

Report to Planning and Environment Committee

To: Chair and Members
Planning & Environment Committee
From: Gregg Barrett
Director, Planning and City Planner
Subject: Argyle Regeneration Study Update
Meeting on: August 10, 2020.

Recommendation

That, on the recommendation of the Director, City Planning and City Planner, the following actions be taken:

- (a) This report **BE RECEIVED** for the purpose of providing Municipal Council with an update on the progress of the Argyle Regeneration Study.

IT BEING NOTED that City Planning staff will continue to work with the Argyle Business Improvement Area (BIA) and community stakeholders and groups, to provide support and education regarding the planning process and the framework for community regeneration and development.

Executive Summary

On November 12, 2019, Civic Administration was directed to undertake a comprehensive community regeneration study of the Argyle Business Improvement Area and surrounding areas. City Planning staff have completed the first stage of the study including research, data collection and analysis, and consulting with stakeholders, other service areas and the public.

This report contains a preliminary analysis of findings. City staff will continue with consultation, research and analysis in the coming months and report back with final recommendations for next steps at a future meeting of the Planning and Environment Committee.

Previous Reports Pertinent to this Matter

June 2012	Designation of an Improvement Area under Section 204 the Municipal Act, 2001 – Argyle BIA
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Background

In October 2019, the Argyle Business Improvement Area (Argyle BIA) submitted a request through the Planning and Environment Committee (PEC) for staff to undertake a comprehensive study of the Argyle BIA and surrounding area. On November 12, 2019, Civic Administration was directed to report back at a future meeting of the Planning and Environment Committee with respect to the results of a comprehensive community regeneration study of the Argyle BIA and surrounding areas.

To date, City staff have undertaken the following activities:

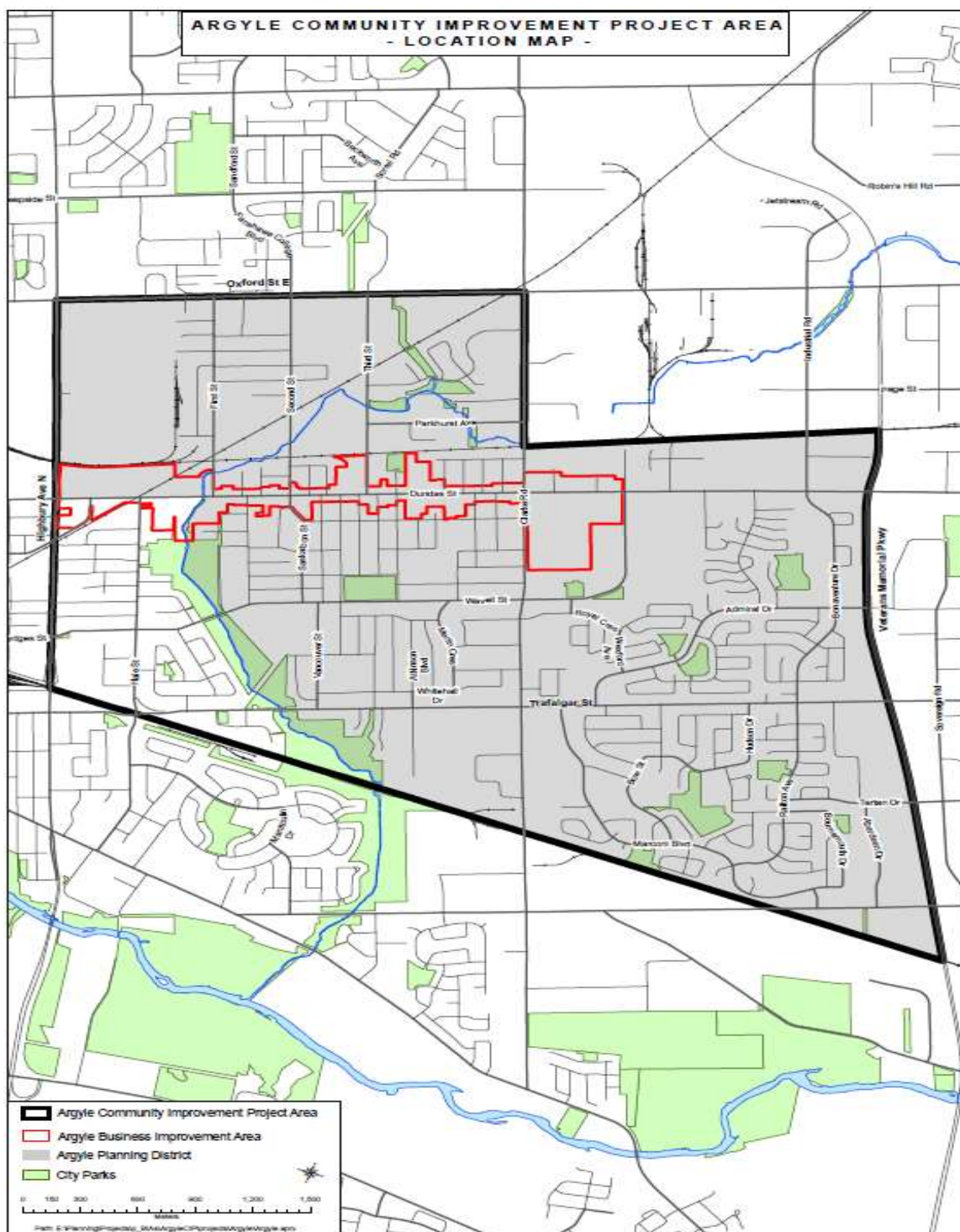
- Review of relevant Provincial and City policy documents;
- Review of existing City of London regeneration projects and Community Improvement Plans;
- Review of best practices used in other Ontario municipalities;
- Analysis of the Argyle Area based on:
 - Secondary information (such as Statistics Canada data)
 - Demographic and industry data

- First-hand data collection and visual audit
- Development and building activity
- Input received from the Argyle BIA, Argyle Community Association, and other Argyle organizations.
- Information collected during meetings and workshop sessions.
- Consultation with other City services areas including Transportation and Parks Planning.

1.0 General Study Area

The Argyle Regeneration Study applies to lands in the east end of London, generally bounded by Highbury Avenue, Oxford Street East, Clarke Road, Veterans Memorial Parkway, Canadian Pacific Railway and the Canadian National Railway. Comprising approximately 1,362 hectares of land, the Argyle Planning District is the second largest district within the Urban Growth Boundary, after the Westminster district.

Map 1: Argyle Community Improvement Study & Argyle Planning District



Map 1 illustrates the general boundaries for the Argyle Regeneration Study and the Argyle Planning District. This Study Area was chosen for the following reasons:

- The Argyle Planning District was kept intact as much as possible, so the boundaries for the study area generally coincide with the boundaries of the Planning District. This allows for better data-comparison with existing demographic Argyle Trade Area Reports and the 2016 Census.
- The Canadian Pacific Railway, the Canadian National Railway, Veterans Memorial Parkway, Oxford Street East and Highbury Avenue North were viewed as existing boundaries that separate Argyle from other Planning Districts. These districts are East London and Carling Districts to the west, Huron Heights and Airport District to the north, Crumlin to the east and Hamilton Road to the south of the Argyle Area.
- Dundas Street is the main commercial and transit corridor within the study area, connecting Veterans Memorial Parkway with the Argyle Mall and Highbury Avenue. The Argyle BIA is located along Dundas Street, between Wavell Street and Highbury Avenue. In order to incorporate the full BIA and Dundas Corridor, the study area has been extended towards the west to include the Hale Street district.
- Another benefit of expanding the boundaries to the west, is that the study area will encompass the full Kiwanis Park North & Central and Pottersburg Creek instead of only half of the Park. This is a better reflection of the importance of this natural feature on the surrounding neighbourhood.

While this study area was determined for the above reasons, it should be made clear that any properties currently shown within the study area may not be included within any final boundaries for plans or programs that result from the recommendations of this study.

Existing Context

2.0 Transportation Networks

Dundas Street is a major transportation corridor through the Argyle area. Other major transportation corridors in Argyle are the Veterans Memorial Parkway, Highbury Avenue North, Trafalgar Street and Oxford St East. Major rail lines pass through Argyle as well, owned by Canadian Pacific and Canadian National.

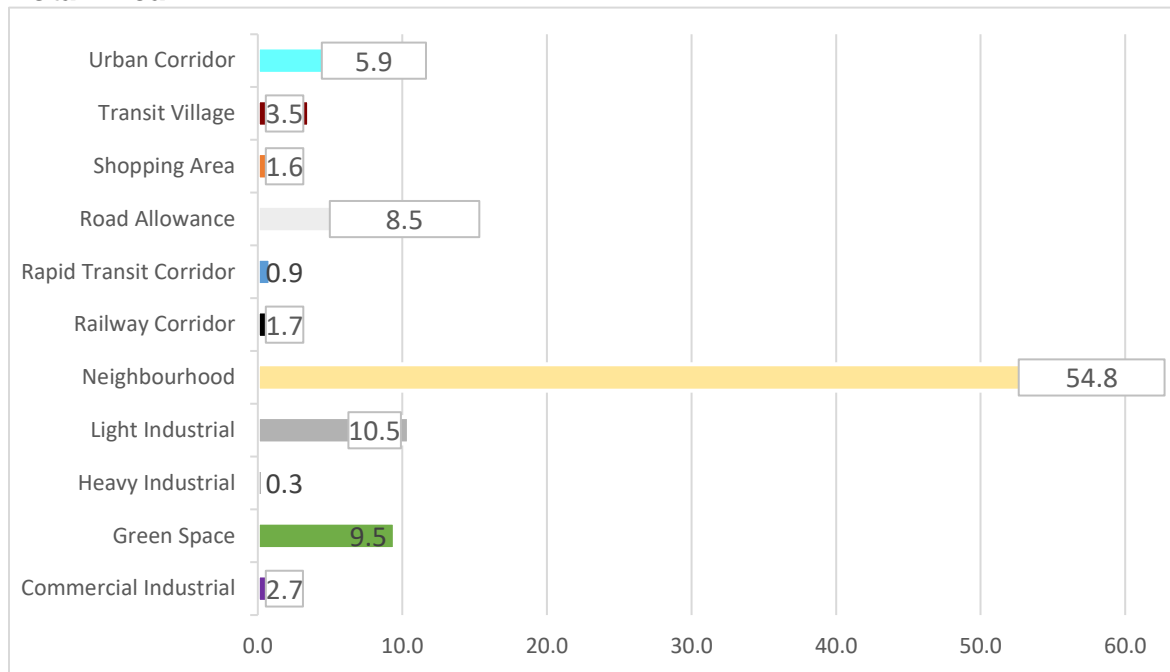
3.0 Land Use

3.1 The London Plan

The London Plan is the new Official Plan for the City of London and has been adopted by City Council and approved by the Ministry with modification. The majority of The London Plan is in-force and effect, and portions of the Plan continues to be under appeal at the Local Planning Appeals Tribunal. All lands within the City are assigned a Place Type, each Place Type has their own permitted uses, intensity development and form requirements.

As shown in figure 1, almost 55% of the land in Argyle is the Neighbourhood Place Type, followed by Light Industrial (10.5%), Green Space (9.5%), Road Allowance (8.5%) and Urban Corridor (5.9%). Together, the Light and Heavy Industrial Place Type make up 10.8% of the Land in the Argyle Area. These Industrial Place Types are focused around the railway corridors in the north and southeast of the study area, illustrated in Appendix B - Map 3.

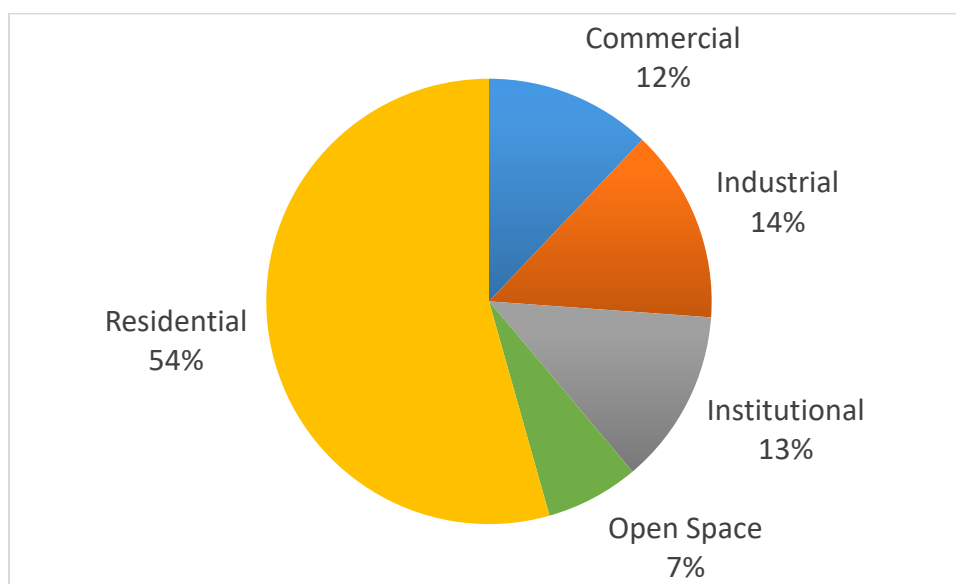
Figure 1: Place Types in Argyle Community Improvement Study as percentage of Total Area.



3.2 Existing zoning

Within the Argyle Area Regeneration Study, the majority of land is zoned for residential uses (54%), followed by industrial (14%), institutional (13%), commercial (12%) and open space (7%). This is illustrated in Appendix B – Map 4.

Figure 2: Percentage of Land in Generalized Zones in Argyle Community Improvement Study



3.3 Parkland

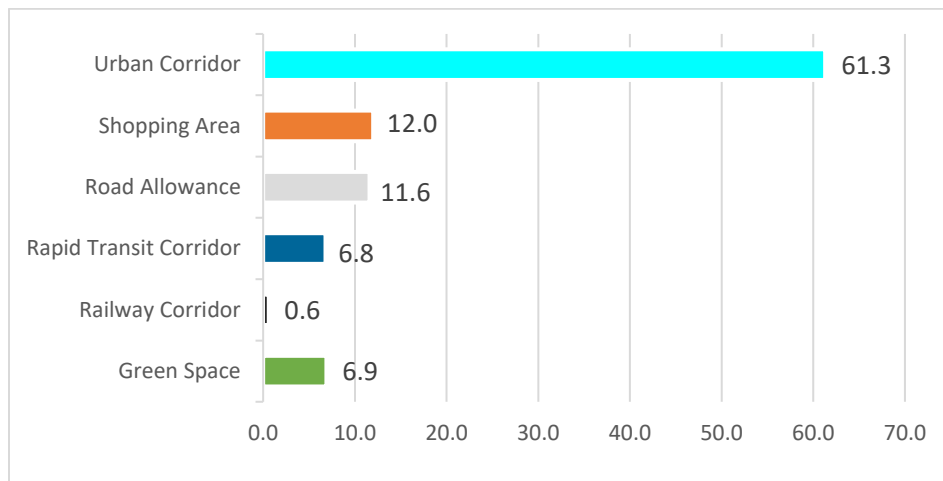
Hectares of Parkland per 1000 people: The Argyle Study Area has 75.3 total hectares of green space or 2.1 hectares of parkland per 1000 people. This compares to 7.2 hectares of parkland per 1000 people City-Wide. It should be noted, however, that 45% of the Argyle area is zoned and designated for non-residential uses.

4.0 Business Improvement Area

4.1 The London Plan

More than 60% of land in the Argyle BIA-area is the Urban Corridor Place Type. Other Place Types are Shopping Areas (12%), Road Allowance (11.6%), Green Space (6.9%), Rapid Transit Corridor (6.8%) and less than a percent of Railway Corridor.

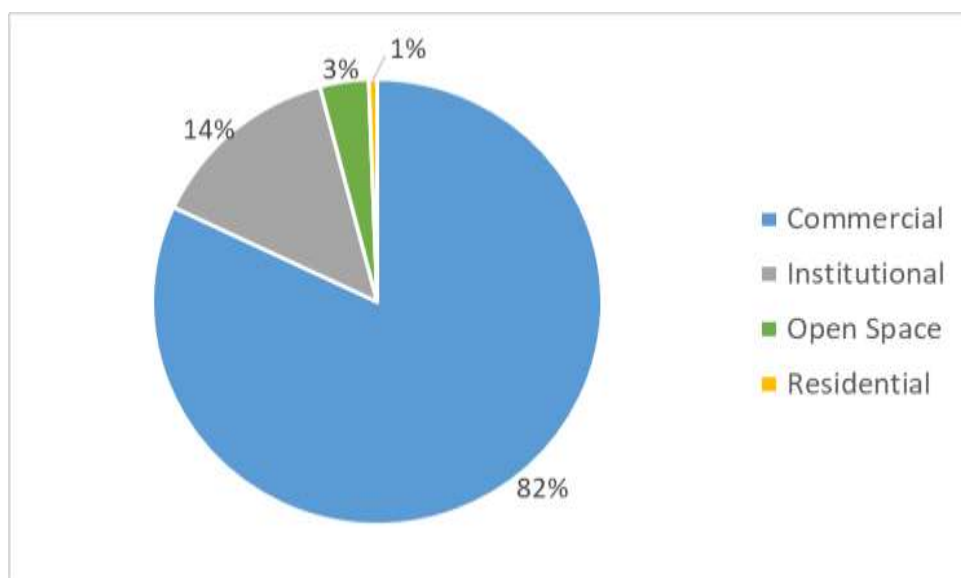
Figure 3: Place Types in Argyle BIA District as percentage of Total Area



4.2 Current Zoning

Within the Argyle Community Regeneration Study, the Argyle BIA makes up 6.2% of the total land and runs along Dundas Street between Highbury Avenue North and Wavell Street. The majority of land in the BIA is zoned for commercial use (82%). Other uses are institutional (14%), open space (3%) and residential (1%). Both the Dundas Street Urban Corridor, and the Argyle Mall are dominated by commercial use.

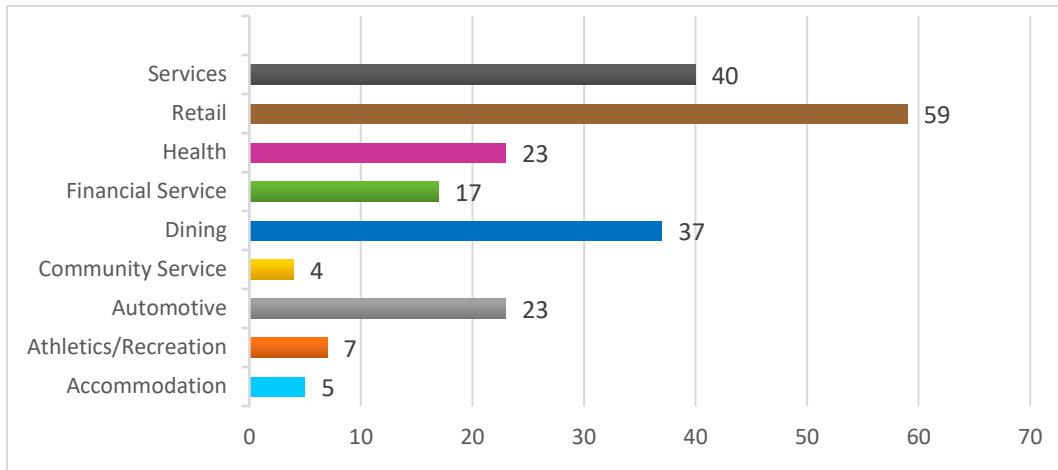
Figure 4: Percentage of Land in Generalized Zones in Argyle BIA District



4.3 Businesses

Over 200 businesses are members of the Argyle BIA, all located within the boundaries of Dundas Street between Highbury Avenue and Wavell Street. Figure 5 illustrates a vast array of business-types, with a high concentration of retail, services and dining. Other everyday needs such as automotive services, health, financial service and athletics/ recreation can be met in Argyle as well.

Figure 5: Business Types in the Argyle BIA Area

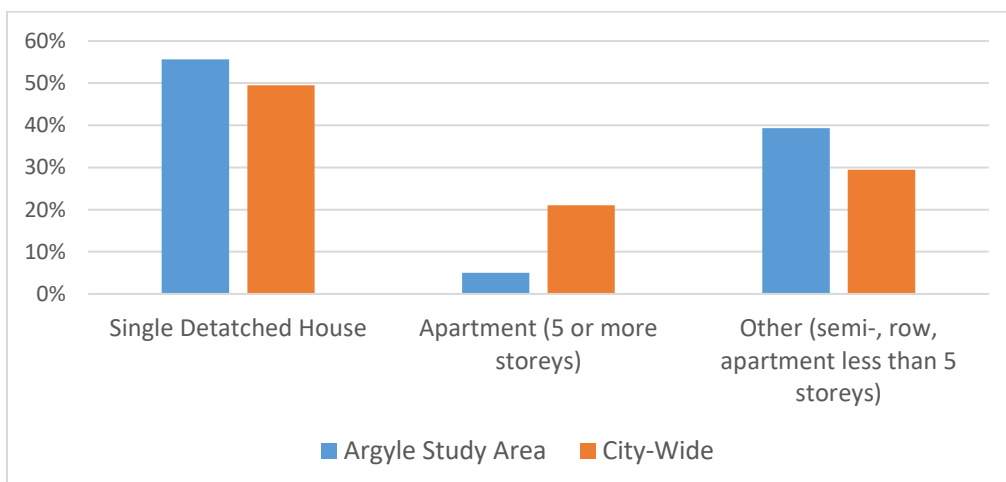


5.0 Community Profile

5.1 Housing

Most of the housing in Argyle was built before 1980 (70%) and another 25% between 1980 and 2000. That means that only 5.5% of dwellings in Argyle were built after 2000, compared to 20.5% city-wide. Most housing consists of single detached houses, apartments (5 or more storeys) and other forms of housing (townhouses, semi-detached housing and apartments with less than 5 storeys). The percentage of single detached housing is higher in Argyle than City-Wide, the number of apartments (5 of more storeys) is much lower than City-Wide and the amount of row-houses are higher than City-Wide.

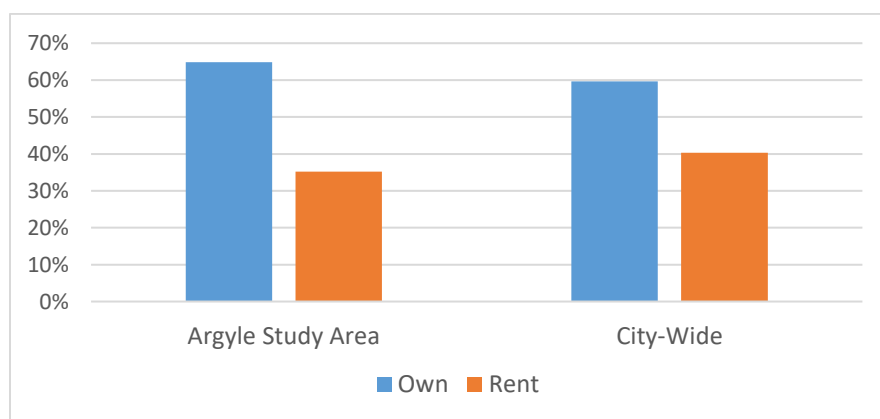
Figure 6: Housing Types: Argyle Study Area and City-Wide



5.2 Home Tenure

The majority of residents own their homes in the Argyle Area (65%). This is higher than the City-Wide percentage of 60%.

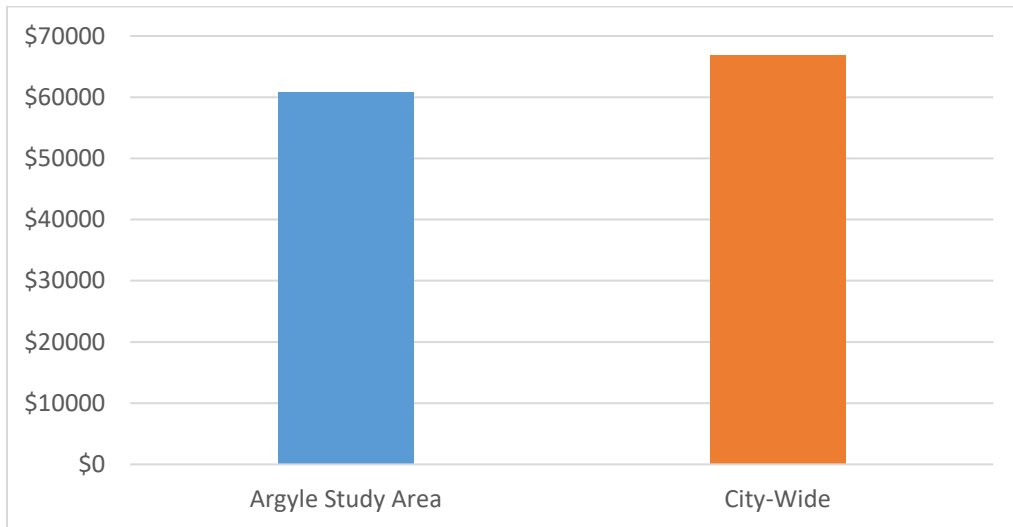
Figure 7: Housing Types: Argyle Study Area and City-Wide



5.3 Household Income

Household Income is 9% lower in Argyle than the household income City-Wide.

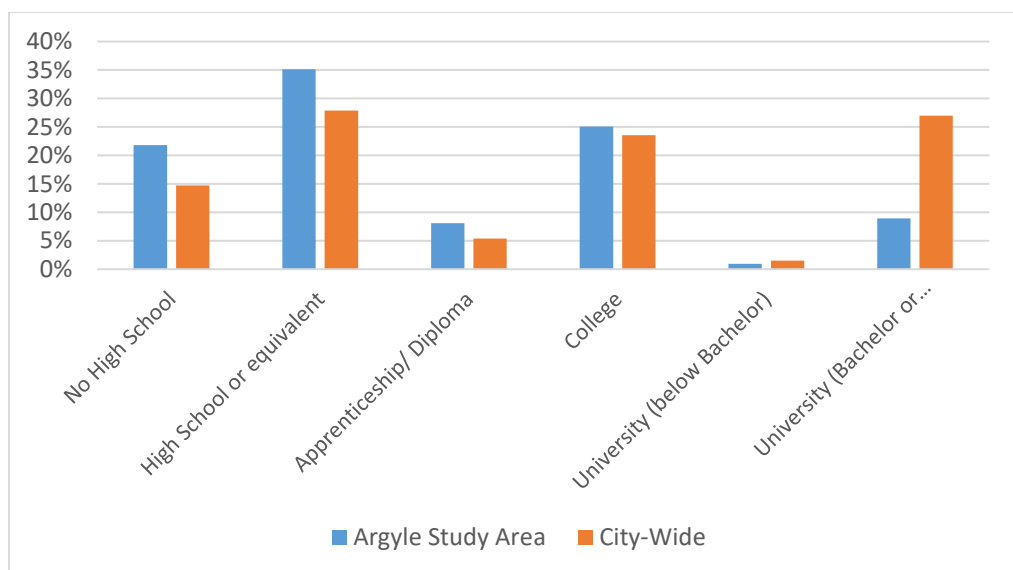
Figure 8: Household Income: Argyle Study Area and City-Wide



5.4 Education

The educational attainment statistics for the Argyle area are lower than the City-Wide statistics. 43% of the Argyle residents have some form of post-secondary education, compared to 57% of residents City-Wide. The most frequent highest credential earned in Argyle is a High School education for 35% of the population, compared to 28% City-wide.

Figure 9: Education: Argyle Study Area and City-Wide

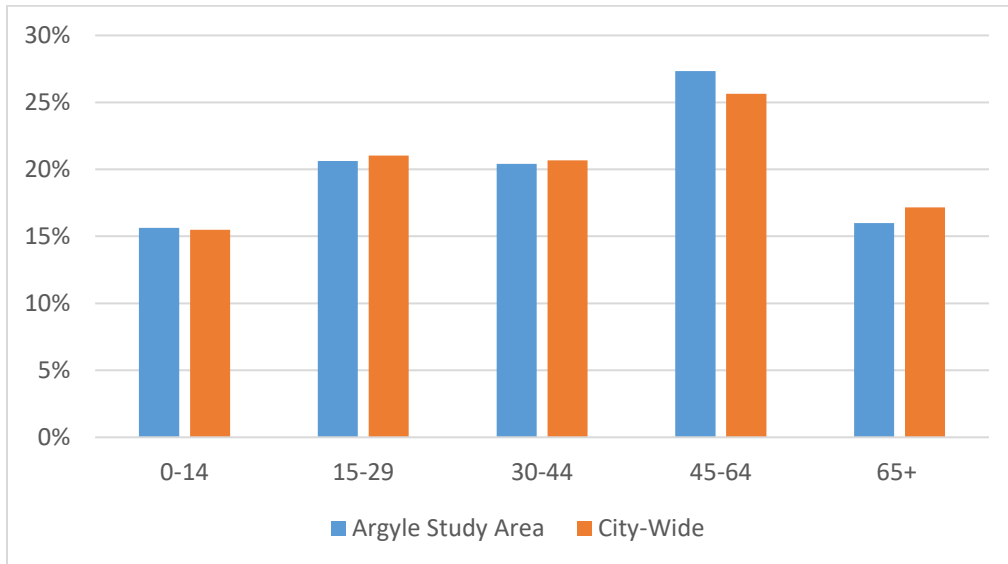


5.5 Age Cohorts

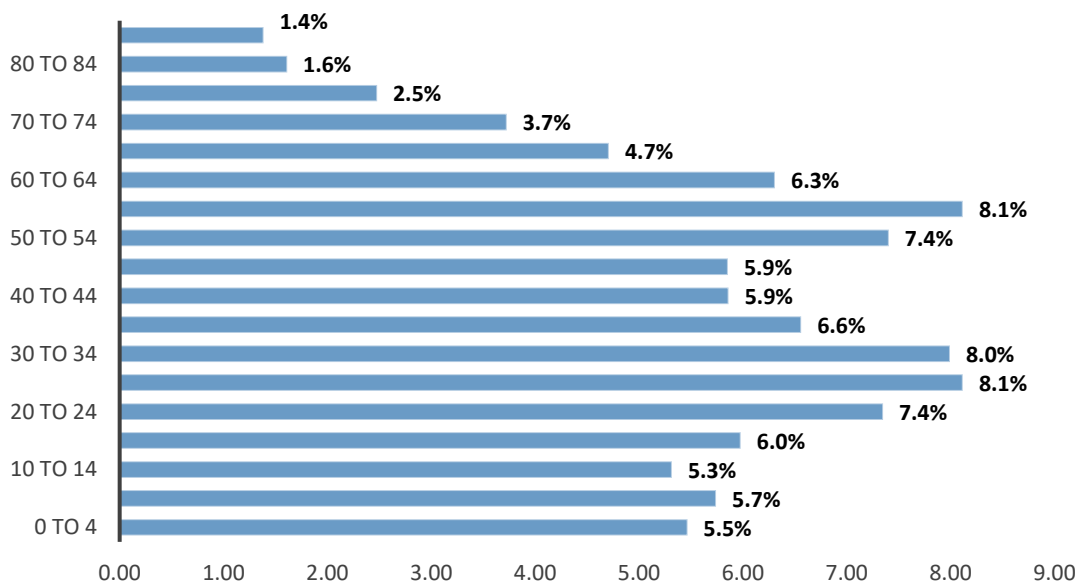
The demographic data for the Argyle Area illustrates that the community population is relatively similar to the City-Wide age cohort distributions. The two main differences are:

- A higher percentage in the 45-64 age range in Argyle Area;
- A lower percentage of people aged 65+ in Argyle Area;

Figure 10: Age Structure: Argyle Study Area and City-Wide



Age Structure Argyle



5.6 Community Organizations

There are a number of community organizations focused on Argyle, which are summarized below. In addition to these groups and organizations, many Places of Worship host community events.

Argyle Business Improvement Area: Founded in 2011, the Argyle Business Improvement Area has currently more than 200 due-paying members. A key part of the community’s vision for Argyle is a resilient, vibrant and pleasant commercial “Main Street” along Dundas Street and the Argyle Mall.

Argyle Community Association (ACA): This is a volunteer based organization striving to enhance the quality of life for Argyle Residents. The ACA invites residents to participate in events offered by the association, such as the Community Conversation Gatherings. As the biggest community association within London, the ACA gives residents an opportunity to assist with decision making in terms of services, initiatives or events and infrastructure.

East London Lions Club: The London East Lions Club is part of Lions Club International, a network of volunteers who work together to answer the needs that challenge communities around the world. One of the contributions of the Lions was to adopt the East Lions Park, this encourages groups to get involved in the preservation and enhancement of our City Parks.

Recent Investment in the Area

6.0 Investment

Over the past five years, over \$50 million has been invested into the Argyle area - \$32,000,000 from the private sector and an additional \$18,000,000 City investment in the East Lions Community Centre. This includes both new development and alterations to existing buildings and properties. The actual construction values of residential, commercial, institutional and industrial developments in the area during the 2015 to November 2019 timeframe are summarized in the Appendix C.

6.1 Building Permits

From January 1st 2015 to November 31st 2019, 2.57% of the total number of building permits in the City of London were issued in the Argyle Study Area. As the Argyle Study Area accounts for 5.70% of the land within the Urban Growth Boundary, it can be concluded that there was less building activity here than in the rest of the city. The Argyle BIA-district is only 85 hectares or 0.36% of the land within the Urban Growth Boundary. Between January 1st 2015 and November 31st 2019, 0.26% of the total number of building permits were issued within the Argyle BIA. Similar to the overall Argyle Area, it can be concluded that within the Argyle BIA there was less building activity compared to the rest of the City.

6.2 Current Planning Applications

Currently, a number of planning applications are underway in the Argyle Area, these applications are in different stages of the approval process:

- 440 Clarke Road: This application seeks permission to allow a 4-storey apartment building consisting of 56 one bedroom units and 9 two bedroom units. Zerin Development aims for 39 affordable units, with the remaining seventeen one-bedroom units set at a market-rate. The application is currently in site plan review, resident applications are expected to be available in 2021 and beyond.
- 459 Hale Street: In 2018, Council permitted a vacant land condominium in the form of six (6) single detached dwellings on the rear portion of the property. It aims to retain the existing dwelling on the front of the property on its own separate lot.
- 335-385 Saskatoon Street: In 2018, an Official Plan and Zoning Amendment to permit an automotive repair garages and support offices and charitable offices.
- 442 Third Street: In 2019, a Zoning By-Law Amendment (ZBA) application for 442 Third Street was submitted. The proposed development consists of a multi-unit townhouse development comprised of six (6) units contained within two (2) blocks.
- 1806 Avalon Street: This application for a vacant land condominium proposed 20 single detached cluster housing units, however this application has been on hold since 2013.

7.0 Public Investment

7.1 Completed Infrastructure Projects:

There has been a significant amount of public investment in the Argyle area over the past few years, these are some completed projects:

- Avalon Street & Clarke Road Reconstruction:
- Dundas Street East Reconstruction
- 2 new Pedestrian crosswalks installed on Trafalgar Street at Thorne Avenue and Condor Court;

- 3 new advanced green turn signals installed at Trafalgar Street & Clarke Road and Veterans Memorial Parkway at Gore Road & Trafalgar Street (School zone speed bumps installed at Bonaventure Public School);
- Marconi Street was repaved between Trafalgar Street and Noel Avenue;
- New accessible pedestrian ramps on the neighbourhood walkway between Merlin Crescent and Dawn Drive;
- Frobisher & Champlain Crescent: new water mains, sewers and sidewalk.

7.2 Upcoming Infrastructure Projects:

In addition to the completed projects in Argyle, the following road projects are scheduled for the area:

- Annual Sidewalk Program, 2020 & 2021
- East London Link- Bus Rapid Transit, 2022-2024
- Churchill Ave & Winnipeg Boulevard, 2020
- East Lions Community Centre is under construction and scheduled to open in 2020
- Jena Crescent, 2020
- Second Street Rail Crossing, TBD
- Spruce Street & Haig Street, 2020
- Pottersburg Phase 1 Reconstruction, medium to long term (5-10 years)
- Vimy Ridge Park, TBD

Community and Stakeholder Consultation

8.0 Consultation Events

Community consultation has been a significant part of this project, and many people were involved in a number of ways. The section below provides a summary of the communication and consultation conducted and planned for this project. Additional details about findings are provided in Appendix A of this report.

- Get Involved London- Argyle Community Regeneration Study: Staff established a presence on the Get Involved Website to provide the project background, study area, regular updates, opportunities for feedback, the timeline and project contact information. The website can be found at: <https://getinvolved.london.ca/Argyle>
- Project Updates: City Planning Staff created a contact list and emailed project updates which included information about upcoming Community Meetings, Meetings Summaries, City Council Approvals, and a link to the Project webpage.
- Office hours with Planners (20 & 27 February, 2020). Planning Staff hosted an opportunity to find out more about the study and provide input during 'office hours' in the East London Library.
- Argyle Community Association Meeting (March 9, 2020). Staff provided a presentation on the progress of the Argyle Area Regeneration Study and answered some of the questions from the ACA-board. Of particular interest were the upcoming infrastructure projects and community events.
- Argyle BIA Meeting (March 12, 2020). Staff provided an overview of the study, work done so far and received feedback from the BIA-members and Councillor Shawn Lewis. There was a discussion about street calming measures, the necessity for a Pedestrian Crossover on Dale Street and Doulton and the ineffective routes of the LTC in Argyle.

9.0 Summary of Key Issues

9.1 Strengths, Weaknesses, Opportunities and Threats (SWOT) identified by Stakeholders

Part of developing the Argyle Community Regeneration Study was asking participants to identify what they perceive as strengths, weaknesses, opportunities and threats (SWOT) that require action and/or improvement. A brief summary of what stakeholders and City Planning Staff identified is provided below; more detail is provided in Appendix A of the Argyle Community Regeneration Study.

Stakeholders feel that Argyle's greatest strengths are the variety of businesses, sense of community and the mature and established nature of the neighbourhood. The range of independently owned and operated businesses and the fact that many people are able to meet their shopping-needs locally are also seen as strengths.

Although Argyle is seen as a unique and strong community, Argyle does exhibit some characteristics of economic, social or physical issues. Educational attainment and household income are lower in Argyle than City-wide and the average age of housing is higher. Stakeholders identified issues concerning substance-abuse, mental-health issues, drug paraphernalia, crime and people sleeping rough as key issues. Others commented that there is a need for more affordable housing, better (police) enforcement, and redevelopment and improvement of (vacant) buildings. There is a strong desire for better connections with Downtown, employment areas to the east and south of Argyle and surrounding neighbourhoods. Many residents expressed concerns and frustration with vehicular congestion and the current state of some of the roads and sidewalks in the Argyle area. The City is currently working on replacing aging infrastructure in Argyle, more information can be found in Appendix D. In addition, there is a need for connected cycling routes, trails and amenities within Argyle and connecting to the rest of London (e.g. Kiwanis Park and Thames Valley Parkway).

Overall, safety, connectivity and social issues stand out as issues requiring action in Argyle. Many participants identified the perceived feeling that East London, and Argyle in particular have been 'overlooked'. There is a need for a better connection with City Hall and more understanding of municipal processes and policies. A number of City of London tools and programs that can assist with achieving goals in a strategic and collaborative manner already exist. These include but are not limited to: Adopt-A-Park, Neighbourhood Action Plans, Neighbourhood Safety Audit, Neighbourhood Decision Making, Service London Business, London Clean and Green, City of London Public Art Program, the treeME Fund. Better communication of these opportunities with the community would be beneficial.

In terms of opportunities, the potential for infill development and redevelopment was highlighted. The population in Argyle has been largely stable in the last decades. In light of the aging population and low vacancy-rates, there is a clear need for more housing development, especially units below average market-rent or aimed at seniors. In addition, the building-stock requires some improvements, as landlords and business-owners have difficulty keeping their properties in fair condition as the properties are getting older. The private sector is making some significant investments in Argyle area; over \$32 million has been invested in Residential, Commercial, Industrial and Institutional development since 2015. This illustrates that the area is seen as a somewhat viable area for investment; however investment remains at a lower rate compared to London as a whole. An additional \$18,000,000 in City investment for the East Lions Community Centre at 1731 Churchill Ave. brings total construction value above \$50 million since 2015.

Other opportunities identified by stakeholders include the desire to establish a clear identity, maintain culture and heritage, and develop the Dundas Corridor as a traditional pedestrian-focused Main Street Corridor environment and a focal point for the community and events. An example of a success is the annual Argyle Santa Claus Parade, which is known throughout London and brings many people to Argyle. Other

events are desirable, since this would help to further differentiate Argyle within the City of London.

The natural environment and public spaces were highlighted as an opportunity – the Pottersburg Creek and Kiwanis Park, in particular. However, stakeholders also commented on the threats to the natural environment from development. General development pressures and the development along Dundas Street and on the former Psychiatric Hospital Lands are seen as threats to businesses and to the existing character of Argyle. Stakeholders commented that without support for small businesses and entrepreneurs, and improved bus service, Argyle will struggle to maintain the current level of businesses. The lack of a coordinated approach to business support and attraction, and the goal to foster a broader range of uses in the Argyle Area were highlighted as issues requiring action.

Analysis

10.0 Key Considerations

Different from past years, a hallmark of today's approaches is the recognition that successful urban regeneration requires the collaboration and ongoing participation of the local community, public, and private sector stakeholders. Today, it is also generally recognized that no one single development or intervention is a panacea in regenerating an entire area. Rather, developing a place-specific strategy and implementing and maintaining a flexible and responsive toolkit that is also authentic and linked to place is seen as a proven and necessary part of successful city building. Strategies today typically include tools and tactics in the overall categories outlined below:

1. Local economic development (e.g. business retention and expansion strategy, business attraction)
2. Physical infrastructure programs and projects (e.g. design, signage, public art, streetscaping plans, street furniture)
3. Operational projects and programs (e.g. security, safety, and beautification).
4. Legislative and organizational tools (e.g. BIAs, organizational capacity, partnerships, strategies)
5. Communications and marketing (branding, social media, newsletters)
6. Activation (e.g. events)

Best practices drawn from research and experience concludes that amenities alone do not create success, and what works in one place will not necessarily work in another. Instead, it is the local assets, people, culture and other unique place-based characteristics combined with a broad-based understanding and support for a vision and goals that will be the cornerstone for successful community regeneration. Strong relationships, ongoing communication, flexibility, and joint participation by both the private and public sectors are other key components of successful action.

11.0 Summary of Findings

Based on analysis of stakeholder feedback, legislation, existing policy framework, available tools and programs, current and planned projects, and the types, rates and levels of private-sector investment, Staff have identified the following preliminary findings:

1. The Argyle area does exhibit some characteristics of economic, social or physical decline.
2. The private sector is making some significant investments in Argyle area; over \$32 million has been invested in Residential, Commercial, Industrial, Institutional development since 2015. This illustrates that the area is seen as a somewhat viable area for investment; however investment remains at a lower rate compared to London as a whole.

3. Throughout the consultation process, stakeholders identified issues in Argyle, with key themes being: safety & crime, opportunities for improvement of the public realm and concerns around mobility.
4. The legislative framework –1989 Official Plan designations, The London Plan Place Types and The London Plan Street Classifications, and zoning – provide for and support the transition of this area into a mixed-use Transit Village and Urban Corridor along Highbury Avenue and Dundas Street, respectively.
5. There are a number of existing City of London tools and programs that can assist with achieving goals identified by project participants and Staff in a strategic and collaborative manner. Better communication of these opportunity with the community would be beneficial.
6. A number of the priorities identified are typically managed and funded by a BIA including but not limited to: gateway signage; wayfinding signage; communications and marketing (including branding); and, beautification and street furniture. The Argyle BIA has been working within their annual budget to implement projects, however, additional support or funding would increase the rate of regeneration.
7. The development of a Community Improvement Plan may be an effective tool in order to provide an organizing framework to guide the ongoing regeneration of the area, and will be evaluated further as this study continues.

12.0 Next Steps

The Argyle regeneration project is an ongoing opportunity for stakeholders in Argyle to participate and work together on the revitalization of the area. These are the next steps:

- Community Meeting #1: The purpose of the first community meeting will be to provide general project information, identify strengths, community needs, desired improvements and a vision for the Argyle Area. This meeting was originally scheduled for March 26, 2020. However, due to facility closures and preventative measures related to the COVID-19 pandemic, this meeting was cancelled. Staff are considering safe ways to hold a community meeting, in person or online, when it is possible.
- Community Meeting #2 (Q4 2020): The purpose of the meeting will be to share the findings of this study with the community and gain feedback and confirmation of the needs and vision for the Area.
- Final Report: The final report will be brought forward at future PEC to provide a summary of the development and regeneration efforts being undertaking, highlight tools to achieve the community's goals and make recommendations on next steps to community regeneration in the Argyle Area.

Conclusion

Staff undertook an analysis of the Argyle Area and identified some key themes and findings at this point. Staff will continue to engage the Argyle BIA and internal and external stakeholder to identify strengths, weaknesses, opportunities and threats to the area, as well as analyze demographic and community trends. A future report with final recommendations will be presented to Planning and Environment Committee at the end of 2020.

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Recommended by:	Britt O'Hagan, MCIP RPP Manager, City Building & Design
Submitted by:	Gregg Barrett, ACIP Director, City Planning and City Planner
<p>Note: The opinions contained herein are offered by a person or persons qualified to provide expert opinion. Further detail with respect to qualifications can be obtained from Development Services.</p>	

July 30, 2020

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Appendix A: Strengths, Weaknesses, Opportunities & Threats

Category	Strengths	Weakness	Opportunities	Threats
Land Use Conditions	<ul style="list-style-type: none"> - Diverse Collection of land uses - Rich history of independent businesses - Main Street is good for business - Excellent Parks - Residential Neighbourhood is stable 	<ul style="list-style-type: none"> - Lack of fresh food, Little residential growth - Lack of a city-wide destination 	<ul style="list-style-type: none"> - Opportunities for residential infill and intensification - Development of urban design guidelines to help guide development - Rezone the Dundas Corridor to promote a greater mix of uses 	<ul style="list-style-type: none"> - Vacant buildings along the corridor - Vacant/dilapidated buildings in visible locations threaten ability to attract businesses -
Building Conditions	<ul style="list-style-type: none"> - Majority of buildings are in fair condition 	<ul style="list-style-type: none"> - No financial incentive programs available to improve buildings - LMHC are in poor condition/ vacant 	<ul style="list-style-type: none"> - Encourage & incentivize property owners to improve their buildings and attract tenants - Opportunities for redevelopment 	<ul style="list-style-type: none"> - Some buildings are in poor shape and contribute to negative atmosphere
Heritage	<ul style="list-style-type: none"> - London Psychiatric Hospital Area is one of the most significant sites in history of mental health in Canada 	<ul style="list-style-type: none"> - Low amount of designated heritage properties 	<ul style="list-style-type: none"> - LPH-area can be designed as a more intensive urban village, while conserving cultural heritage - Opportunity to promote the neighbourhood's built heritage through signage and educational outreach 	<ul style="list-style-type: none"> - Lack of consideration for heritage features
Public Realm & Streetscape	<ul style="list-style-type: none"> - Kiwanis Park is one of the largest City Park 	<ul style="list-style-type: none"> - Poor (or non-existing) sidewalks - Bus stops are poor - Some local roads have no curbs - Poor streetlighting - Hydro poles further limit public realm - Limited pedestrian crossing - Lack of streettrees - Lack of places to sit and linger - Lack of garbage bins (garbage on sidewalks) 	<ul style="list-style-type: none"> - Promote walking and cycling in Argyle - Improvements to the corridor to address many of the weaknesses and attempt to better balance vehicular and pedestrian traffic 	<ul style="list-style-type: none"> - Underused laneways contribute to crime in area - Many different construction projects could be disruptive for residents and road users
Traffic & Parking	<ul style="list-style-type: none"> - Some on street parking is available, Argyle Mall has large parking-lots - Many different bus-routes - Lots of traffic, so good exposure for businesses 	<ul style="list-style-type: none"> - Many businesses along Dundas have their own lane-entrance or egress point, hard to get in/out - Heavy vehicle and truck traffic contribute to a reduction in pedestrian environment - On-site parking is inconsistent, some businesses have issues providing parking - Narrow sidewalks 	<ul style="list-style-type: none"> - Provide additional off-street parking - Analyze the requirements for on-site parking 	<ul style="list-style-type: none"> - High vehicle-speeds on Dundas - Lack of enforcement and police-presence

Servicing

- Neighbourhood has full municipal services

- Perception that snow-clearance of roads and sidewalks is lacking
- No lighting on local streets
- Roads in poor conditions

- Great need for roadwork, sewer and infrastructure improvements
- Opening East Lions Community Centre

- Perceived feeling that Argyle is 'overlooked'
- Need more garbage-emptying (Nov. & Dec.)

Crime & Safety

- Sense of community, lot of positive people
- Loyal East-enders

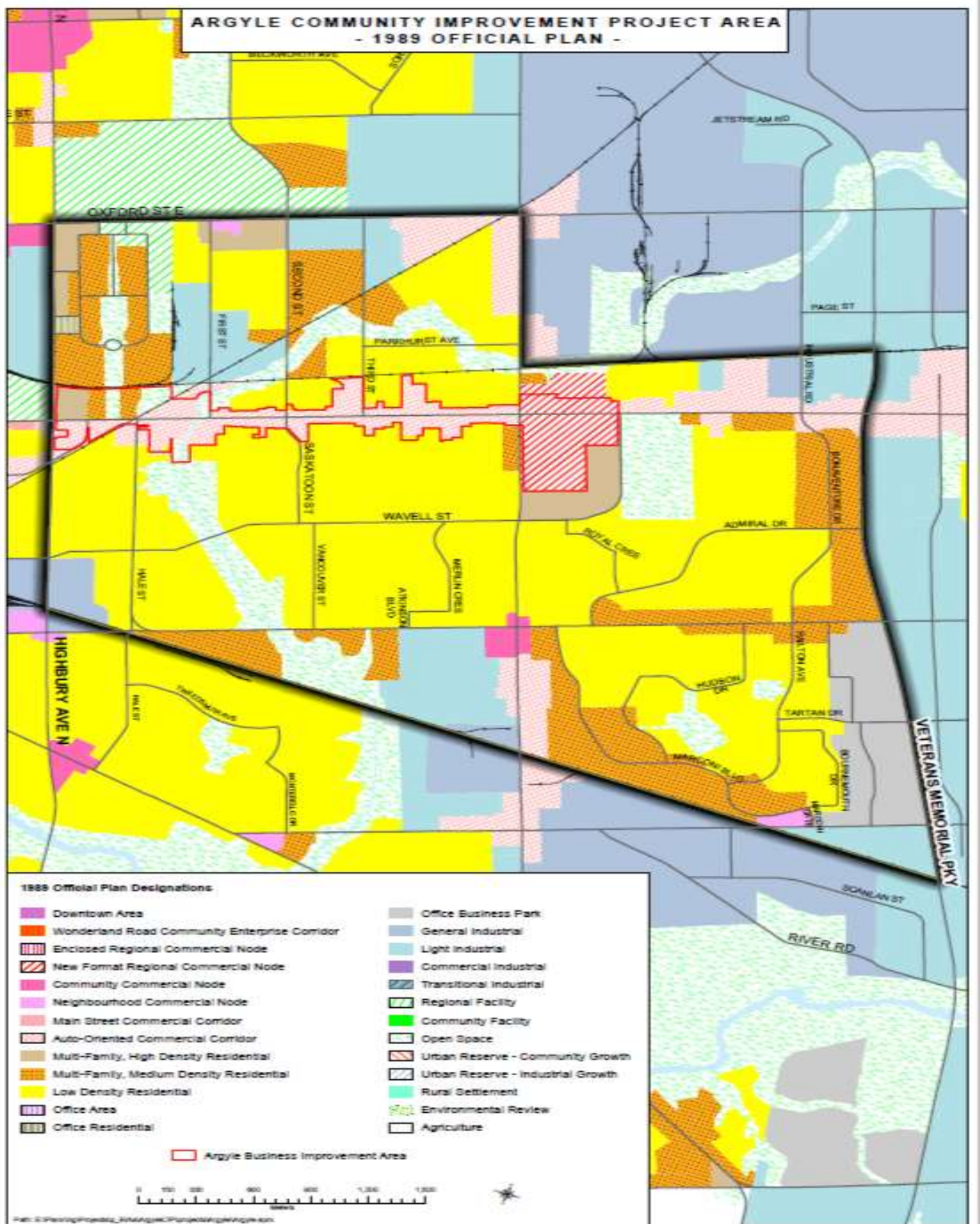
- Issues with drugs and prostitution in the Neighbourhood
- Crime is common, including burglary, (vehicle) theft, arsons and robberies
- Residents feel unsafe in local parks and streets

- Crime prevention through better design (CPTED)
- Enhance by-law and police enforcement and patrols in Argyle
- Bring back Neighbourhood-watch program
- Promote and expand the Active and Safe Routes to School Program

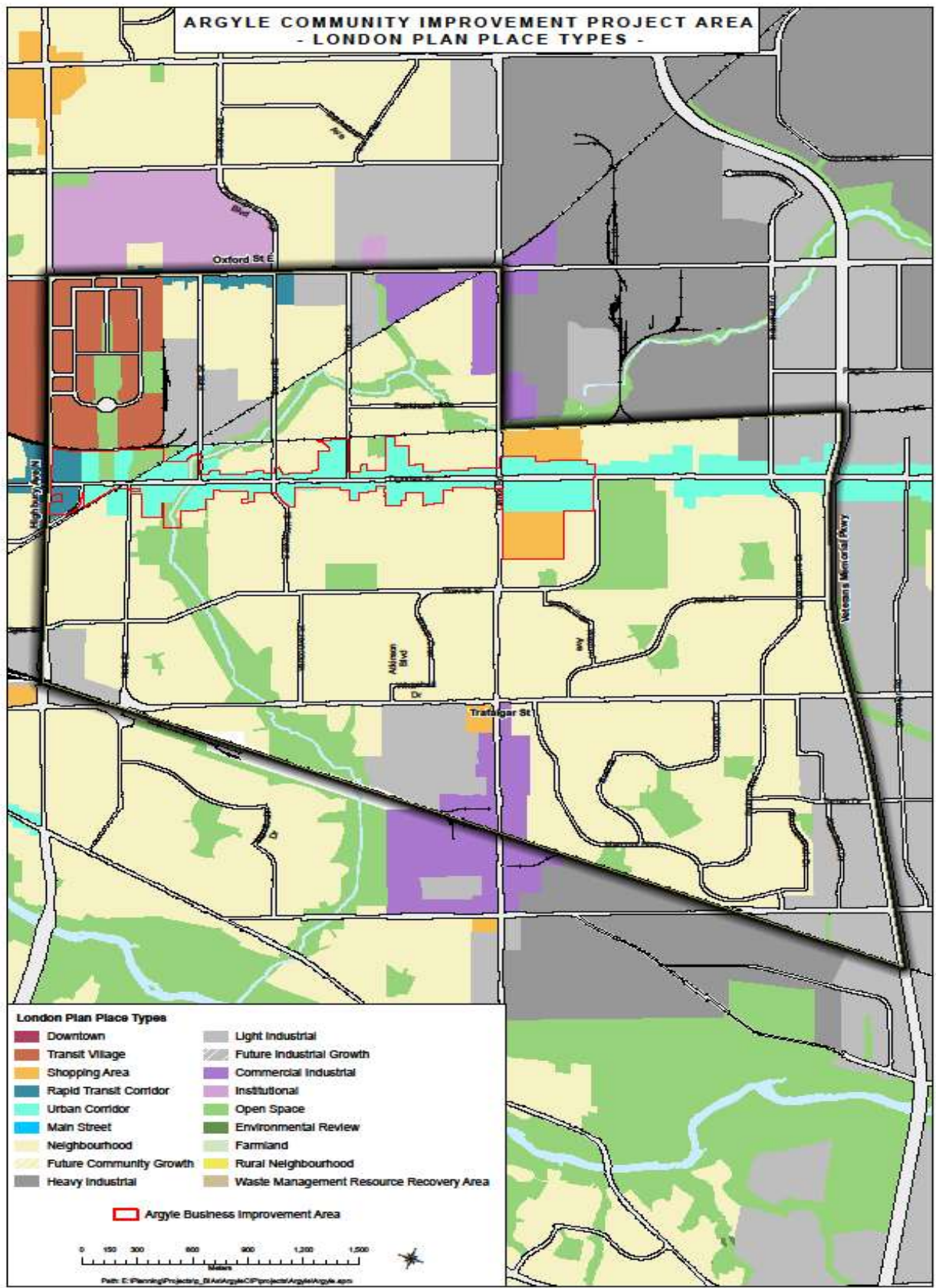
- Underused or abandoned alleyways contribute to crime in the area
- Argyle Mall feels unsafe at night
- Lack of Lighting contributes to perceived unsafety

Appendix B: Land Use Maps Argyle

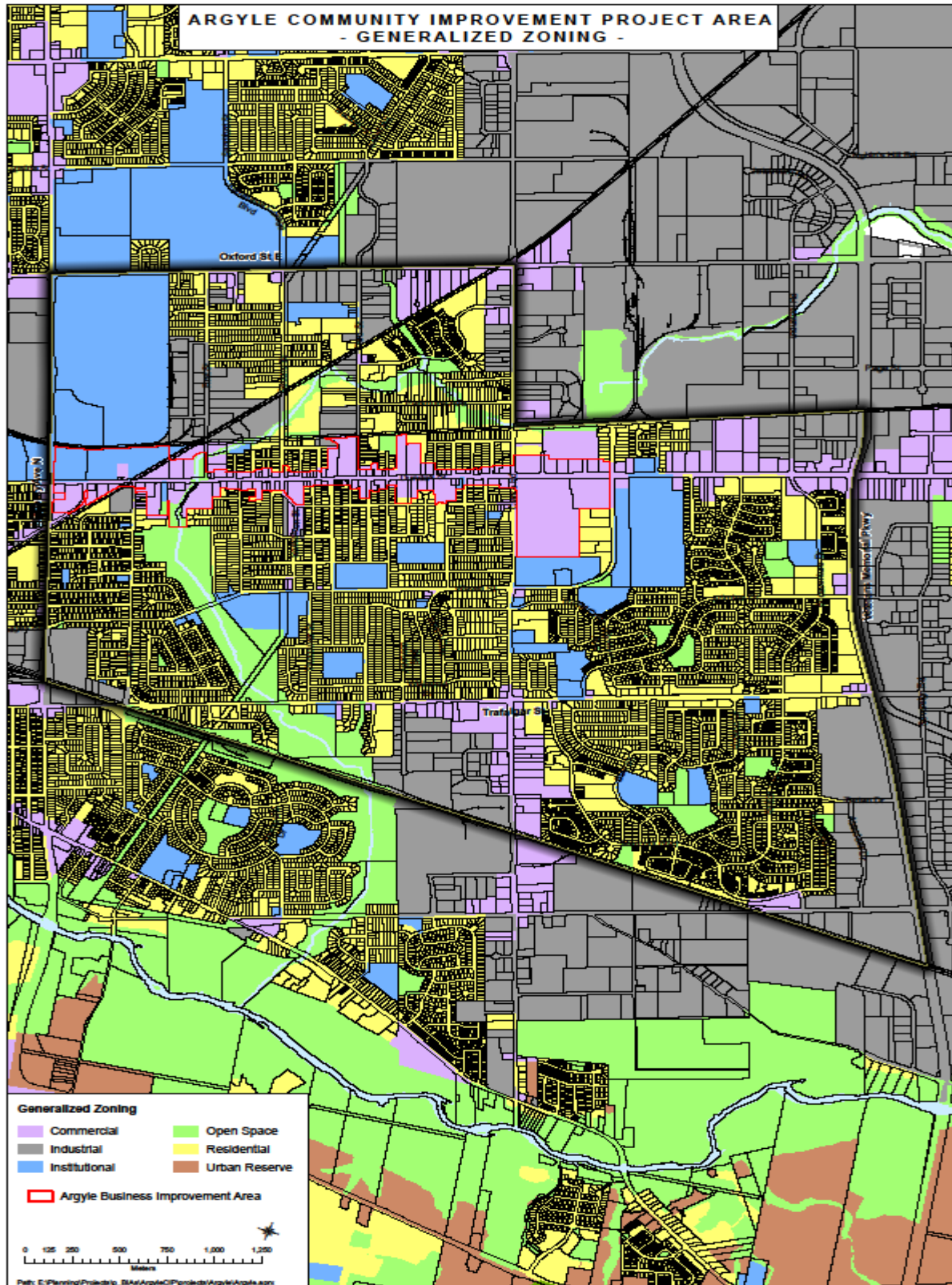
Map 2: Land Use Argyle Area, 1989 Official Plan



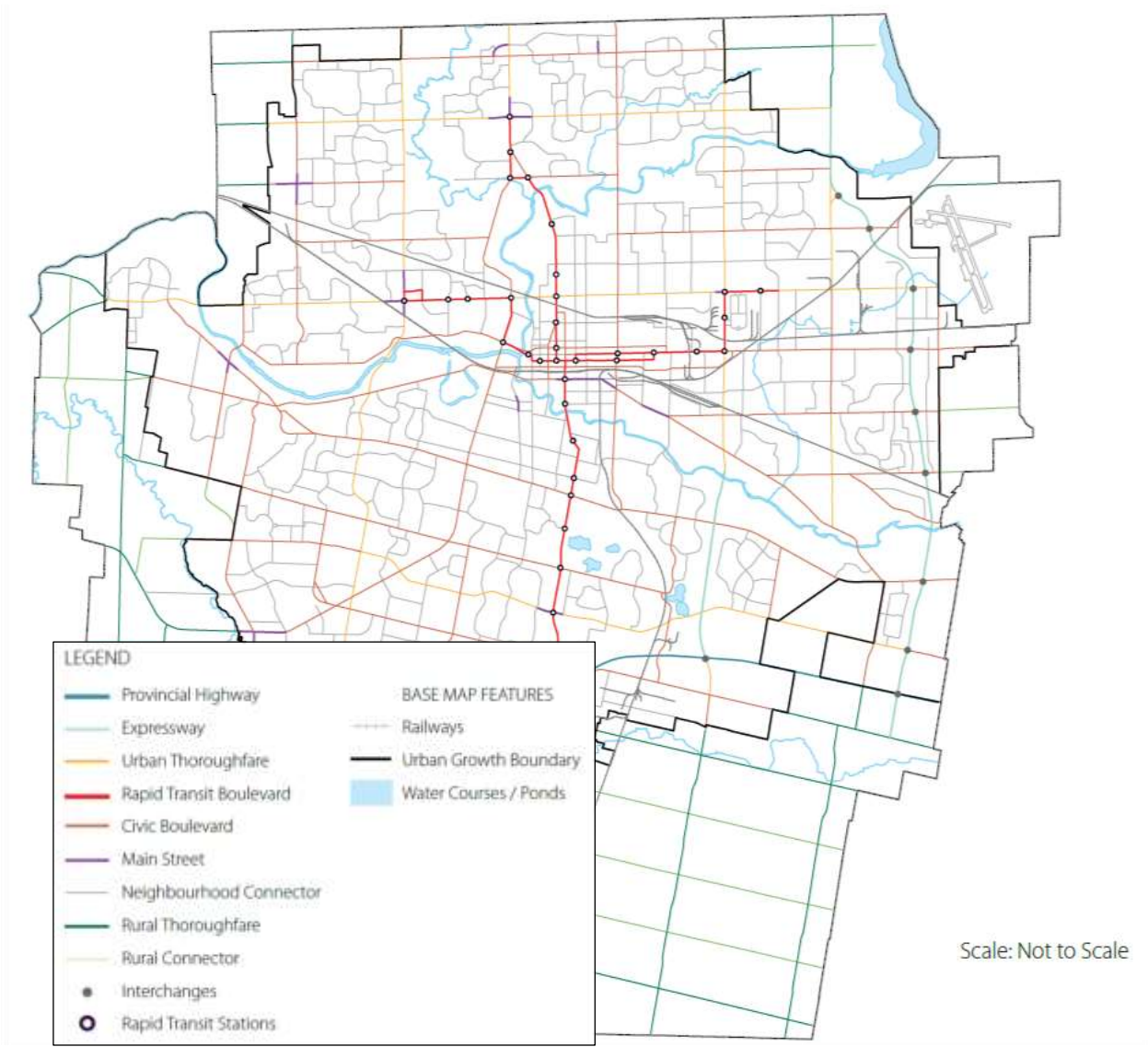
Map 3: Argyle Area Place Types Map, London Plan



Map 4: Land Use in Argyle Area, Generalized zoning



Map 6: Street Classifications London Plan 2016



Appendix C: Private Investment Details

Figure 11: Argyle Study Area Building Permit Value by Year and Land Use

Year	Residential Value	Commercial Value	Institutional Value	Industrial Permits	Total Value
2015	\$2,595,610.00	\$3,936,700.00	\$73,300.00	\$199,000.00	\$6,605,610.00
2016	\$3,389,363.00	\$1,935,379.00	\$983,800.00	\$14,427,610.00	\$6,308,542.00
2017	\$2,004,079.62	\$924,912.00	\$947,700.00	\$1,600,000.00	\$3,876,691.62
2018	\$1,698,829.00	\$19,896,800.00	\$347,000.00	\$169,500.00	\$21,942,629.00
2019	\$2,116,177.00	\$5,615,750.00	\$3,544,690.00	\$328,000.00	\$11,276,617.00
Totals:	\$11,804,058.62	\$32,309,541.00	\$5,896,490.00	\$16,724,110.00	\$50,010,089.62

*to November 31, 2019.

It is also important to note that most of the commercial value \$18,000,000 for 2018 is for the new East Lions Community Centre at 1731 Churchill Ave. Without the Community Centre, the Building permit value for 2018 would have been \$14,309,541.00 and the total value over 5 years \$32,010,089.

Figure 12: Argyle BIA Building Permit Value by Year and Land Use

Year	Residential Value	Commercial Value	Institutional Value	Industrial Permits	Total Value
2015	\$0.00	\$2,352,900.00	\$45,000.00	\$0.00	\$2,397,900.00
2016	\$50,000.00	\$410,019.00	\$0.00	\$6,00000	\$460,019.00
2017	\$0.00	\$797,962.00	\$631,700.00	\$0.00	\$1,429,662.00
2018	\$0.00	\$798,100.00	\$0.00	\$0.00	\$798,100.00
2019	\$0.00	\$1,948,200.00	\$0.00	\$0.00	\$1,948,200.00
Totals:	\$50,000.00	\$6,307,181.00	\$676,700.00	\$6,000.00	\$7,033,881.00

Current Planning Applications

- **440 Clarke Road (SPA19-111):** This application seeks permission to allow a 4-storey apartment building consisting of 56 one bedroom units and 9 two bedroom units. Zerin Development aims for 39 affordable units, with the remaining seventeen one-bedroom units set at a market-rate. Resident applications will be available in 2021 and beyond.
- **459 Hale Street (SPA19-009):** This planning application seeks to allow development of the rear portion of the property for six (6) single detached units. It aims to retain the existing dwelling on the front of the property on its own separate lot.
- **1806 Avalon Street (Z-8283):** This application for a vacant land condominium proposed 20 single detached cluster housing units, however this application has been on hold since 2013.
- **335-385 Saskatoon Street (Z-8833):** A By-law amendment in 2018 allowed for a zoning change from Residential R2 to a Holding Residential R2 and Restricted

Office Special Provision. This allows the continued use of the existing non-residential buildings on the subject lands for non-residential uses until the subject lands can redevelop for residential uses in accordance with the Neighbourhoods Place Type.

- 442 Third Street (Z-9158): Zoning amendment by applicant Forever Homes c/o Tanfield Consulting to allow duplex and fourplex buildings. The proposed development consists of a multi-unit townhouse development comprised of six (6) units contained within two blocks.
- 1806 Avalon Street: This application for a vacant land condominium proposed 20 single detached cluster housing units, however this application has been on hold since 2013.

Appendix D: Public Investment Details

Avalon Street & Clarke Road Reconstruction: In 2018 and 2019, the City of London reconstructed Avalon Street to improve the quality of water, sewer and road infrastructure. Works completed includes:

- Water main and water services
- Sanitary sewers, storm sewers and private drain connections
- Road reconstruction including new curbs.

Figure 13: Project location Avalon Street, Clarke Road reconstruction



Dundas Street East: As part of the 2019 Arterial Road Rehabilitation, two road segments within Argyle were resurfaced. This pavement rehabilitation was completed during July & August of 2019 and will extend the service life of the segments:

- Dundas Street East: McCormick Boulevard to Pottersburg Creek near First Street;
- Highbury Avenue North: South of Brydges Street to Dundas Street East.

East Lions Community Centre: Located in the heart of the Argyle Neighbourhood, the East Lions Community Centre is currently under construction and expected to open in the summer of 2020. The \$21-million facility has been years in the making and includes a new 42,000 square foot community centre that will feature an indoor pool, gymnasium, multi-purpose activity space, community kitchen and Artisan space. The name was chosen after public feedback and outreach from residents, and acknowledges the long history and commitment of the East Lions Club in Argyle.

East Lions Community Park: The proposed Master Plan for the East Lions Park will integrate the new community centre within the large park, while preserving as much of the park space as possible. It will include: a new playground, a pathway with seating areas, more trees and a dry pond garden, a full size soccer field, a tennis court, a pickle ball court and basketball court that can turn into an ice skating pad. Council also approved \$6 million worth of roadwork around the community centre that's expected to begin in 2020.

Figure 14: East Lions Park Masterplan Concept Design



Kiwanis Park Pedestrian Pathway Connection: In 2017, the construction of a bridge across the Canadian National Rail (CNR) was completed, connecting the Northerly and Southerly portions of Kiwanis Park. In addition, other improvements to the multi-use pathway within the Park, including a bridge over Pottersburg Creek, were made between 2010 and 2013. The exclusive pedestrian/cyclist bridge across the Canadian National Rail (CNR) links neighbourhoods surrounding Pottersburg Creek to the Thames Valley Parkway-system and prevents trespassing of the CNR corridor between Hale Street and Clarke Road.

The Upper Thames River Conversation Authority (UTRCA) is also working on ecological restoration in Kiwanis Park, executed over the next 4 years. This includes active invasive plant species management (such as Buckthorn, Phragmites, Japanese Knotweed and Giant Hogweed), planting trees, shrubs, grass and wildflowers, installing picnic tables and the restoring of 3.5 acres of park area into oak savannah habitat.

Smaller Infrastructure improvements in Argyle during 2019 include:

- 2 new Pedestrian crosswalks installed on Trafalgar Street at Thorne Avenue and Condor Court;
- 3 new advanced green turn signals installed at Trafalgar Street & Clarke Road (west bound turning south) and Veterans Memorial Parkway at Gore Road & Trafalgar Street (north bound turning west);
- School zone speed bumps installed at Bonaventure Public School;
- Marconi Street was repaved Trafalgar Street to Noel Avenue;
- New accessible pedestrian ramps on neighbourhood walkway between Merlin Crescent and Dawn Drive;
- Frobisher & Champlain Crescent: new water mains, sewers and sidewalk.

Upcoming public infrastructure projects:

In addition to the completed projects in Argyle, a range of new projects are identified:

Annual Sidewalk Program: this annual program responds to residents requests for sidewalks to be installed in neighbourhoods with a lack of sidewalks. Each year, high priority locations are identified and a sidewalk implementation program is developed to improve safe mobility options for all individuals. In 2020, two portions will be completed

in Argyle: Joliet Street and Wavell Street (at Merlin Crescent). For 2021, Buchan Road is scheduled to be upgraded.

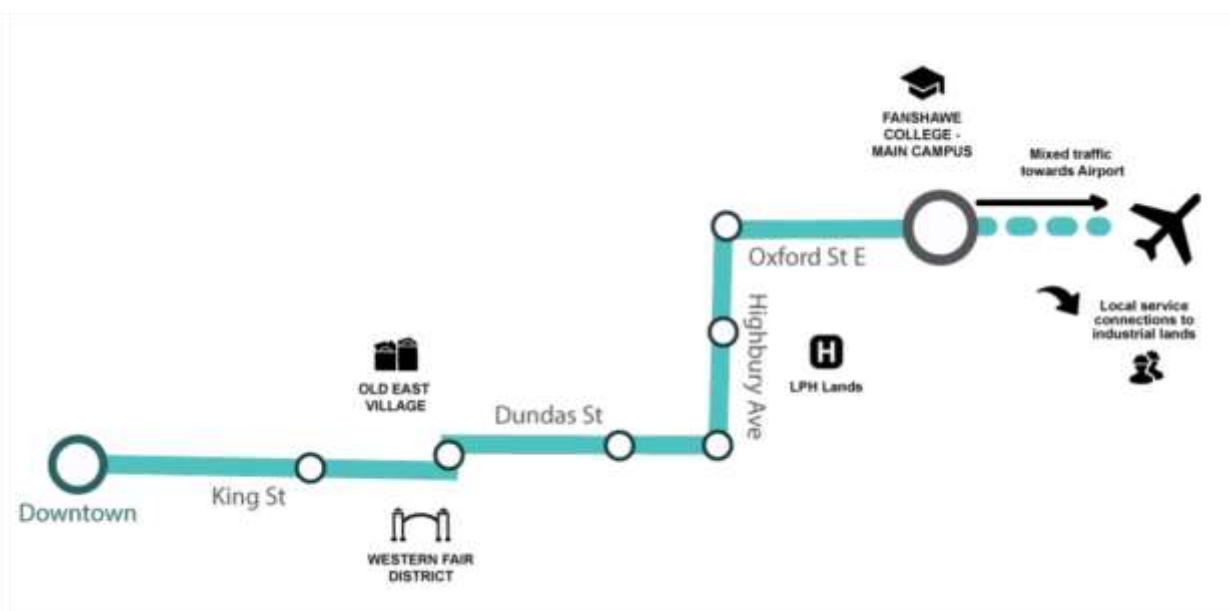
East London Link- Bus Rapid Transit: This project is scheduled from 2022-2024 and has received funding support from the Government of Canada and the Government of Ontario. The East London Link will improve transit in East London: connecting Fanshawe College's eastern and downtown campuses, support the revitalization of Old East Village and encourage development of the former London Psychiatric Hospital and McCormick's lands. There is potential for buses to run every 15 minutes in mixed traffic along Oxford Street to the airport and an opportunity for a stronger link with the eastern industrial employment areas. In the East London Link, buses would be removed from mixed traffic with the goal of improving capacity in general traffic lanes and increasing transit frequency and reliability. On King Street, buses would travel in curbside transit lanes. Along the rest of the corridor, they would travel in centre-running transit lanes beside a small, curb-height median on the left and general traffic lanes on the right. Large concrete barriers would only be included near transit stations to enhance passenger safety. The project would coordinate necessary underground work, including replacing aging sewers and watermains. It would add dedicated turn lanes at signalized intersections to enhance driver safety and increase capacity, and active transportation infrastructure to support cycling and walking. To take advantage of environmental benefits and potentially lower operating costs, purchasing electric buses is being explored. Work required to complete this project:

- Revitalize 6.3 kilometers of road, from Downtown to Fanshawe College, while completing necessary underground work on sewers and watermains.
- Install transit stations
- Widen Highbury Bridge, Highbury Avenue and Oxford Street to establish continuous transit lanes. Install transit lanes on King and Dundas Street.
- Install smarter traffic signals to reduce intersection delays and shorten travel times, including transit signal priority, sensors and video.

Additional Considerations:

- The Transit Project Assessment Process is nearing completion, so design and construction could progress immediately.
- Emergency services vehicles could use transit lanes to reduce response time.
- Potential for some buses to serve London International Airport in mixed traffic.

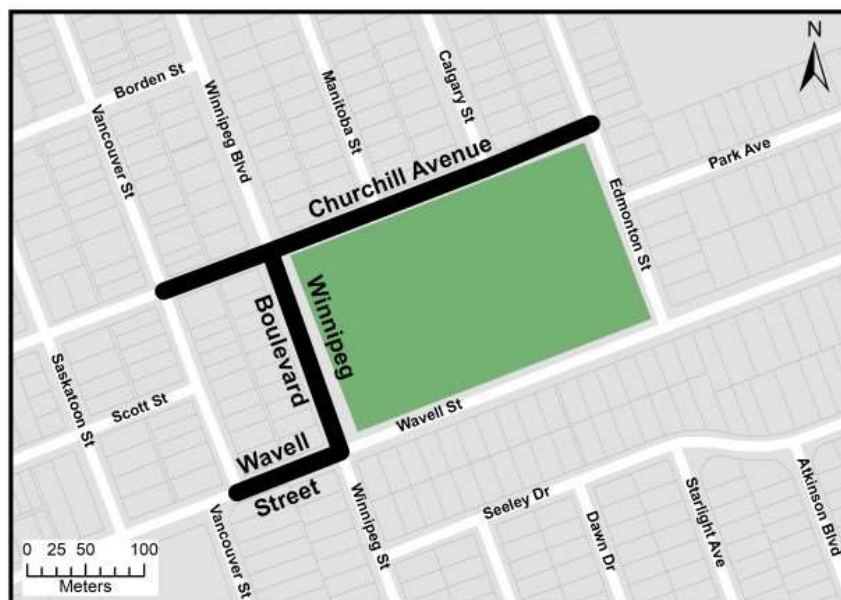
Figure 15: Project Description East London Link Bus Rapid Transit



Churchill Avenue & Winnipeg Boulevard: The City of London will be reconstructing Churchill Avenue, Winnipeg Boulevard and Wavell Street in 2020 to improve the quality and reliability of the water, sewer and road infrastructure. The work will include asphalt

removal and replacement, sidewalk replacement, replacement of storm sewers & water main and full road reconstruction. The City has retained Dillon Constructing Limited as the engineering consultant, construction is tentatively scheduled for April to October 2020.

Figure 16: Project Location Churchill Avenue & Winnipeg Boulevard Reconstruction



Jena Crescent: This project will improve the Jena Crescent from Kipling Avenue to Buchan Road. Details of the work include a water main replacement, streetscape improvements, a new sidewalk & curb and a new asphalt road surface. A project update meeting is scheduled for March 2020, the construction is scheduled to start May 2020.

Second Street Rail crossing: The City of London is working together with Canadian Pacific Railway (CP) to reconstruct the crossing on Second Street (north of Evangeline Street).

Spruce Street & Haig Street: The City of London will be reconstructing all of Haig Street and a portion of Spruce Street in 2020. The scope includes new sanitary and storm sewers, installation of new curb and sidewalk, replacement of roadway and streetscape improvements where required.

Pottersburg Phase 1 Reconstruction: This project will replace and re-align a portion of the Pottersburg Creek Sanitary Trunk Sewer (STS) between First Street and Clarke Road. The project is currently in Environmental Assessment, with different alignments being identified and evaluated by Consultant GM Blueplan Engineering Ltd. The scope of the project includes:

- Water main and water service;
- Sanitary sewers, storm sewers, and private drain connections;
- Road reconstruction including new curbs.

The City is currently looking for input and will host a Public Information Meeting in the Spring/Summer of 2020 to obtain public feedback. In the short term (1-5 years from now), two other portions of Dundas Street will also be renewed: Dundas Street from Pottersburg Creek to Burdick Place (infrastructure renewal with Sewer and Water) & Dundas Street from Burdick Pl. to Beatrice Street (asphalt and pavement). The last portion of Sewer & Water replacement on Dundas Street from Merlin Street to Ronald is anticipated in the medium term (6-10 years from now). The dates of these projects can change due to budget constraints or priority adjustments.

Figure 17: Study Area Pottersburg Creek Trunk Sanitary Sewer



Vimy Ridge Park: The City of London is working on a detailed design of Vimy Ridge Park. The site is located on the southeast corner of the Charley Fox Memorial overpass where Hale Street and Trafalgar Street intersect. In March 2017, Council chose this site as a temporary park to honour the 100th Anniversary of the battle of Vimy Ridge and directed City Staff to complete consultation with key stakeholders to find a permanent location. In August 2019, Council confirmed this site as the permanent location for Vimy Ridge Park and directed staff to seek further public input in the detailed design of the park. The Park is triangular in shape and currently has some mature trees throughout, as well as an existing community-made monument. Expected new facilities within the park include a small parking area, accessible pathways and seating, improved turf and tree planting.

Figure 18: Vimy Ridge Park Location – 1443 Trafalgar Street

