High (future budget)

	Action	Priority	Lead & Suggested Partners	Cost
4.3	Undertake an annual review of programs available in the Hamilton Road Area through Spectrum, Crouch Neighbourhood Resource Centre, City of London Parks and Recreation, YMCA, Boys and Girls Club, etc. in order to ensure adequate programming is available to the neighbourhood	Do 2nd	Neighbourhood, Children and Fire Services Suggested Partners: Parks and Recreation Hamilton Road Community Association Crouch Neighbourhood Resource Centre YMCA Boys and Girls Club Other service providers in the neighbourhood	No cost
4.4	Investigate the need for additional lighting in CNR Park and St. Julien Park in order to improve the community's ability to use the park	Do 1st	Planning Services – Environmental & Parks Planning Suggested Partners: Parks and Recreation Hamilton Road Community Association London Hydro	Low to Medium (future budget)
4.5	Investigate the feasibility of providing public washrooms in CNR Park	Do 3rd	Planning Services – Environmental & Parks Planning Suggested Partners: Parks and Recreation Hamilton Road Community Association	Low to High (future budget)

	Action	Priority	Lead & Suggested Partners	Cost
4.6	Investigate the feasibility of installing a splash pad in St. Julien Park	Do 2nd	Parks and Recreation – Aquatics, Arenas and Attractions Suggested Partners: Planning Services – Environmental & Parks Planning Neighbourhood, Children and Fire Services Hamilton Road Community Association	Medium (future budget)
4.7	Continue to pursue additional funding sources, such as the Federal Infrastructure Grant, for improvements to the Thames Valley Parkway	Do 1st	Planning Services – Environmental & Parks Planning Suggested Partners: Parks and Recreation ESS – Transportation Planning and Design	No cost
4.8	Investigate the feasibility of expanding the Hamilton Road Seniors’ Centre & Community Centre to allow for additional programming	Do 3rd	Neighbourhood, Children and Fire Services Parks and Recreation Suggested Partners: Finance and Corporate Services – Realty Services Finance and Corporate Services – Facilities	Low to High (future budget)



Improved Mobility Options

	Action	Priority	Lead & Suggested Partners	Cost
5.1	Identify opportunities to acquire vacant lot(s) for off-street parking to adequately serve commercially zoned properties and the Hamilton Road Seniors' Centre (also see Action 4.8)	Do 1st	Finance and Corporate Services – Realty Services Suggested Partners: Planning Services Neighbourhood, Children and Fire Services Hamilton Road Business (Improvement) Association	High (future budget)
5.2	Identify opportunities to create more on-street parking all along Hamilton Road	Do 2nd	EES – Transportation Planning & Design Suggested Partners: Hamilton Road Business (Improvement) Association	Medium (future budget)
5.3	Seek opportunities to include new pedestrian crossings on Hamilton Road, particularly near schools as part of the Hamilton Road "MainStreet" Conceptual Design Infrastructure Renewal project and as part of existing planned capital projects along Hamilton Road	Do 1st	EES – Roadway Lighting & Traffic Control Suggested Partners: EES – Transportation Planning & Design Planning Services – Urban Design Hamilton Road Business (Improvement) Association Hamilton Road Community Association	Medium (future budget)