



City of London

London  
CANADA

Attachment

# Argyle Core Area Community Improvement Plan



# Acknowledgements

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The following people and organizations have played an instrumental role in the preparation of this CIP:

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# SECTION 1

# INTRODUCTION



# Community Improvement Plan Overview

## What is a Community Improvement Plan?

A Community Improvement Plan (CIP) is a tool that allows a municipality to take actions to support improvements and redevelopment within a specifically defined project area. Section 28 of the Planning Act gives municipalities the ability to prepare CIPs. Through a CIP, municipalities are permitted to:

- Identify changes needed to land use planning policies, zoning, and/or other by-laws, policies and practices;
- Direct funds for improvements to public infrastructure and public space;
- Acquire, rehabilitate, and dispose of land; and,
- Provide grants and loans to owners and tenants for specific actions.

## Purpose of this Community Improvement Plan

In October 2019, the 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. Based on the Argyle Regeneration Study completed in December 2020, it was recommended that an Argyle Core Area Community Improvement Plan be undertaken during 2021. The purpose of this CIP is to:

- Establish a vision, goals and objectives for the Argyle Core Area;
- Identify the strengths, weaknesses, opportunities, and threats to the Argyle Core Area;
- Record and prioritize actions for how the Argyle Core Area can be improved; and
- Propose incentive programs to encourage and stimulate private property maintenance and reinvestment activity.

## How This Plan was Prepared

The following key tasks were completed to build a comprehensive foundation for preparing the Argyle Core Area CIP:

Review of relevant Provincial legislation and City policy documents;  
Review of existing City of London Community Improvement Plans and incentive programs;  
Review of best practices used in CIPs provided by other Ontario Municipalities;  
Analysis of the Argyle Core Area based on:  
Secondary information (such as Statistics Canada data)  
Site visits and first-hand data collection;  
Input received from the Argyle Community Association (ACA), the Argyle Business Improvement Association and City of London Staff;  
Information collected during (virtual) community meetings and project drop-in office hours.



## Argyle Study Area

### Argyle Study Area

Based on a request from the Argyle BIA, Staff completed a regeneration study of the Argyle Business Improvement Area and surrounding area during 2020. This study included research, data collection and analysis, and consultation with stakeholders, other service areas and the public for the whole Argyle Planning District. As a result, the area the regeneration study focused on will be referred to as the Argyle Study Area in this Report.

### Argyle Study Area Description

The Argyle Study Area (shown in figure 2) identified in the Argyle regeneration study applies to lands in the east of London, generally bounded by Highbury Avenue, Oxford Street East, Clarke Road, Veterans Memorial Parkway, Canadian Pacific Railway and the Canadian National Railway.

The following section presents a summary of characteristics and statistics of the Argyle Study Area to provide context for the Argyle Project Area. Where possible, City-wide data has also been provided.

## Existing Zoning

Within the Argyle Study Area, the majority of the land is zoned for residential uses (54%), followed by industrial (14%), institutional (13%), commercial (12%) and open space (7%).

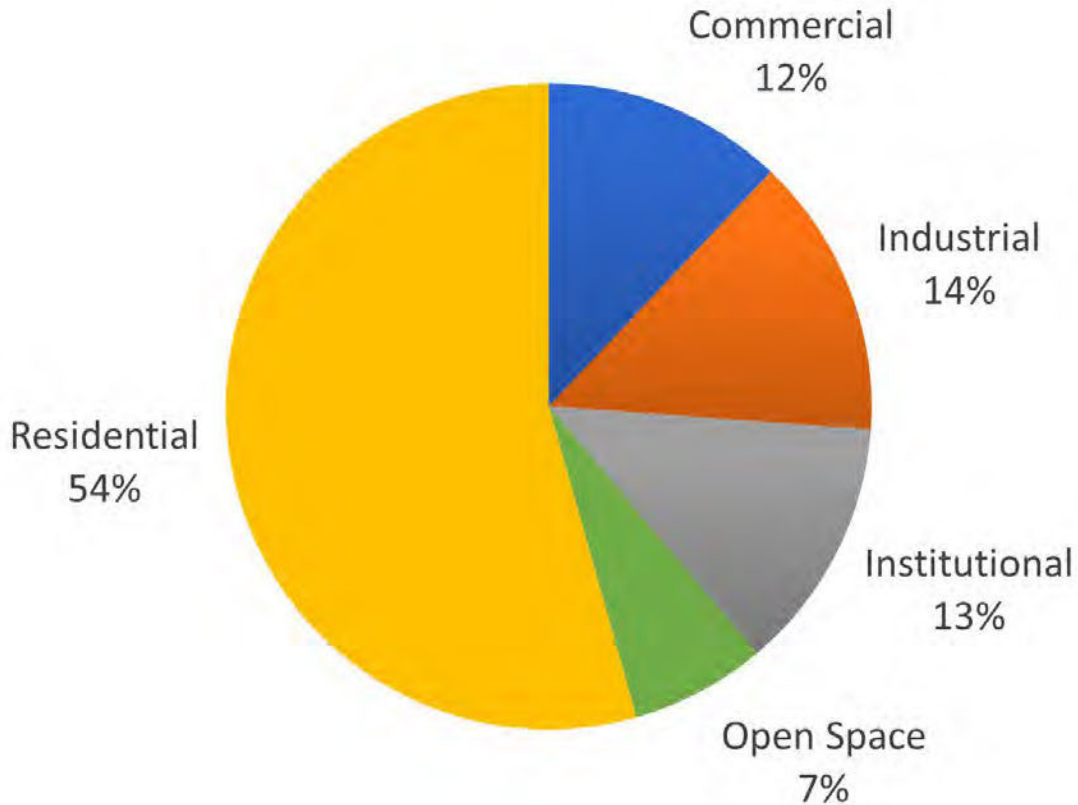


Figure 1: Percentage of Land in Generalized Zones in Argyle Study Area

Hectares of Parkland per 1000 people: As mentioned, 7% of the total Argyle Study Area is zoned as open space. The Argyle Study Area has a variety of parks and outdoor public spaces including Kiwanis Park, East Lions Park, Nelson Park, Admiral Park, Mildred Barons Park, Bonaventure Meadows Park and Vimy Ridge park. In total, 75.3 total hectares of green space of 2.1 hectares of parkland per 1000 people exists in the Argyle Study Area. This compares to 7.2 hectares of parkland per 1000 people City-Wide.



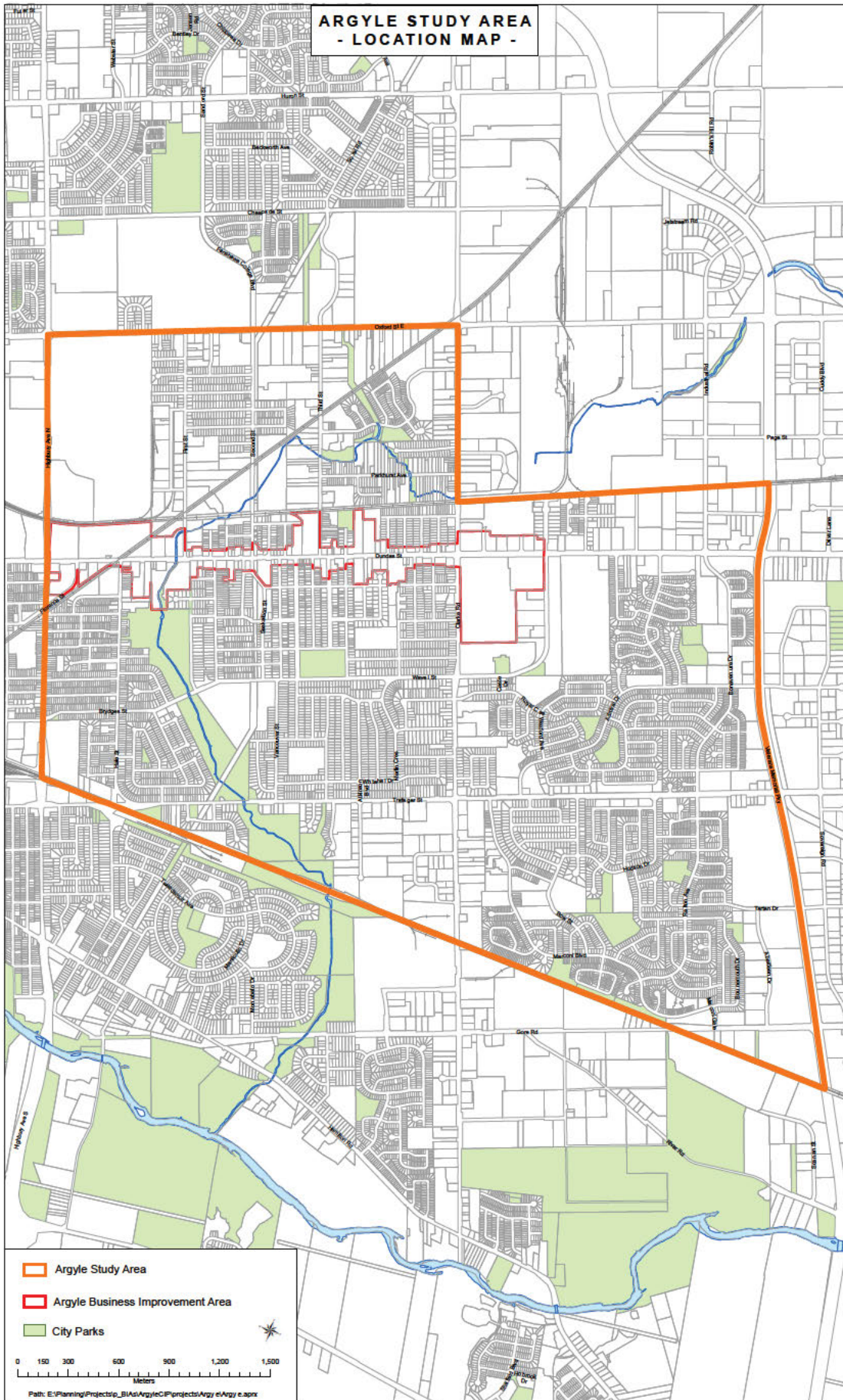


Figure 2: Argyle Study Area

## Population

The current resident population in the Argyle Study Area is approximately 22,500 people within a total of 9,652 households. The largest population segment in the Argyle Study Area is the 25-29 year old age range, comprising of 8% of the total population. The next largest population segments are the 20-24; 30-34; 50-54; 55-59 and 60-64 age ranges, each comprising of 7% - 8% of the total population.

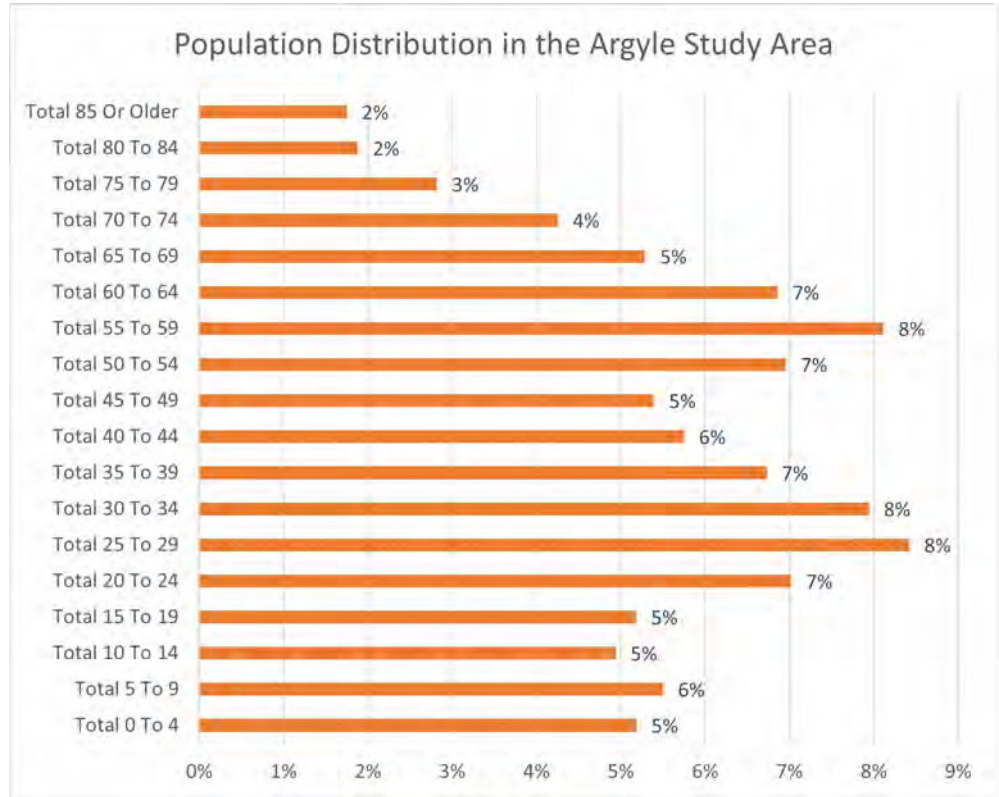


Figure 3: Population Distribution in percentages in the Argyle Study Area

## Average Household Income

Based on the 2015 National Census Data, the Argyle Study Area has a lower average household income compared to the City-Wide average. The average household income in the Argyle CIP Study Area is 21.8% lower than the City-Wide Average household income.

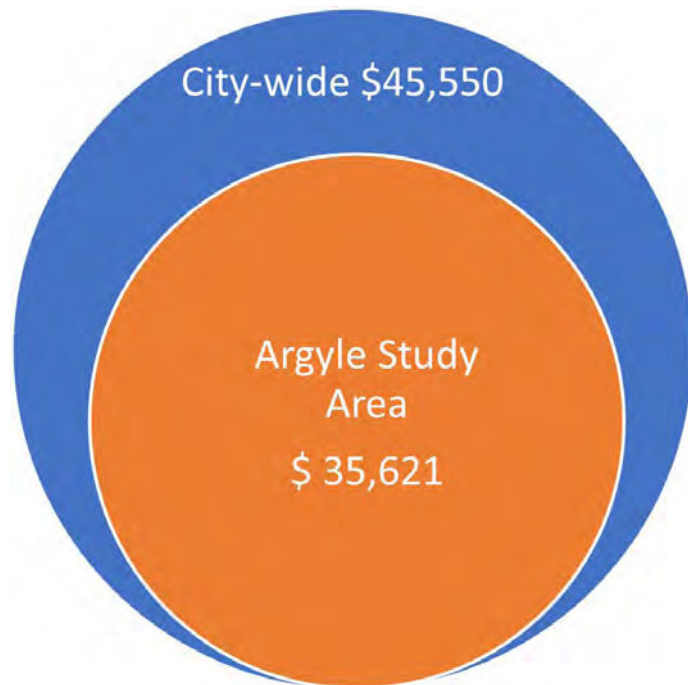


Figure 4: Nested circle diagram of the average household income for the Argyle Area and City of London

## Education

The Education Attainment profile for the Argyle Study Area is lower than the City-Wide statistics. 43% of the Argyle Study Area residents have some form of post-secondary education, compared to 67% of residents City-Wide. The most frequent credential earned is High School education (and Equivalency Diploma) for just over 35% of the population compared with just over 24% City-Wide. Almost 22% of the residents have no certificate, compared to just 9% of the City-Wide population. Additionally, 25% of the population has College level education compared to 28% City-Wide.

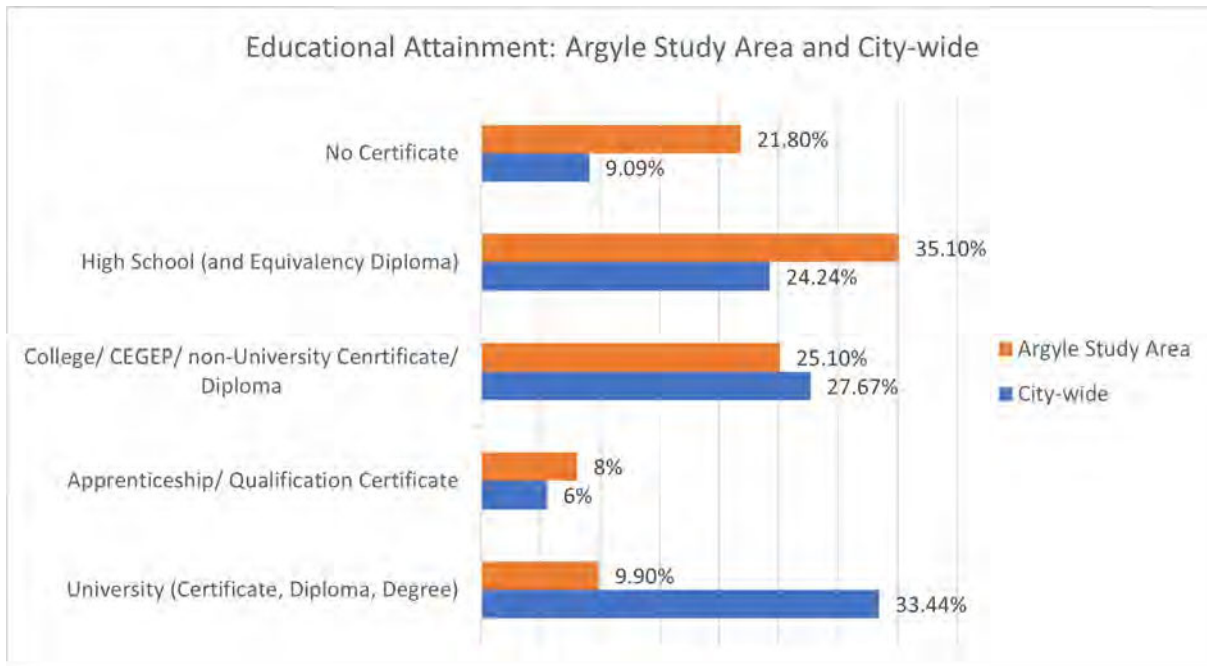


Figure 5: Educational Attainment for the Argyle Study Area and City of London

## Housing Tenure

The main form of housing tenure in the Argyle Study Area is homeownership which totals 65%, compared to 59.7% City-Wide. Conversely, the number of rent-occupied dwellings (35%) is lower than the rest of the City (40.3%)

### Homeownership

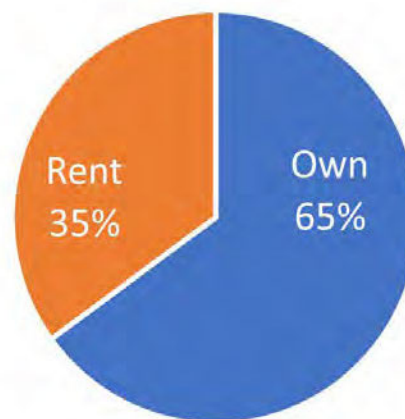


Figure 6: Housing Tenure of the Argyle Study Area

## Dwelling Types

Fifty-six percent (56%) of dwellings in the Argyle Study Area are single detached residential units, compared to 49% City-Wide. The second most frequent dwelling type are row houses, with 20% of the dwellings compared to 13% City-Wide. The remaining 24% of dwelling types in the Argyle Study Area is comprised of apartments in buildings less than 5 storeys (11%), apartments in a building with 5 or more storeys (5%), semi-detached dwellings (5%) and detached duplex dwellings (3%).

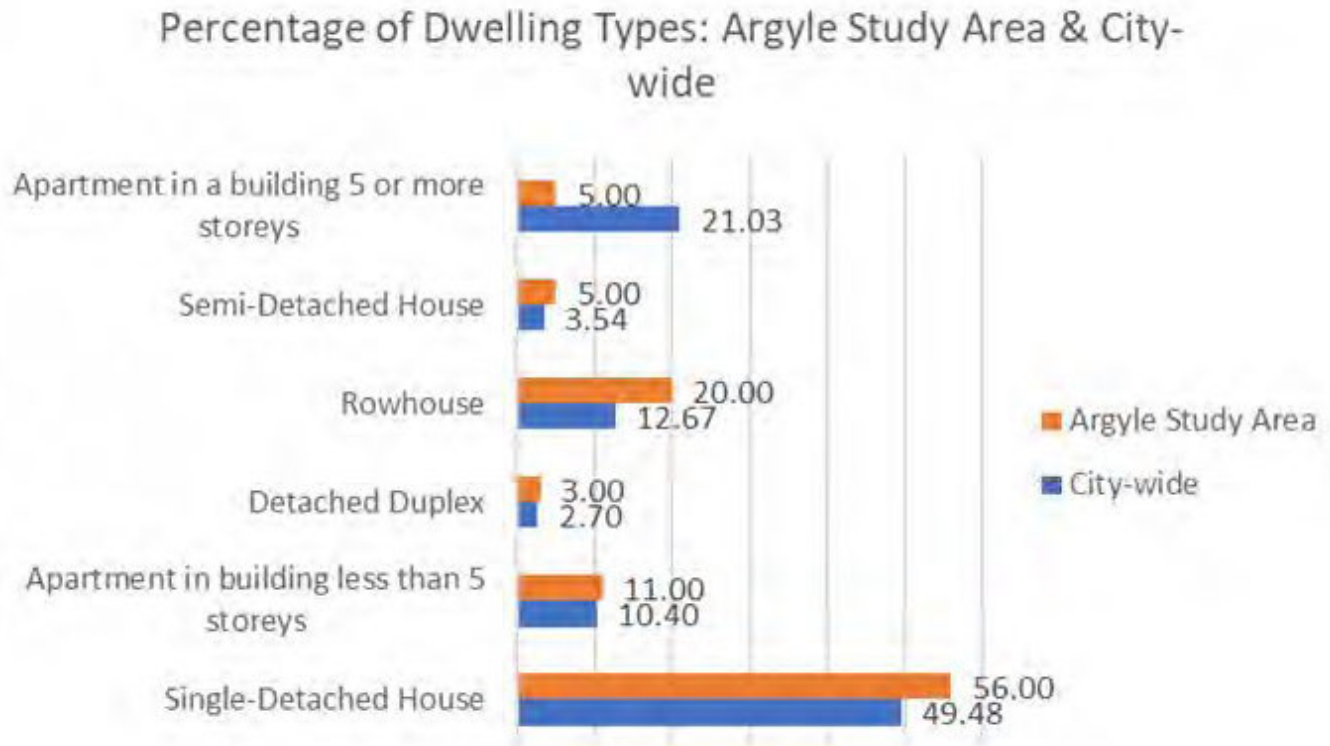


Figure 7: Percentage of dwelling types in the Argyle Study Area compared to City-Wide.

## Argyle Project Area

When a Community Improvement Plan is being prepared, a (proposed) Project area is established early in the process to maintain focus and to help avoid scope creep as the project moves forward. From the proposed Project Area, a Community Improvement Plan Area is then identified as the specific area requiring improvement. The Community Improvement Plan Area is included in the final CIP document which is then adopted by Municipal Council. The Planning Act states that the Community Improvement Plan 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.

Because the Argyle Study Area is very large, approximately 1,362 hectares, the proposed Project Area (Figure 2) that will lead to an Argyle Core Area Community Improvement Plan is smaller to maintain focus on the area most in need of regeneration and improvement.

The Argyle Project Area is situated in the east end of the City within the Urban Growth Boundary (UGB). It encompasses properties with frontages abutting the main corridor of Dundas Street, and the Argyle Mall at the most eastern portion of the study area. Parts of the north boundary are adjacent to the Canadian Pacific Railway line and the westerly boundary is Highbury Avenue North.

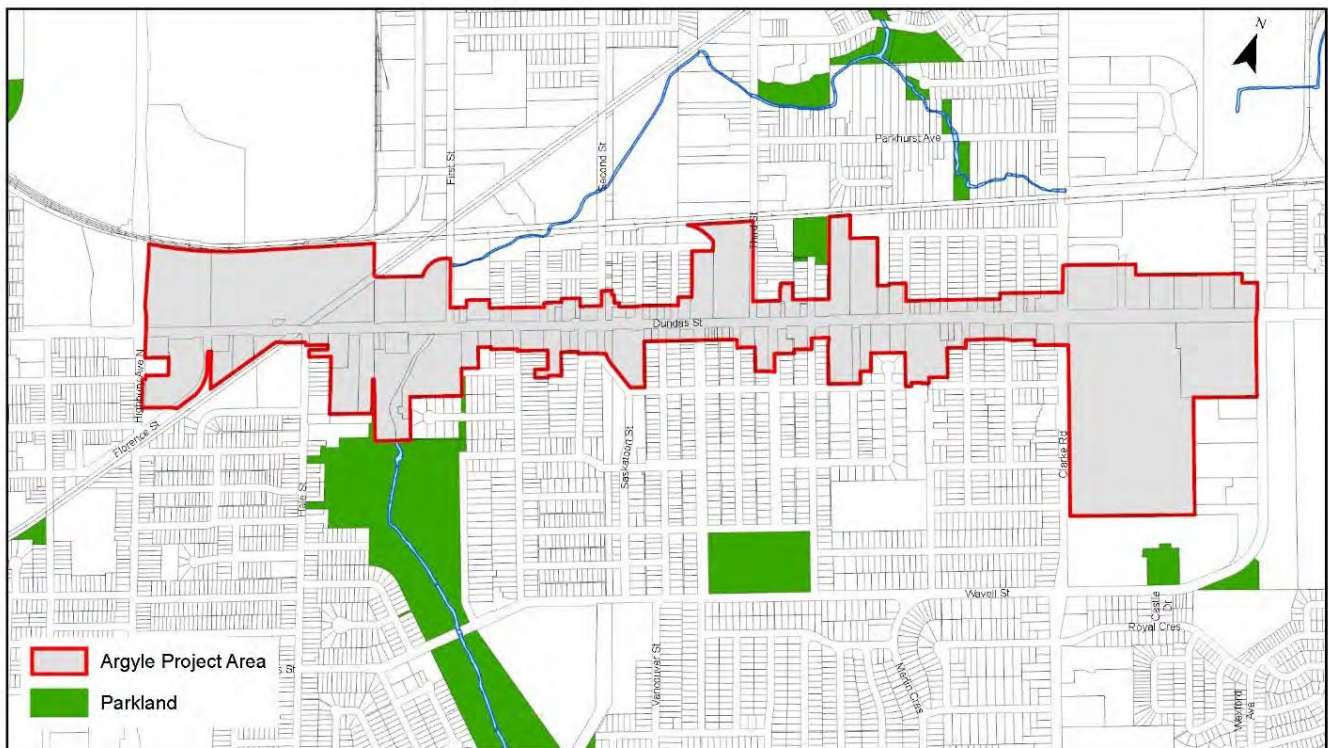


Figure 8: Argyle Project Area

# Argyle Project Area Profile

This section presents a summary of characteristics and statistics of the Argyle Project Area to provide context for the CIP. Where possible, City-Wide data has also been provided. Every effort has been made to align the data with consistent boundaries, however, data may be associated with variable boundaries.

## Population

The current resident population in the Argyle Project Area is approximately 175 people within a total of 57 households; The largest population segment in the Argyle Project Area is the 30-34 year old age range, comprising of 12% of the total. The next largest population segments are the 20-24; 25-29; and 55-59 age ranges, each comprising of approximately 11% of the total population.

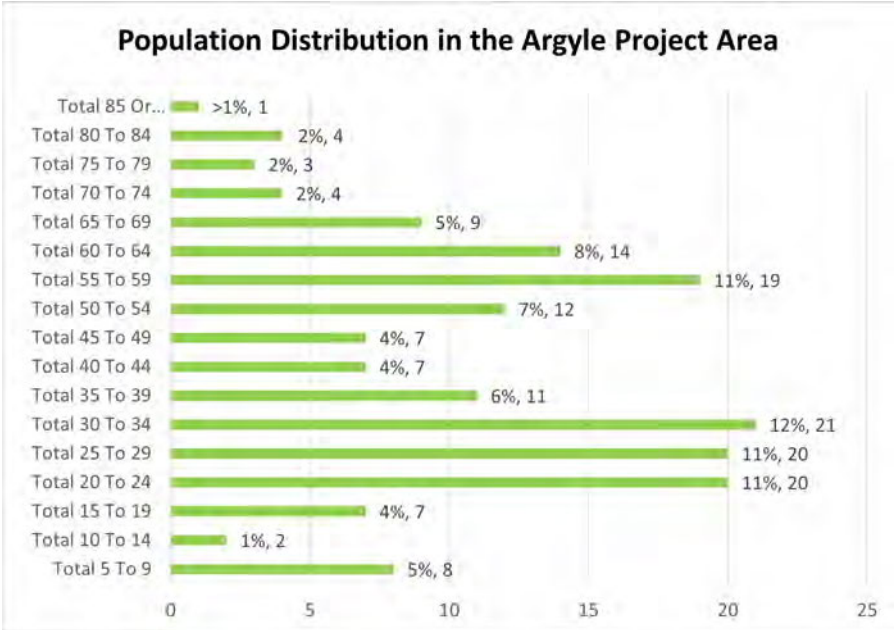


Figure 9: Population distribution of the Argyle Project Area

## Average Household Income

Based on the 2015 National Census data, the Argyle Project Area has a lower average household income compared to the City-Wide average. The average household income in the Argyle Project Area is 33% lower than the City-Wide average household income.

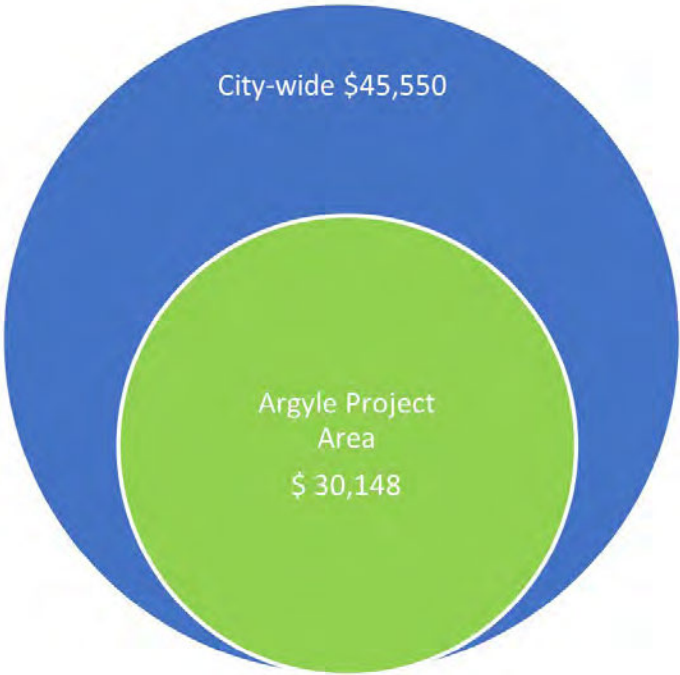


Figure 10: Nested circle diagram of the average household income for the Argyle Project Area and City of London.

## Education

The Educational Attainment profile for the Argyle Project Area is lower than the City-wide statistics. 41% of the the Argyle Project Area residents have some form of post-secondary education, compared to 67% of residents City-wide. The most frequent credential earned is High School education (and Equivalency Diploma) for just over 36% of the population compared with just over 24% City-Wide. Almost 23% of the residents have no certificate, compared to just 9% of the City-Wide Population. Additionally, 23% of the population has a College level education compared to 28% City-Wide.

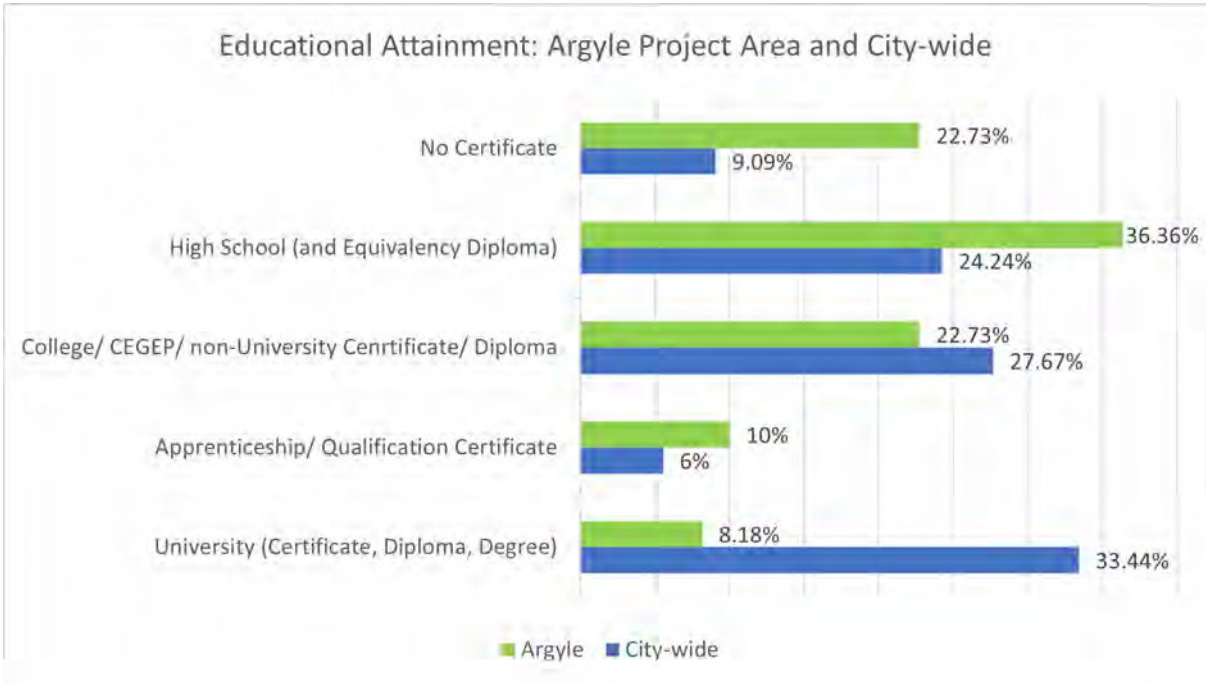


Figure 11: Educational Attainment in the Argyle Project Area compared to City-Wide.

## Homeownership

### Housing Tenure

The main form of housing tenure in the Argyle Project Area is renting which totals 56.1%, compared to 40.3% City-Wide. Conversely, the number of owner-occupied dwellings (44%) is lower than the rest of the City (59.7%).

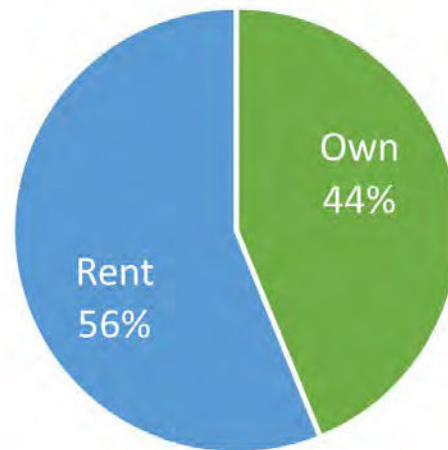


Figure 12: Housing Tenure of the Argyle Project Area

## Dwelling Types

Forty-six percent (46%) of dwellings in the Argyle Project Area are single detached residential units, compared to 49% City-wide. The second most frequent dwelling type are apartments in a building with fewer than 5 storeys, with 42% of dwellings compared to 10% City-Wide. The remaining 12% of dwelling types in the Project Area is comprised of detached duplex (7%), row housing (3.5%), and semi-detached dwellings (2%). The Argyle Project Area does not have apartment buildings of 5 or more storeys.

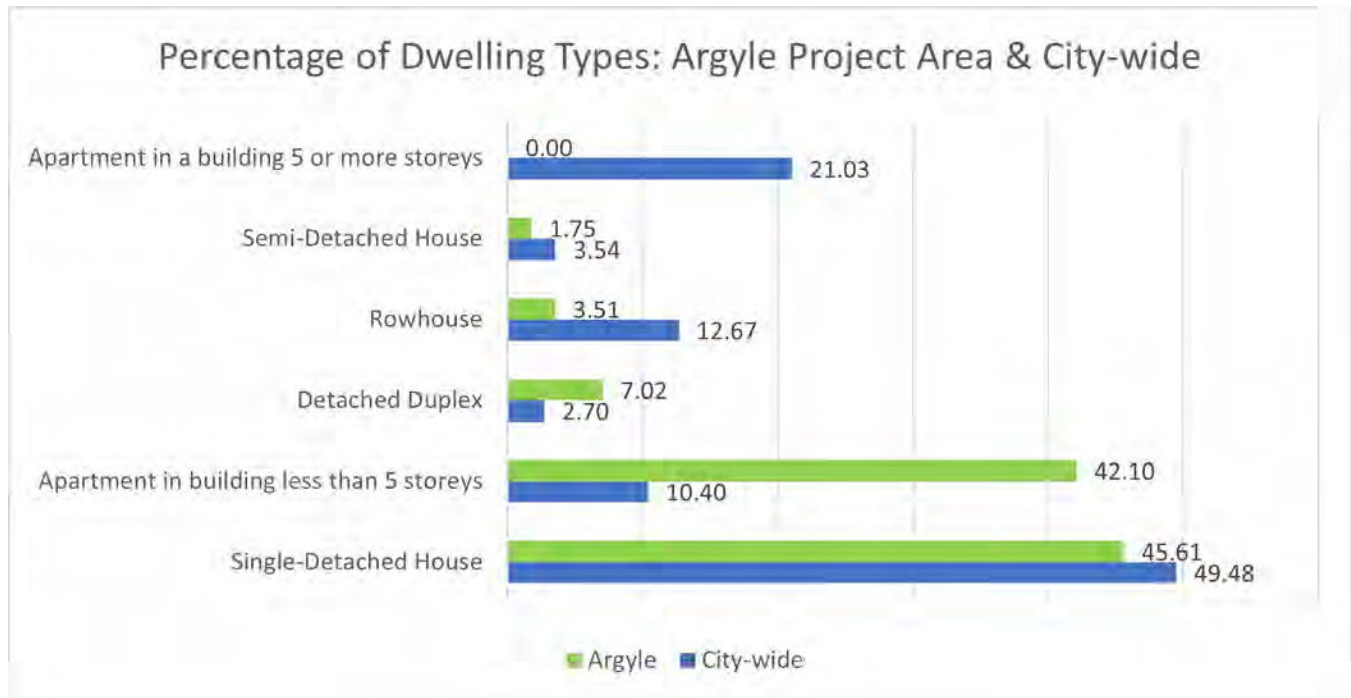


Figure 13: Percentage of Dwelling types in the Argyle Project Area compared to City-Wide.

## Parkland

Although there is a variety of parks and outdoor public spaces in the Argyle neighbourhood, only a small portion of Kiwanis Park North is within the Argyle CIP Study Area. This equals 0.6 hectares of parkland, which equals less than one percent (0.71%) of the total CIP Study Area. Based on a population of 175 people from the Census Data, the Argyle CIP Study Area has 3.42 hectares per 1000 people, compared with 7 hectares of parkland per 1000 people City-Wide in London.



# SECTION 2

# VISION & OBJECTIVES



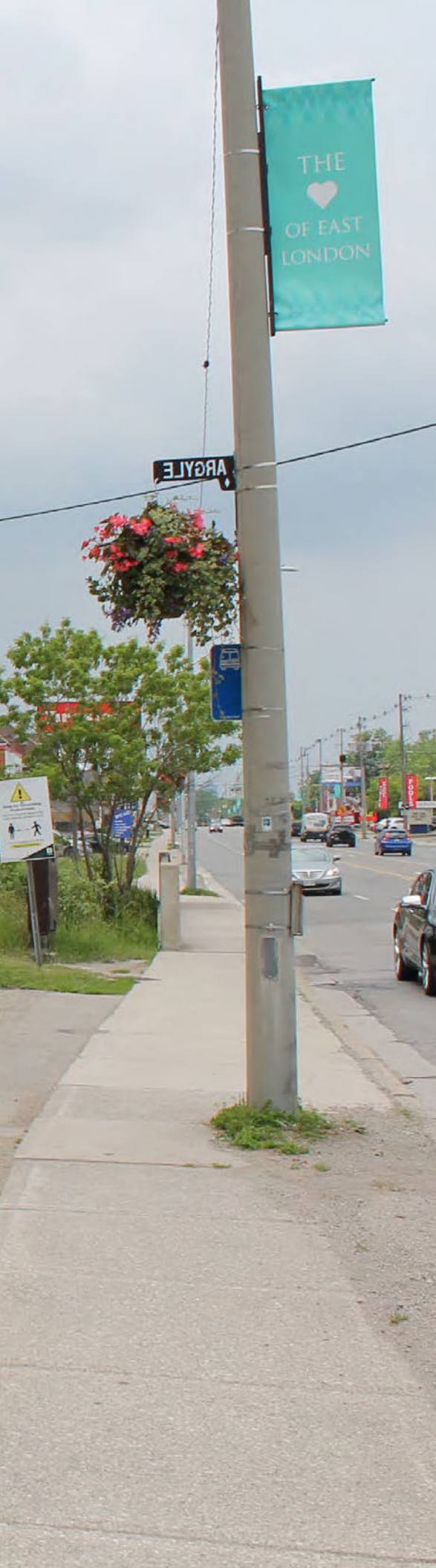


## Vision

A **vision** for a CIP is a long-term strategic statement that identifies how the community wants to look, feel and function. Establishing a vision is an important component of the CIP process as it provides the overarching foundation for the Action Items contained in the CIP. A vision also helps to focus and direct the improvements and incentive programs outlined in the CIP.

Through Community consultation, the following Vision Statement for the Argyle Project Area was created:

*By 2035, the Argyle Core Area will be a welcoming, well-maintained and safe destination with unique small businesses and shops, as well as supporting an established growing residential neighbourhood.*



## Objectives

During the engagement-process, stakeholders provided feedback on their main objectives for regeneration and improvement in the Argyle Project Area. A summary of the comments recieved include the following:

- Crime & Homelessness Prevention;
- Improve long-term community safety to create a safe environment for all at all times of the day;
- Foster great streetscapes with a visually interesting, accessible, and clean public realm;
- Build upon the success of the diverse business-community to create a vibrant and mixed-use main street;
- Encourage the restoration and redevelopment of the older and/or vacant building stock;
- Enhance Argyle's identity and public perception;
- Create more opportunitie for infill development and redevelopment along the Dundas Corridor;
- Create more stable and affordable housing options (aimed at seniors and below average market rent affordable);
- Foster a broader range of uses, such as access to fresh food and more entertainment-amenities within Argyle;
- Improve active mobility and coordinate municipal servicing infrastructure improvements with planning and development activity to help reduce distruptions in the neighbourhood;
- Conserve natural heritage and support remediation of contaminated areas.

# Targets for Improvement

Through consultation with the community, twelve areas for improvement in the Argyle Core Area were developed from the list of items identified as needing improvement in the Argyle Project Area:

- Support Small Businesses
- Improve Public Realm - Dundas Street
- Crime Prevention/Safety
- Deficiencies in Infrastructure
- More (residential) Growth
- Enhancing Argyle's Identity
- Lack of Affordable Housing
- Lack of Trees and Greenery
- Create Places to Sit and Linger
- General Cleanliness
- Congestion (vehicular traffic)
- Recreational Programs & Community Gathering Spaces



The 12 areas for improvement were summarized into six (6) improvement categories:



## **1. Developing High Quality Public Realm**

The Argyle Core Area will have a pedestrian-oriented streetscape and public spaces that are safe, clean, accessible and pleasant.



## **2. Safer Neighbourhood for All**

The Argyle Core Area will be a safe accessible, and healthy place to live, visit and work by improving safety and accessibility related issues.



## **3. Supporting Businesses**

The Argyle Core Area will have strong, diverse and connected businesses and a business environment that attract visitors, serves the local community, and support business retention, expansion and investment.



## 4. **Enhancing Parks & Recreational Opportunities**

Natural features and neighbourhood parks will be enhanced, conserved, and celebrated, and the Argyle Core Area will have a range of recreational amenities and programs.



## 5. **Improved Mobility**

The Argyle Core Area will have an interconnected community-wide transportation network that is safe, convenient, and prioritizes active mobility.



## 6. **Strengthening the Community**

The Argyle Core Area community will continue to develop and maintain strong connections within the community and the City, and built capacity to work strategically with stakeholders to achieve community goals.

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

## SECTION 3

# ARGYLE COMMUNITY IMPROVEMENT PLAN PROJECT AREA & SUB- AREAS



# The Argyle Project Area

## Project Area Description

When a CIP is being prepared, a Project Area is established early in the process to maintain a geographical focus and to help avoid “scope creep” as the project moves forward. The *Argyle Regeneration Study* applied to the whole Argyle Planning District, but for the Argyle CIP a smaller Project Area was established based on the the existing Argyle BIA boundaries. This Project Area was chosen because stakeholders identified the Dundas Street Corridor as the location where the need for community improvement was the greatest. As Dundas Street is the main artery through the community where most businesses are located, regeneration and revitalization initiatives in this area will provide the most benefits for the overall Argyle Core Area community.

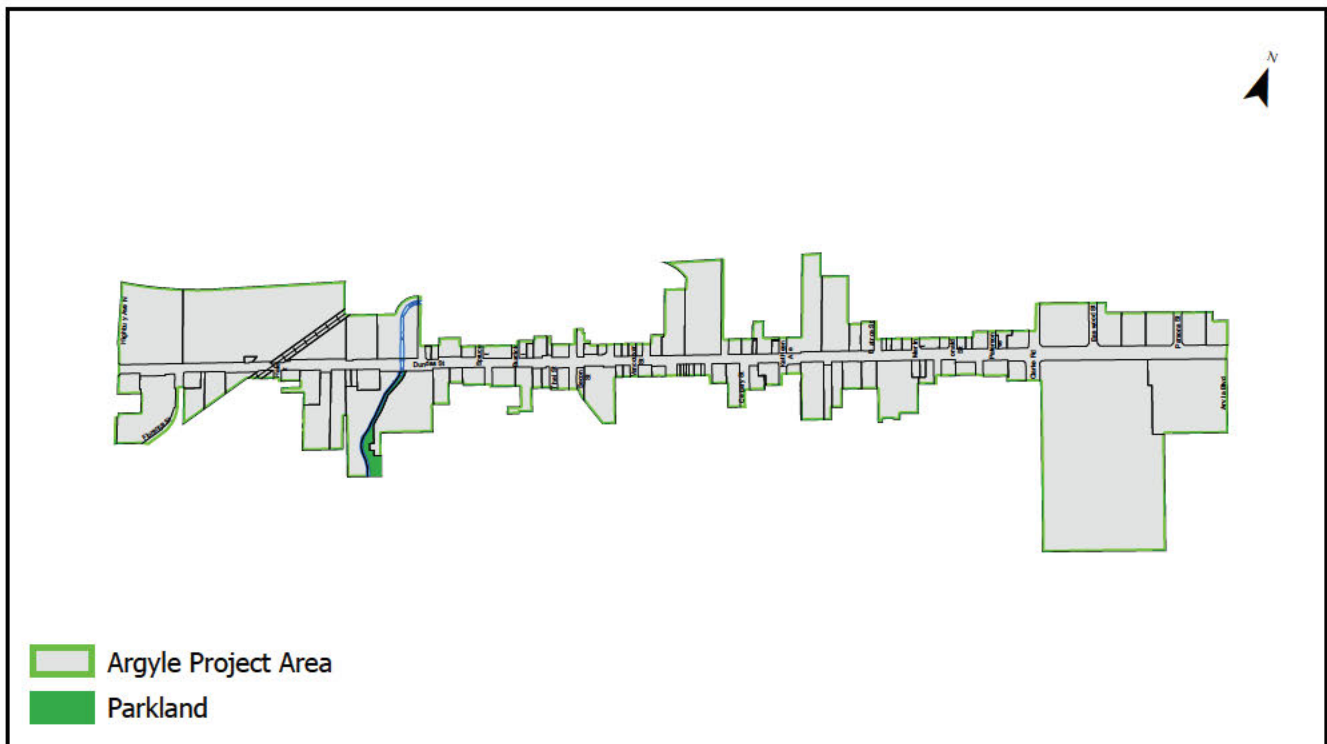


Figure 14: Argyle Project Area

The Argyle CIP Project Area is generally bounded by Highbury Avenue to the west, Canadian Pacific Railway to the north, Wavell Street to the east and Whitney Street to the south. The Project Area includes all properties fronting Dundas Street, as well as the Argyle Mall located at Clarke Road.



## Project Sub-Areas

The Project Area has been further divided into two Project Sub-Areas which are based on the existing conditions and characteristics during the preparation of this Plan. The Sub-Areas include:

1. Dundas Street Corridor
2. Argyle Mall

### 1. Dundas Street Corridor

The Dundas Street Corridor contains lands fronting onto Dundas Street from Highbury Avenue North to Clarke Road. Dundas Street is the main commercial and transit corridor within the Project Area, connecting Veterans Memorial Parkway with the Argyle Mall and Highbury Avenue. The large volumes of traffic including trucks that pass through Dundas Street have contributed to a decline in the quality of the public realm and detract from the street environment policy objectives specified in the London Plan. Dundas Street and its many stores, restaurants and other small businesses are conveniently located and provide residents with most of their day-to-day shopping needs. An effort to rebalance the auto-dominated corridor to provide a more pedestrian friendly environment is a priority. A desire for more safety, cleanliness, additional public spaces to rest and more greenery and street-trees were identified in the first community meeting.

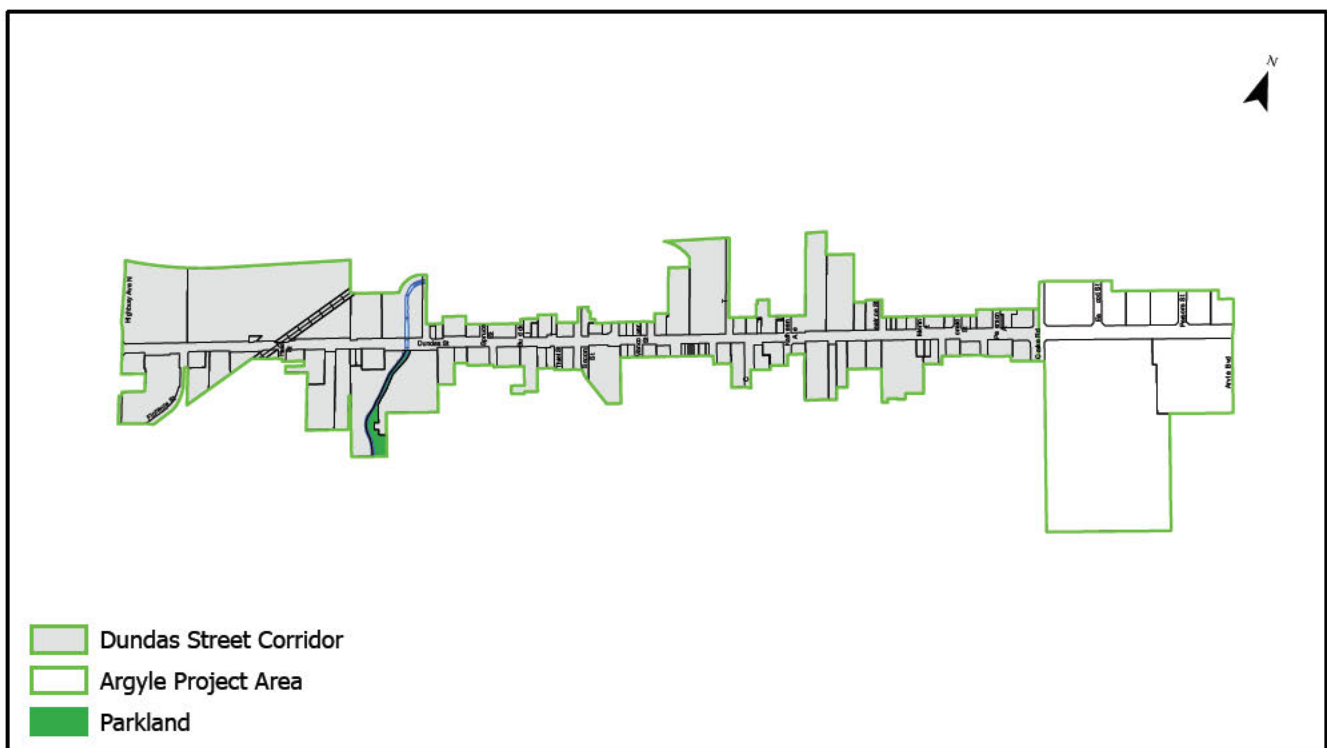


Figure 15: Argyle Project Sub-Area Dundas Street Corridor

The London Plan identifies the Dundas Street Corridor as an Urban Corridor Place Type. Urban Corridors permit a wide range of uses, encourage intensification and mixed-use buildings and support a high-quality pedestrian environment that is pleasant, accessible and safe. As the Dundas Street Corridor is the centre of the Argyle Core Area, it will be the focal point for improvement.

## 2. Argyle Mall

The Argyle Mall is comprised of the Shopping Area adjacent to the Dundas Street Corridor in the Project Area. The Argyle Mall is located at the intersection of Dundas Street and Clarke Road, on the eastern portion of the Project Area. SmartCentres Real Estate Investment Trust (REIT) has full ownership of the 355,000 square foot shopping centre and leases to approximately 34 commercial tenants. The Argyle Mall provides for most day-to-day shopping needs and includes stores like Walmart, Winners, No Frills, Staples, Mark's, CIBC, Burger King, LCBO and others.

The area to the north of Dundas Street and east of Clarke Road is part of the Argyle Mall Sub Project Area but has somewhat different characteristics than the main area of the Argyle Mall south of Dundas Street. This area is not under the ownership of SmartCentres REIT and generally consists of smaller retail-units, food-chains (such as McDonalds and Pizzahut), a thrift store and financial institutions.

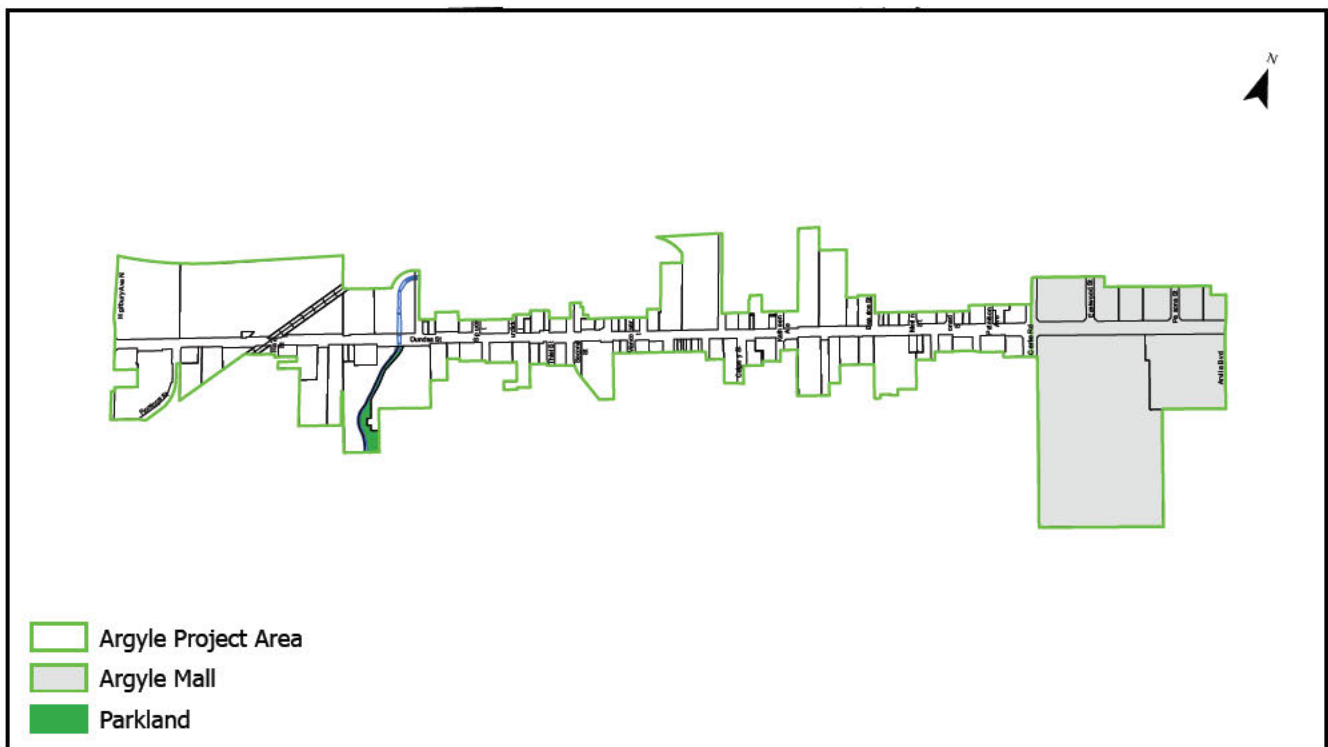


Figure 16: Argyle Project Sub-Area Argyle Mall

Within the London Plan, the Argyle Mall is designated as Shopping Area. This is the primary Place Type for commercial uses, and also allows for a broad range of retail, service, office, entertainment, recreational, educational, institutional and residential uses. Shopping Areas are to service their immediate neighbourhood and provide a walkable focal point that creates a neighbourhood identity. Commercial Place Types currently permitted in the London Plan provide a broad range of opportunities for new commercial uses, and there are also many opportunities for reforming, redevelopment, expansion and intensification of Shopping Areas such as the Argyle Mall.



Figure 17: Overview of the Argyle Mall looking east, dated November 2019.



## SECTION 4

# COMMUNITY IMPROVEMENT NEEDS





## Community Improvement Needs

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

- First-hand observations made during site-visits;
  - Consultation with community members, organizations and other stakeholders;
  - Research and analysis of applicable legislation, policies, regulations and census data;
- and,
- Consultation across City of London Service Areas.

### Identified Strengths, Weaknesses, Opportunities & Threats (SWOT)

Items seen as strengths, weaknesses, opportunities and threats (SWOT) in the Argyle Study Area that require action and/or improvement were identified through consultation with stakeholders throughout this project (community members, groups, organizations).

These items are summarized on the following pages.



## Strengths:

- Diverse collection of land uses
- Rich history of independent businesses
- Access to main shopping centre
- Excellent Parks
- Industrial development close by (employment opportunities)
- Residential neighbourhood is stable
- Gateway into the City, access to VMP
- Argyle Mall has ample parking; convenient to find a parking spot.
- Neighbourhood has full municipal services
- Sense of community, lots of positive people
- Presence of active BIA that is committed to Argyle



## Weaknesses:

- Dated appearance
- Poor image and perception that East London comes last
- Social issues (crime, homelessness, arsons, vandalism)
- Urban blight
- Concern that the East Lions Community Centre is not finished
- Poorly services by emergency services (especially Police)
- Lack of City-wide destination
- Low amount of heritage designations
- Many businesses have their own lane-entrance, makes it hard to get in & out
- LMHC units are in poor condition
- Poor sidewalks & streetlighting
- Need pedestrian amenities (benches, bike racks, bus shelter)
- On-site parking is inconsistent, some businesses have issues providing parking





## Opportunities:

- More infill and intensification along Dundas Street
- More affordable housing
- Development of Urban Design Guidelines to guide development
- Promote greater mix of uses, including mixed-use development
- Encourage property owners to improve their buildings (bring up to code) and attract tenants
- Economic impact from residential regeneration of former LPH lands
- Promote built heritage in Argyle through signage and educational outreach
- Promote cycling and walking
- Better balancing of vehicular and pedestrian traffic
- Great need for roadwork, sewer and infrastructure improvements
- East Lions Community Centre when it opens
- Crime Prevention Through Better Design (CPTED)
- Enhance by-law and police enforcement in Argyle
- Bring back Neighbourhood Watch Program
- Promote and expand the Active and Safe Routes to School Program



## Threats:

- First impression when entering from VMP
- Vacant buildings along corridor
- Dilapidated buildings in visible locations threaten ability to attract new businesses
- Lack of consideration for heritage features
- Drug use is at an all-time high
- Lack of foot traffic
- Accessibility issues
- Loss of historic identity, no longer industry and agriculture in Argyle
- Stagnation due to disinterest
- Underused laneways contribute to crime
- Many construction projects are disruptive for residents
- High speed of traffic on Dundas Street
- Feeling that Argyle is overlooked
- Lack of lighting contributes to perceived unsafety



## Categories of Identified Community Improvement Needs

The following list groupd identified needs for the Argyle Project Area that require community improvement consistent with the six (6) categories shown in Section 2. The list is not in an order of priority and is based on received feedback and engagement in community meetings.



## 1. **Developing High Quality Public Realm**

- Lack of lighting
- Sidewalks along Dundas Street are narrow and close to traffic
- Car-centric, Argyle is not perceived as a bike or pedestrian friendly area
- Missing curbs and sidewalks on local streets
- Dundas Street is in poor condition, improve road quality and safety
- Too many entrances onto Dundas Street
- No places to sit in the shade
- Lack of trees and green spaces
- Lack of bike lanes in the area
- Congestion
- Walkability should be a priority, wider sidewalks away from the street



## **2. Safer Neighbourhood for All**

- Issues with crime and safety
- Better crime prevention and more police presence
- More assistance for people dealing with additions and homelessness
- Neighbourhood feels unsafe at night
- Need a short-term night watch
- Neighbourhood is poorly supported by services when things go wrong (Police, EMS)
- Concerns about drug use and drug paraphernalia
- Perception of unsafe neighbourhood



### 3. Supporting Businesses

- Vacant and dated looking building facades
- Leverage visitors to Argyle Mall for whole neighbourhood
- Businesses are dated but familiar
- Opportunity for more mixed-use spaces
- Need an anchor that draws people into Argyle from other parts of the City
- Focus on successful narratives of small businesses
- Less big-box stores, more small businesses
- Lack of outdoor eating areas (especially during COVID-19)
- Older building stock has significant energy conservation/efficiency issues
- Building a narrative how Argyle serves London more broadly (businesses, industry, agriculture)



## **4. Enhancing Parks & Recreational Opportunities**

- More events for families at Kiwanis Park
- Argyle Mall is underused for events, e.g. Children's amusement park or seasonal festivals
- High amount of environmental contamination, including Kiwanis Park and Pottersburg Creek
- Entrance to Kiwanis Park is hard to find (no directional signs)



## 5. Improved Mobility

- Better transit-amenities, currently no shelter, benches and too close to the road
- Timing of traffic signal lights is not convenient for cyclists
- London Transit Commission routes are perceived as inconvenient
- Need for pleasant and safe active transportation routes
- Smaller blocks along Dundas Street and more pedestrian crossings: Dundas Street is views as a barrier between the north and south.





## 6. Strengthening the Community

- Argyle doesn't have unique characteristics/theme or 'Argyle Village feel'
- More community events and outreach
- Need for affordable housing and retirement homes for seniors
- Area is stagnating due to disinterest, crime and homelessness
- Lack of housing options
- Perceived as low-income area
- Loss of historic identity, limited heritage designation & protection
- Lack of support from the City for local businesses
- Better marketing from the City for East London

ARGYLE

ARGYLE



# SECTION 5

# INCENTIVE PROGRAMS



# Incentive Programs

Together with proposed initiatives that can be undertaken by the public sector on municipal property, the private sector needs to be engaged in community improvement to achieve this CIP's objectives.

One method of achieving this is by providing Financial Incentive Programs to help stimulate private investment in buildings and properties. Community Improvement Plans enable municipalities to establish financial incentive programs to target different community needs. 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 advance community improvement goals.

Financial incentives and programs are subject to availability of funding, and Municipal Council can choose to implement, suspend or discontinue an incentive program at any time. The Argyle Core Area CIP is an enabling document, meaning that Municipal Council is under no obligations to activate and implement any part of a CIP including financial incentive programs.



# Argyle Core Area Community Improvement Plan Incentive Programs

The Argyle Core Area CIP financial incentive programs represent a comprehensive ‘toolkit’ of programs designed to help improve a number of the key weaknesses and threats identified and to achieve the vision and objectives of the CIP. The financial incentive programs will encourage private sector investment, rehabilitation, adaptive re-use, redevelopment and construction along the Dundas Street Corridor and Argyle Mall Sub-Project Areas. The programs represent a ‘toolkit’ because once activated, these programs can be used individually or together by an applicant. In addition to the specific incentive programs in this CIP, the City of London also provides incentive programs in the Brownfield and Heritage CIPs, which may also be applicable to property-owners within the Project Area. Each CIP provides specific program requirements for each financial incentive program.

The following table 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 and incentive program and will be based on budget considerations at that time. Eligibility criteria will be available in the detailed program requirements in the Argyle Core Area CIP financial incentive implementation information package.

Program	Description	Program Duration
<b>Upgrade to Building Code Loan</b>	<p>A loan program designed to assist property owners with the financing of building improvements to ensure older buildings comply with contemporary Building Code Requirements. The costs associated with these improvements often pose an issue for building owners wanting to upgrade their properties.</p> <p>City may provide no-interest loans that are paid back over no more than a 10-year period.</p>	As directed by Municipal Council
<b>Facade Improvement Loan</b>	<p>A loan program designed to assist property owners with improvements to building facades abutting or very visible from the public right-of-way, to bring participating properties into conformity with the Property Standards By-law and achieve applicable Urban Design Guidelines.</p> <p>City may provide no-interest loans that are paid back over no more than a 10-year period</p>	As directed by Municipal Council.

Program	Description	Program Duration
<b>Rehabilitation &amp; Redevelopment Tax Grant</b>	<p>A grant 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 on a declining scale over no more than a 10-year period. The effect of this program is to phase in the property tax increase, which results from a rehabilitation project, over a period of 10 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>	As directed by Municipal Council

*Table 1: Incentive Loan Programs for the Argyle Core Area CIP*

### ***Upgrade to Building Code Loan:***

This is a program designed to assist property owners with the financing of building improvements to ensure older buildings comply with contemporary Building Code requirements. The costs associated with these improvements often pose an issue for building owners wanting to upgrade their properties. City may provide no-interest loans that are paid back over no more than a 10-year period.

### ***Façade Improvement Loan:***

This is a program designed to assist property owners with improvements to building façades abutting or very visible from the public right of way, to bring participating properties into conformity with the Property Standards By-law and achieve applicable Urban Design Guidelines. City may provide no-interest loans that are paid back over no more than a 10-year period.

### ***Rehabilitation & Tax Redevelopment Grant:***

A grant program designed to provide economic incentive for the rehabilitation of mixed-use and commercial properties in areas where the building stock is older. City may provide an annual grant to property owners on a declining scale over no more than a 10-year period. The effect of this program is to phase in the property tax increase, which results from a rehabilitation project, over a period of 10 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.

# Brownfield, Heritage and Affordable Housing Incentive Programs

In addition to the incentive programs contained in this CIP, the City of London also provides incentive programs in the Brownfield, Heritage and Affordable Housing CIPs. As a result, depending on the specific project, a property owner may be eligible for a number of financial incentive programs. The following table provides a summary of these incentive programs. Specific program information is included in the relevant CIPs.

Program	Description
<b>Brownfield</b>	<ul style="list-style-type: none"> <li>• Contamination Assessment Study Grant Program</li> <li>• Property Tax Assistance Program</li> <li>• Development Charge Rebate</li> <li>• Tax Increment Equivalent Grant</li> </ul>
<b>Heritage</b>	<ul style="list-style-type: none"> <li>• Tax Increment Grant</li> <li>• Development Charge Equivalent Grant</li> </ul>
<b>Affordable Housing</b>	<ul style="list-style-type: none"> <li>• Affordable Housing Development Loan Program</li> <li>• Additional Residential Unit Loan Program</li> </ul>

*Table 2: Overview Program Details of Brownfield, Heritage and Affordable Housing Incentive Programs*



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CELL PHONE  
REPAIR  
IPHONE 8  
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## SECTION 6

# IMPLEMENTING THE ARGYLE CORE AREA COMMUNITY IMPROVEMENT PLAN





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## How to Read the Argyle Core Area CIP Action Items Table

The Argyle Core Area Community Improvement Plan (CIP) Action Items Table is organized into six (6) improvement categories:

- 1. Developing a High-Quality Public Realm;**
- 2. A Safer Neighbourhood for All;**
- 3. Supporting Businesses;**
- 4. Enhancing Parks and Places to Sit and Linger;**
- 5. Improved Mobility;**
- 6. Strengthening the Community**

Within each improvement category, there are community and City identified actions that arose during community and stakeholder consultation and have been developed through City Staff input. Action Items are aligned with the Objectives, Goals and Vision defined through the Argyle CIP process as presented in Section 4 of this CIP. Each action item identifies the lead (who is expected to coordinate implementing the action), the suggested partners (who can assist the lead), the priority (Do First, Second and Third) and the relative cost associated with each action item.

# Actions Table

1. Developing a High-Quality Public Realm				
	Action	Priority	Lead & Suggested Partners	Cost
<b>Municipal Actions</b>				
1.1	Develop a Streetscape Masterplan for the Dundas Street Corridor to support the London Plan vision for Urban Corridors as high-quality spaces with neighbourhood amenities including parks, civic spaces and attractive outdoor seating areas, accessible to the public.	Do 1st	Environment & Infrastructure - Transportation and Mobility  Suggested Partners: Planning & Economic Development - Community Planning, Urban Design & Heritage	Low/ Medium (future budget)
1.2	Seek opportunities to widen sidewalks as part of planned Infrastructure Renewal along Dundas Street.	Do 1st	Environment & Infrastructure - Transportation and Mobility  Suggested Partners: Planning & Economic Development - Community Planning, Urban Design & Heritage	Medium (future budget)
1.3	Seek opportunities to include pedestrian scale lighting as part of existing and planned Infrastructure Renewal along Dundas Street.	Do 2nd	Environment & Infrastructure - Transportation and Mobility  Suggested Partners: Planning & Economic Development - Community Planning, Urban Design & Heritage Argyle BIA	Medium (future budget)
1.4	Seek opportunities to improve the amenities at bus stops in the Argyle Core Area, including shelters and benches.	Do 2nd	London Transit Commission  Suggested Partners: Planning & Economic Development - Community Planning, Urban Design & Heritage Environment & Infrastructure - Construction and Infrastructure Services.	Medium (future budget)

1.5	Identify opportunities to install more garbage and recycling receptacles at bus stops, as part of the garbage and recycling program facilitated by the City.	Do 2nd	Environment & Infrastructure - Climate Change, Environment and Waste Management	Medium (future budget)
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<b>Community Opportunities</b>				
1.6	Improve and support the streetscape and beautification projects that the Argyle BIA is implementing.	Do 1st	Argyle BIA  Suggested Partners: London Hydro & Community Sponsors	Low (existing budget)
1.7	Clean Dundas Street sidewalks on a more frequent schedule, and work in conjunction with the BIA Clean Streets program.	Do 1st	Argyle BIA  Suggested Partners: Environment & Infrastructure - Climate Change, Environment and Waste Management	Medium (future budget)
1.8	Seek opportunities to include street trees and greenery in the Dundas Corridor as part of existing and planned Infrastructure Renewal along Dundas Street.	Do 2nd	Argyle BIA  Suggested Partners: Environment & Infrastructure - Parks and Forestry/Climate Change, Environment and Waste Management	Medium (future budget)
1.9	Develop a way-finding system with pedestrian-scale signs to allow visitors to explore the neighbourhood.	Do 3rd	Argyle BIA  Suggested Partners: Argyle Community Association (ACA) Environment & Infrastructure - Transportation and Mobility	Low (future budget)

Table 2: Actions Table Improvement Category 1 - Developing a High-Quality Public Realm



## 2. A Safer Neighbourhood for All

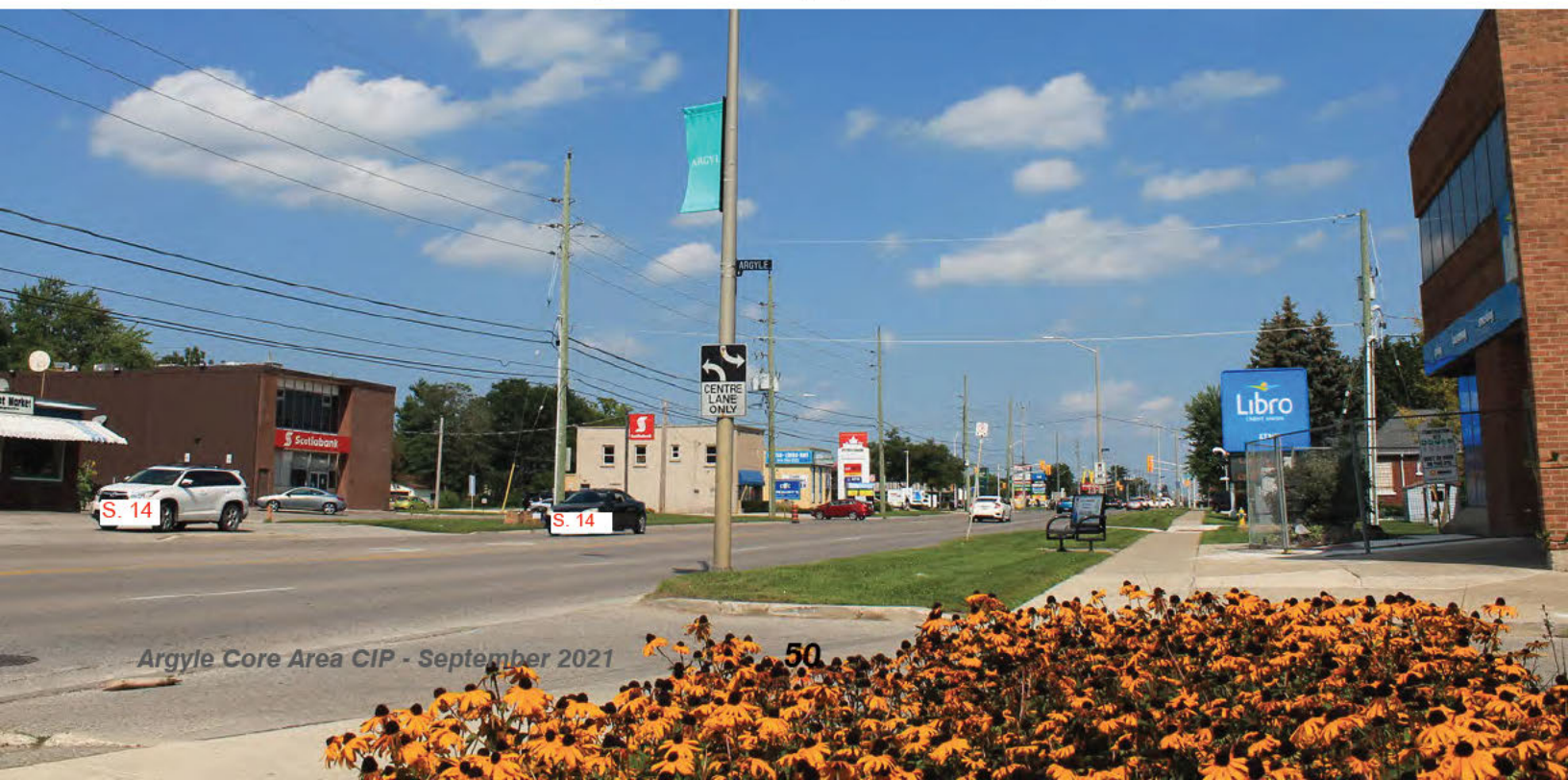
	Action	Priority	Lead & Suggested Partners	Cost
<b>Municipal Actions</b>				
2.1	Implement an annual 'crime prevention through environmental design (CPTED) review of targeted areas along the Dundas Corridor.	Do 1st	Neighbourhood and Community-Wide Services (Neighbourhood Safety Audits)  Suggested Partners: London Police Services Planning & Economic Development - Community Planning, Urban Design & Heritage Argyle BIA Argyle Community Association	Low (existing budget)
2.2	Continue to work with the Coordinated Informed Response initiative to identify neighbourhood issues and develop appropriate responses including proactive foot/bike patrols and targeted enforcement	Do 1st	Social and Health Development - Housing Stability Services  Suggested Partners: London Police Service Argyle BIA London Cares Argyle Community Association	Low (existing Budget)
2.3	Increase the frequency of proactive By-law Enforcement blitzes in the Dundas Street area.	Do 2nd	Planning & Economic Development - Municipal Compliance  Suggested Partners: Argyle BIA Planning & Economic Development - Community Planning, Urban Design & Heritage	Low (future budget)

2.4	Continue to work with the Argyle BIA to install needle disposal bins along the Dundas Street Corridor.	Do 2nd	Neighbourhood and Community - Wide Services  Suggested Partners: Argyle BIA London Cares Planning & Economic Development - Community Planning, Urban Design & Heritage	Low (existing budget)
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**Community Opportunities**

2.5	Undertake a Safety Audit to identify and document specific safety concerns in the Argyle Core Area CIP Project Area	Do 1st	Argyle Community Association  Suggested Partners: Neighbourhood and Community-Wide Services	Low (existing budget)
2.6	Engage Neighbourhood Watch London about expanding the Neighbourhood Watch Program to the Dundas Street Corridor.	Do 2nd	Argyle BIA  Suggested Partners: Neighbourhood Watch London Neighbourhood & Community - Wide Services (Neighbourhood Safety Audits) Argyle Community Association	Low (other budget)

Table 3: Actions Table Improvement Category 2 - A Safer Neighbourhood for All



### 3. Supporting Businesses

	Action	Priority	Lead & Suggested Partners	Cost
<b>Municipal Actions</b>				
3.1	Provide and promote financial incentives including the Facade Improvement Loan, Upgrade to Building Code Loan and Rehabilitation & Redevelopment Tax Grant Programs for the Dundas Street Corridor	Do 1st	Planning & Economic Development - Urban Regeneration  Suggested Partners: Argyle BIA	High (future budget)
3.2	Create business support material and methods to help businesses and entrepreneurs understand planning and development processes, and how to navigate City Hall.	Do 1st	Planning & Economic Development - Economic Partnerships  Suggested Partners: Argyle BIA Argyle Community Association Planning & Economic Development - Urban Regeneration	Low (future budget)
3.3	Increase the use of the London Small Business Centre (SBC)	Do 2nd	Planning & Economic Development - Economic Partnerships  Suggested Partners: London SBC Argyle BIA Participants	No Cost
3.4	Undertake a Business Attraction, Retention & Expansion Strategy	Do 2nd	TBD  Suggested Partners: Argyle BIA	Low (existing budget)
3.5	Incorporate Information Communications & Technology (ICT) infrastructure to "future ready" the Argyle Core Area CIP Project Area through the Technology Investment Strategy	Do 3rd	City of London Information Technology Services  Suggested Partners: Argyle BIA Internet Service Providers Planning & Economic Development - Urban Regeneration	Medium (future budget)

Community Opportunities				
3.6	Strengthen the Argyle brand and work together with the Argyle BIA to improve the sense of place, stimulate investment and attract customers and visitors	Do 1st	Argyle BIA  Suggested Partners: ACA	Medium (existing budget)

Table 4: Actions Table Improvement Category 3 - Supporting Businesses



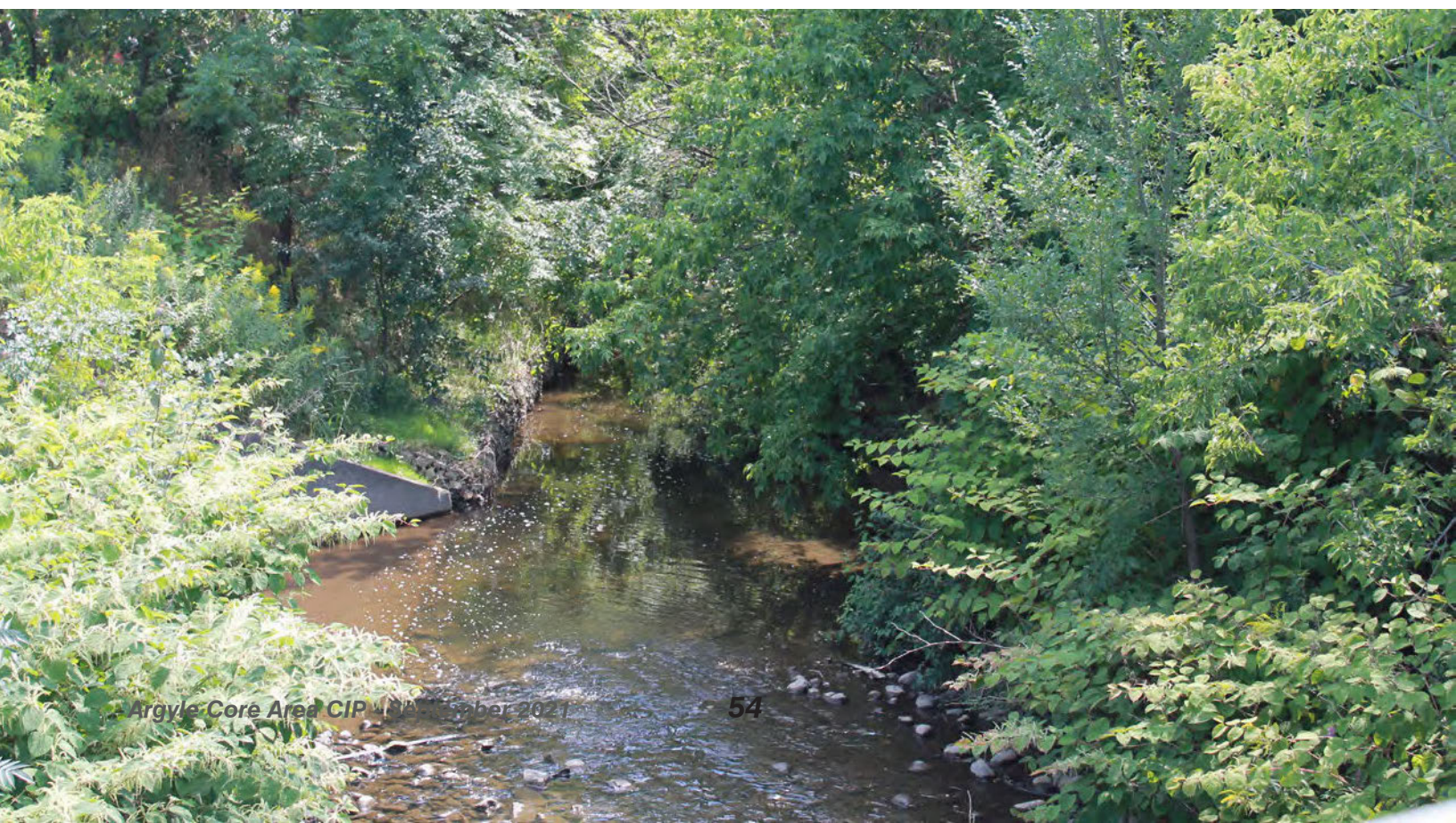


## 4. Enhancing Parks and Places to Sit and Linger

	Action	Priority	Lead & Suggested Partners	Cost
<b>Municipal Actions</b>				
4.1	Promote and review the programs offered in the East Lions Community Centre (once opened) to ensure adequate programming is available to the neighbourhood.	Do 1st	Neighbourhood and Community-Wide Services  Suggested Partners: Argyle ACA Family Centre Argyle	Medium (existing budget)
4.2	Plant trees (where feasible) as per the Urban Forestry Strategy to connect people and nature and build a sustainable city.	Do 1st	Parks & Forestry  Suggested Partners: ReForest London Neighbourhood & Community-Wide Services Environment & Infrastructure	Medium (existing budget)
4.3	Enhance the north entrance to Kiwanis Park to improve its visibility and accessibility	Do 2nd	Parks & Forestry - Parks Planning	Medium (future budget)
4.4	Install places to fill up water bottles along the Dundas Corridor	Do 2nd	Water, Wastewater & Storm Water  Suggested Partners: Neighbourhood & Community -Wide Services	Low (future budget)
4.5	Continue to pursue additional sources for funding to support the UTRCA projects of improving the habitat and water quality of the Pottersburg Creek.	Do 3rd	Environment & Infrastructure - Climate Change, Environment & Waste Management  Suggested Partners: UTRCA Planning & Economic Development Parks & Forestry	No Cost

Community Opportunities				
4.6	Explore opportunities to organize 'pop-up' recreational programs and events on the parking lot of the Argyle Mall.	Do 1st	Argyle Community Association  Suggested Partners: Smart Centres REIT Argyle BIA	No Cost
4.7	Apply for the TreeME Tree Matching Fund program to secure funds for trees on private property.	Do 1st	Individual Property-owners  Suggested Partners: ReForest London Argyle Community Association	Low (existing budget)
4.8	Promote the annual Argyle specific Green and Clean Plan to encourage community clean-ups of the Dundas Corridor and Parks.	Do 2nd	Argyle Community Association  Suggested Partners: Parks & Forestry Argyle BIA	No Cost
4.9	Improve and expand recycling initiatives, e.g. identifications of 'Street Ambassadors' who are interested in promoting cleanliness issues and help promote clean-ups, recycling and maintenance.	Do 2nd	Neighbourhood and Community-Wide Services  Suggested Partners: Argyle Community Association Argyle BIA	No cost

Table 5: Actions Table Improvement Category 4 - Enhancing Parks and Recreational Opportunities



<b>5. Improve Mobility</b>				
	<b>Action</b>	<b>Priority</b>	<b>Lead &amp; Suggested Partners</b>	<b>Cost</b>
<b>Municipal Actions</b>				
5.1	Seek opportunities to include a new pedestrian crossing (PXO) on Dundas Street near Beatrice Street to create a safe pedestrian connection between the Ontario Works Office, transit stops and Service Ontario.	Do 1st	Environment & Infrastructure - Transportation and Mobility  Suggested Partners: Argyle BIA Argyle Community Association Planning & Economic Development - Community Planning, Urban Design & Heritage.	Medium (future budget)
5.2	Continue to build and improve connections between the Dundas Street Corridor and the rest of London using roads, trails and pathways in accordance with the Parks & Recreation Masterplan and Cycling Master Plan.	Do 1st	Environment & Infrastructure - Transportation and Mobility  Suggested Partners: Parks & Forestry	High (existing budget)
5.3	Review and consider increasing the walking signal time for pedestrians at intersections on Dundas Street.	Do 2nd	Environment & Infrastructure - Transportation and Mobility  Suggested Partners: Argyle BIA - Randy Sidhu Argyle Community Association	Low
5.4	Identify opportunities to increase the frequency and convenience of bus service in the Argyle Core Area (in particular with Downtown and Fanshawe College)	Do 2nd	London Transit Commission  Suggested Partners: Argyle BIA Argyle Community Association	High (other budget)
5.5	Undertake an infrastructure Renewal Project Needs Assessment for Dundas Street within the Argyle Core Area CIP Project Area.	Do 2nd	Environment & Infrastructure - Construction and Infrastructure Services	High (existing budget)

Table 6: Actions Table Improvement Category 5 - Improve Mobility

<b>6. Strengthening the Community</b>				
	<b>Action</b>	<b>Priority</b>	<b>Lead &amp; Suggested Partners</b>	<b>Cost</b>
<b>Municipal Actions</b>				
6.1	Explore opportunities to construct purpose-built quality affordable housing that will contribute to the revitalization of the Argyle Core Area.	Do 1st	Real Estate Development & Home Builders  Suggested Partners: Housing Development Corporation Planning & Development - Community Planning, Urban Design & Heritage Real Estate Developers and Home Builders Argyle BIA	High
<b>Community Opportunities</b>				
6.2	Implement and update the Argyle Neighbourhood Action Plan.	Do 1st	Argyle Community Association  Suggested Partners: Argyle BIA	No Cost
6.3	Create information for services, projects and programs that foster support for cultural and natural heritage.	Do 1st	Argyle Community Association  Suggested Partners: London Community Foundation Neighbourhood & Community-Wide Services Planning & Economic Development - Tourism London	Low (future budget)
6.4	Host a street festival in Kiwanis Park or the Argyle Mall by using the Block Party in a Box available through Neighbourhood and Community Services.	Do 2nd	Argyle Community Association  Suggested Partners: Neighbourhood and Community-Wide Services Argyle BIA	Low (existing budget)

Table 7: Actions Table Improvement Category 6 - Strengthening the Community

## SECTION 7

# MONITORING & EVALUATION



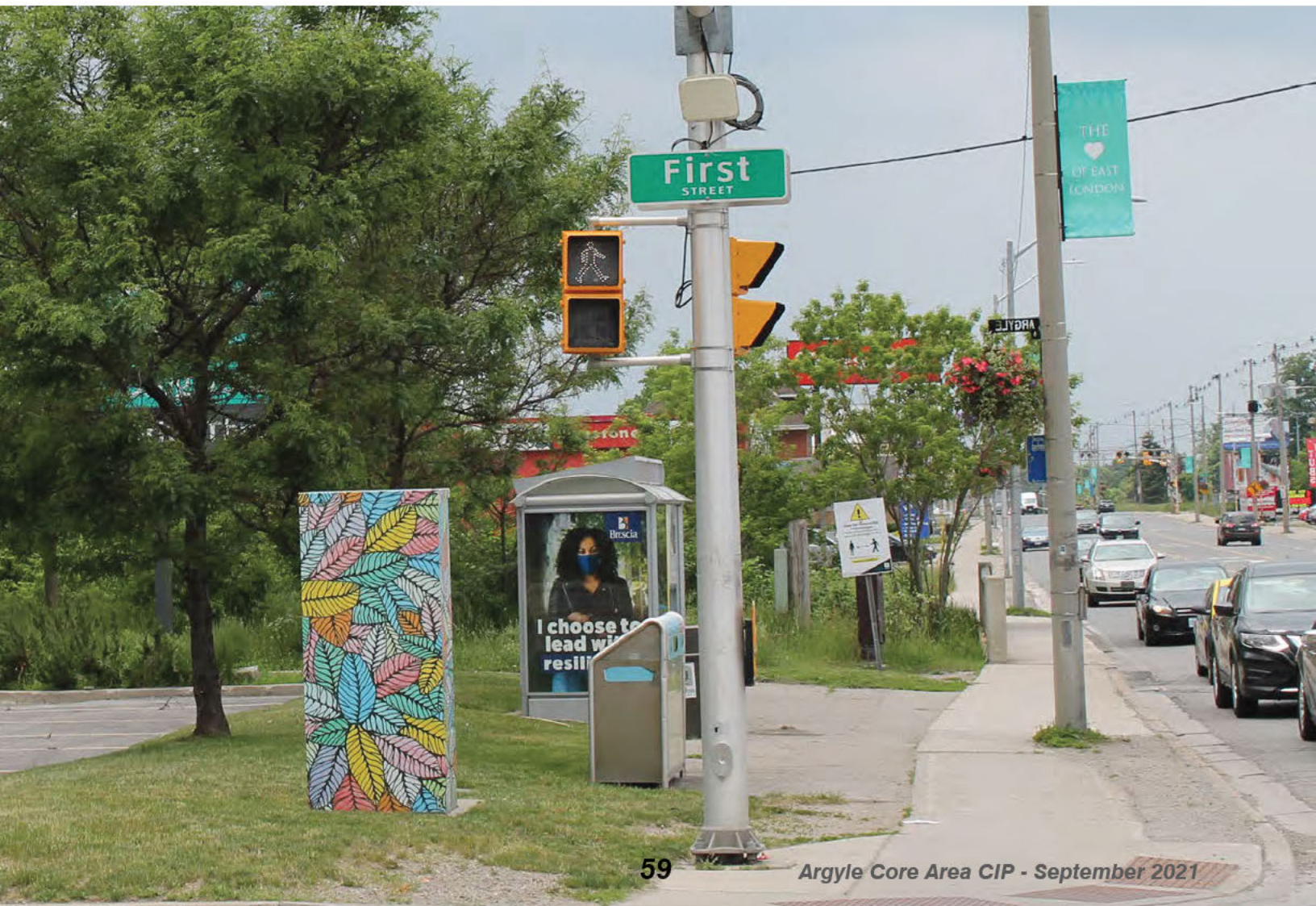
## CIP Target Success Measures

The Argyle Core Area CIP was created to help achieve the Objectives as outlined in Section 2 of this report. The success of this CIP will be based on the Action Items being undertaken, achievement of the Objectives, alignment of results with improvement targets and consistency with the London Plan. The table below provides target success measures and sample indicators that may be used to help to evaluate implementation of the Argyle Core Area CIP.

Targets	Indicator of Success
Quality Public Realm	<ul style="list-style-type: none"> <li>• Dundas Corridor is clean and well-maintained</li> <li>• Increased Pedestrian Traffic</li> <li>• Increased number of public spaces to sit and rest</li> <li>• Improvements in the ongoing beautification and streetscape project, including flower baskets, crosswalks, street banners, slogan signs and pole wraps.</li> <li>• Uptake of the Facade Improvement Loan</li> <li>• Inclusion of amenities such as benches, waste receptacles</li> </ul>
Crime Prevention & Safety	<ul style="list-style-type: none"> <li>• Improved pedestrian-oriented lighting</li> <li>• Increased awareness among Businesses about the Coordinated Information Response initiative offering support to Londoners living unsheltered</li> <li>• Improvements to ensure compliance with property standards by-law including fencing issues</li> <li>• Petty crime (theft, trespassing) and drug-use occur less frequently in the Argyle Core Area CIP Project Area</li> </ul>
Support for Businesses	<ul style="list-style-type: none"> <li>• Up-take of the Financial Incentive Programs</li> <li>• Argyle BIA will continue to expand its membership</li> <li>• Maximum of 5% vacancy on ground level commercial spaces incl. the Argyle Mall</li> <li>• Improved marketing material for potential new businesses</li> <li>• Targeted uses in key storefronts</li> </ul>
Infrastructure	<ul style="list-style-type: none"> <li>• As part of the Pottersburg Trunk Sewer Project, sidewalks are rehabilitated and where possible widened</li> <li>• Number of bicycle routes, connections and trails increases over time</li> <li>• Increased connectivity for pedestrians across the Dundas Corridor with a potential PXO or increased walking signal time.</li> </ul>

Identity	<ul style="list-style-type: none"> <li>Argyle’s distinct brand reflects its unique history and natural heritage</li> <li>Increased number of businesses invest and participate in storefront Holiday Decorations</li> <li>Implement a way-finding system with pedestrian-scale signs</li> </ul>
Recreation & Community Events	<ul style="list-style-type: none"> <li>Events are held to celebrate Argyle and foster social interaction</li> <li>Increased number of public events in Kiwanis Park and the Argyle Mall</li> </ul>
More (Residential) Growth	<ul style="list-style-type: none"> <li>Increase in building permit activity</li> <li>Uptake of the Rehabilitation &amp; Redevelopment Tax Grant</li> <li>Number of residential units constructed within a consecutive four-year period exceeds the previous four-year period</li> </ul>
Conserve Natural Heritage	<ul style="list-style-type: none"> <li>Increased tree planting and greenery within the Argyle Core Area CIP Project Area</li> <li>Entrance from Dundas Street to Kiwanis Park is more visible, accessible and landscaped</li> </ul>

Table 8: Table with draft targets and indicators of success for the Argyle Core



## Baseline Conditions

For the indicators above, Baseline Conditions within the Argyle Core Area CIP Project Area boundary were determined during the preparation of the CIP against which future information can be compared. These Baseline Conditions provide for a consistent and measurable framework for evaluating the ongoing regeneration in the Argyle Core Area CIP Project Area. Variables and measures may be added to the Baseline Conditions.

Measure	Status
Photo inventory of the condition of existing streetscapes	Streetscapes baseline appearance documented during 2021
Estimate vacancy rates at street level along the Dundas Corridor	Vacancy-rate at street level of 3.8% on August 3, 2021
Estimate vacancy rates in the Argyle Mall	6 Vacancies in Argyle Mall
Building Rating: Poor Condition	17.03% of buildings have a poor rating
Building Rating: Fair Condition	66.48% of buildings have an average rating
Building Rating: Good Condition	16.48% of building have a good rating
Number of new businesses within the Argyle Core Area CIP Project Area	14 openings in 2020
Number of members in the Argyle BIA	2020: 200 business members + 100 non-commercial properties 2002: 218 business members + 100 non-commercial properties
Incentive Activity	No incentive activity as no incentives were available
Total Building Permit Activity	2015: 11; 2016: 15; 2017: 10; 2018: 9; 2019: 20; 2020: 13; 2021: (until May 20th) 2. Total of 80 permits in the last 6 years and 4 months
Residential Permit Activity	2 in the last 6 years
Commercial Permit Activity	75 in the last 6 years
Industrial Permit Activity	1 in the last 6 years
Number of community events held in Argyle CIP Project Area	Due to COVID: 3 events, for 2021 at least 4
Number of listed Heritage Properties	1
Number of Designated Heritage Properties	1
Hectares of Parkland	0.6 hectares

Table 9: Baseline Conditions Argyle Core Area CIP



# Argyle Core Area CIP Evaluation and Monitoring Report

A monitoring report will be prepared every four years to evaluate the status of the Argyle Core Area CIP and associated programs. The report and evaluation will be based on the changes to the Baseline Conditions as identified above, feedback from stakeholders, and any new issues or opportunities that have emerged. The report will recommend adjustments to the CIP if required and recommendations regarding the financial incentive programs based on the performance of the programs. Based on the experiences with administering other CIPs in London, the Monitoring Report will cover a four-year period. This four-year time span is sufficient to:

- Accumulate information on the uptake and monitoring of CIP incentive programs;
- Implement and assess impacts of capital projects and community actions;
- Incorporate projects into staff work plans; and,
- Synchronize CIP implementation recommendations with the municipal four-year budgeting cycle.

As part of the evaluation of the impact of this CIP, City staff have developed a database to monitor the implementation of the financial incentive programs. Information obtained through the Monitoring Database can be used to inform periodic adjustments to the incentive programs and used to provide reports to Municipal Council on the amount of private sector investment being leveraged by the municipal incentive programs and the economic benefits associated with these private sector projects.

## Facade Improvement Loan Program Monitoring

- Number of Applications (approved and denied);
- Approved value of the loan and the total construction cost (total public investment versus private investment);
- Pre-Assessment Property Value;
- Total Value of Building Permit (if required);
- Post-Assessment Property Value;
- Increase in property taxes of participating property;
- Total Loan Amount;
- Location of the facade being improved;
- Number of loan defaults; and,
- Cost/Value of loan defaults

## Upgrade to Building Code Loan Program

- Number of Applications (approved and denied);
- Approved value of the loan and the total construction cost (total public investment versus private investment);
- Pre-Assessment Property Value;
- Total Value of Building Permit (if required);
- Post-Assessment Property Value;
- Increase in property taxes of participating property;
- Total Loan Amount;
- Location of the Facade being improved;
- Number of loan defaults; and,  
Cost/Value of loan defaults

## Tax Increment Grant

- Number of Applications (approved and denied);
- Pre-Assessment Property Value;
- Total Value of Building Permit
- Level of Grant (Type 1, Type 2 or Type 3);
- Post-Assessment Property Value;
- Number of residential units created;
- Increase in assessed property value of participating property;
- Total Grant Amount;
- Number of grant defaults; and,  
Cost/Value of grant defaults

# Data Collection

In addition to the quantitative, economic-based measures, monitoring of the Argyle Core Area CIP will include qualitative measures that characterize social and community benefits of implementing the CIP Action Items. Qualitative information illustrating the individual and cumulative impact of both public and private sector CIP project should be collected on a regular basis. This could include the impact of public realm improvement projects on existing businesses and on community identity. Data can take many forms, including comments received by Staff from business owners, property owners and residents. The qualitative information and quantitative information of the Monitoring Database, will be reported to Council to provide a full, holistic picture of the impact of the CIP. The report will recommend any adjustments that might be needed to the CIP, and adjustments to incentive programs and/or eligibility criteria. The report will also provide budget recommendations based on the performance of the programs.

## Evaluation Outcomes

The summary report and evaluation will result in at least three(3) types of outcomes:

- 1. Amendments to the Argyle Core Area CIP:** Changes to any of the content of this CIP, including the Vision and Objectives, boundaries of the Project Area/Sub-Project Areas, additions, deletions, or clarifications to the Actions Table or to the financial incentive programs. These amendments must follow the process described in the *Planning Act*, Consequential amendments may also be required to the *London Plan* and/or Zoning By-law.
- 2. Adjustments to the Financial Incentive Programs:** Changes to the terms, conditions and processes described in the financial incentive programs may be made without amending this CIP.
- 3. Adjustments to Funding:** Municipal Council has the authority to approve funding for financial incentive programs specified in London's CIPs, and may approve budgets necessary to carry out other CIP actions. Budgets supporting the implementation of the Argyle Core Area CIP will be based on a comprehensive review undertaken by City Staff with the assistance of the Monitoring and Evaluation Strategy described in this section. Funding will be timed and reviewed as part of the multi-year budget requests, or any requested amendments made in consultation with the City Treasurer to approve four-year budgets.
- 4. Qualitative Assessment:** Qualitative assessment based on annual Argyle BIA survey.

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# SECTION 8

# APPENDICES



# Appendix A: Legislative Framework

This section provides an overview of the legislative authority for preparing and adopting the Argyle Area Community Improvement Plan.

## Municipal Act, 2001

The Municipal Act, 2001 prohibits municipalities from directly or indirectly assisting any manufacturing business or other industrial or commercial enterprise through the granting of bonuses (Section 106(1)). This prohibition is generally known as the “bonusing rule”. Prohibited actions include (Section 106(2)):

- Giving or lending any property of the municipality, including money;
- Guaranteeing borrowing;
- Leasing or selling any municipal property at below fair market value; and,
- Giving a total or partial exemption from any levy, charge or fee.

However, Section 106(3) of the *Municipal Act, 2001* provides an exemption to this “bonusing rule” for municipalities exercising powers under Subsection 28 (6), (7) or (7.2) of the *Planning Act* or under Section 365.1 of the *Municipal Act, 2001*. This legislation states that Municipalities are allowed to prepare and adopt Community Improvement Plans (CIPs) if they have the appropriate provisions in their Official Plan.

Further, Sections 204-215 of the Ontario Municipal Act provide for the establishment of Business Improvement Areas, including their:

- Purpose “to oversee the improvement, beautification and maintenance of municipally-owned land, buildings and structures in the area beyond that provided at the expense of the municipality generally; and to promote the area as a business or shopping area”
- Governance through a board of management consisting of the number of directors established by the municipality and functioning as a local board of the municipality for all purposes.
- Membership consisting of persons who are assessed, on the last returned assessment roll, with respect to rateable property in the area that is in a prescribed business property class and tenants of such property.

## Planning Act

The *Planning Act* set out the framework and ground rules for land use planning in Ontario, and describes how land uses may be controlled and who may control them. Section 28 of the *Planning Act* provides for the establishment of Community Improvement Project Areas where the municipality’s Official Plan contains provisions relating to community improvement and the Community Improvement Project Area is designated by a By-law pursuant to Section 28 of the *Planning Act*.

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

In addition, Section 28 of the *Planning Act* defines a Community Improvement Project Area to mean “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.”

Once a Community Improvement Plan has come into effect, the municipality may:

- Acquire, hold, clear, grade or otherwise prepare land for community improvement (Section 28(3) of the *Planning Act*);
- Construct, repair, rehabilitate or improve buildings on land acquired or held by it in conformity with the community improvement plan (Section 28(6));
- Sell, lease, or otherwise dispose of any land and buildings acquired or held by it in conformity with the community improvement plan (Section 28(6)); and,
- Make grants or loans, in conformity with the community improvement plan, to registered owners, assessed owners and tenants of land and buildings within the Community Improvement Project Area, and to any person to whom such an owner or tenant has assigned the right to receive a grant or loan, to pay for the whole or any part of the eligible costs of the Community Improvement Plan (Section 28(7)).

Section 28(7.1) of the *Planning Act* provides for grants and loans for eligible costs established in an approved CIP. This may include costs related to environmental site assessment, environmental remediation, development, redevelopment, construction and reconstruction of lands and buildings for rehabilitation purposes or for the provision of energy efficient uses, buildings, structures, works, improvements, or facilities.

Section 28(7.3) of the *Planning Act* restricts the maximum amounts of grants and loans made under the *Planning Act* from exceeding the eligible costs defined in the CIP.

Further, the total of all grants, loans and property tax assistance provided through financial incentive programs available in a CIP can't exceed the cost of rehabilitating the lands and buildings.

## Official Plan

The Official Plan includes policies to guide the development of CIPs for lands within the City as set out in Chapter 14. Consistent with these policies, the City may use CIPs as a planning tool to address deficiencies within designated areas in a coordinated and comprehensive manner. CIPs can also encourage private investment activity in these areas. Several community improvement objectives in the Official Plan relate to the Dundas Core Area including:

- Provide for the designation of “Community Improvement Project Areas” in areas of the City that exhibit problems of instability, building deterioration, inadequate municipal services and facilities, or inappropriate arrangement of land uses.
- Promote the long term stability and viability of designated “Community Improvement Project Areas”
- Encourage the co-ordination of municipal expenditures and planning and development activity within designated “Community Improvement Project Areas”
- Stimulate private property maintenance and reinvestment activity
- Upgrade physical services and social and recreational facilities in designated “Community Improvement Project Areas”
- Promote the improvement of energy efficiency standards for residential, commercial, industrial, public, recreational, institutional, religious, charitable or other uses within the designated community improvement project area
- Support the implementation of measures that will assist in achieving sustainable development and sustainable living
- Support the retention of heritage properties or areas.

## The London Plan

Approved by Municipal Council in June 2016 and by the Province in December 2016. The London Plan sets new goals and priorities to shape the growth, preservation and evolution of London over the next 20 years. As of June 2021, the majority of The London Plan is in full force and effect, with some policies and maps still under appeal to the Local Planning Appeal Tribunal.

### **Land Use & Urban Design Policies:**

In The London Plan, all lands within the City are assigned a Place Type that establishes policies that regulate the permitted development.

The properties fronting Dundas Street between Florence Street and Wavell Street are assigned the Urban Corridor Place Type. Urban Corridors will generally support mid-rise residential and mixed-use development. They will be places that encourage intensification of the life of The London Plan so that they can be mature to support higher-order transit at some point in the future beyond 2035.



The most eastern section of Dundas Street is assigned the Shopping Area Place Type. Shopping Areas provide for a wide range of retail, service, business, recreational, social, education and government uses within east walking distance from neighbourhoods. Shopping Areas will be well connected to public transit, local streets and other linkages allowing attractive options for walking and cycling to these destinations. These centres will be designed and developed to create a sense of place and identity and to establish and identifiable hub for commerce and neighbourhood services.

The most western section of Dundas Street is assigned the Rapid Transit Corridor. This Place Type support a similar form of development as the Urban Corridor, but at a slightly higher intensity. The Rapid Transit Corridors will be some of the most highly connected neighbourhoods in our City, linking to the Downtown and Transit Villages. Most of these corridors will be fundamentally walkable streetscapes, with abundant trees, widened sidewalks and development that is pedestrian and transit oriented.

**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 main 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 Streets.
- Install smarter traffic signals to reduce intersection delays and shorten travel times, including transit signal priority, sensors and video.



Figure 18: Overview Route East London Link Bus Rapid Transit

## Community Improvement Plan Policies

Community Improvement Plans are intended to provide City Council with the necessary tools to stimulate reinvestment and redevelopment, inspire appropriate infill and intensification, coordinate planning efforts, improve physical infrastructure, support community economic development, preserve neighbourhood and cultural heritage value, and lead to the establishment of an improved neighbourhood. The tools to implement community improvement plans may include incentives and targeted private and/or public investment to achieve the vision, key directions and policies in the London Plan. Council also may acquire, clear, and dispose of land to support community improvement and economic development, or use any other methods to support community improvement or environmental, social or community economic development that is permitted by the legislation.

Policy 1727 outlines the objectives community improvement is intended to meet. Several of these objectives related to the Argyle Core Area including:

- Maintain and improve the public realm, including such things as streets, sidewalks, street lights, street trees, pathways, parks, open space, and public buildings.
- Maintain and improve municipal services including such things as the water distribution system, the sanitary and storm sewer systems, mobility network, transit services, and neighbourhood services.
- Encourage the coordination of municipal servicing expenditures with planning and development activity.
- Stimulate private sector property maintenance, repair, rehabilitation, redevelopment and other forms of private sector investment and reinvestment activity.

- Maintain and improve the physical and aesthetic amenities of streetscapes in both the public and private realms.
- Encourage the eventual elimination and/or relocation of incompatible and conflictive land uses and where this is not possible, encourage physical improvements to minimize the incompatible/conflict.
- Promote the improvement of energy efficiency standards for residential, commercial, industrial, public, recreational, institutional, religious, charitable or other uses.
- Foster the revitalization and continued improvement of the Downtown and other existing commercial districts including but not limited to the Old East Village, the SoHo Area, and other established business districts.
- Upgrade social and recreational facilities and support the creation of affordable housing.
- Support the implementation of measures that will assist in achieving sustainable development and sustainable living.
- Improve environmental and social conditions.
- Promote cultural and tourism development.
- Facilitate and promote community economic development.
- Promote and improve long-term community stability, safety and quality.

Policy 1728 outlines the criteria used to identify an area for community improvement. Several of these criteria apply to the Argyle Core Area including:

- Deficiencies in physical infrastructure including but not limited to the sanitary sewer system, storm sewer system, and/or watermain system, streets, sidewalks, curbs, streetscapes and/or street lighting, and municipal parking facilities.
- Deficiencies in recreational, social or community facilities including public open space, municipal parks, neighbourhood parks, indoor/outdoor recreational facilities, and public social facilities.
- Commercial, residential, industrial, and mixed-use areas with poor physical condition and/or poor visual quality of the built environment, including but not limited to building facades, building condition, streetscapes, public amenity areas and urban design.
- Vacant lots and/or underutilized properties and buildings which have potential for infill, redevelopment, expansion or development to better utilize the land base.
- Non-conforming, conflicting or incompatible land uses or activities that disrupt the predominant land use, function and/or viability of an area.
- A demonstrated interest in community improvement by the private firms within an area.
- Presence of potential or recognized cultural heritage resources
- Known or suspected areas of environmental contamination
- Lack of deficient affordable housing or mix of housing opportunities
- Improvement to energy efficiency and/or renewable energy efficiency
- Traffic and/or parking problems or deficiencies

- Other significant barriers to the repair, rehabilitation, redevelopment or development of underutilized land and/or buildings.
- Other significant environmental, social or community economic development reasons for community improvement.

## **City of London By-law**

The Argyle Core Area has a mix of zoning designations that reflects its range of existing and permitted uses including:

- Auto-oriented Commercial Corridor
- Multi-Family, High Density Residential
- Multi-Family, Medium Density Residential
- New Format Regional Commercial Node
- Open Space

Beyond the Argyle Core Area, the Argyle Study Area is primarily zoned for low density residential with General Industrial and Light Industrial zoning along the railway tracks and Veterans Memorial Parkway.

## **Existing Community Improvement Plans**

The City of London has a variety of CIPs which are intended to stimulate targeted reinvestment, inspire infill and intensification opportunities, coordinate planning efforts preserve neighbourhood and heritage character, enhance industrial, and other business opportunities, and aid in the cleanup of contaminated sites. Presently the City of London has 11 CIPs that have been adopted by Municipal Council, some of which are geographically based such as those for the Airport, Downtown, Hamilton Road, Lambeth Area, Old East Village and SoHo, and some are based on site and/or building criteria including: Affordable Housing, Airport, Brownfield, Heritage and Industrial.

# Appendix B: Land Use Maps

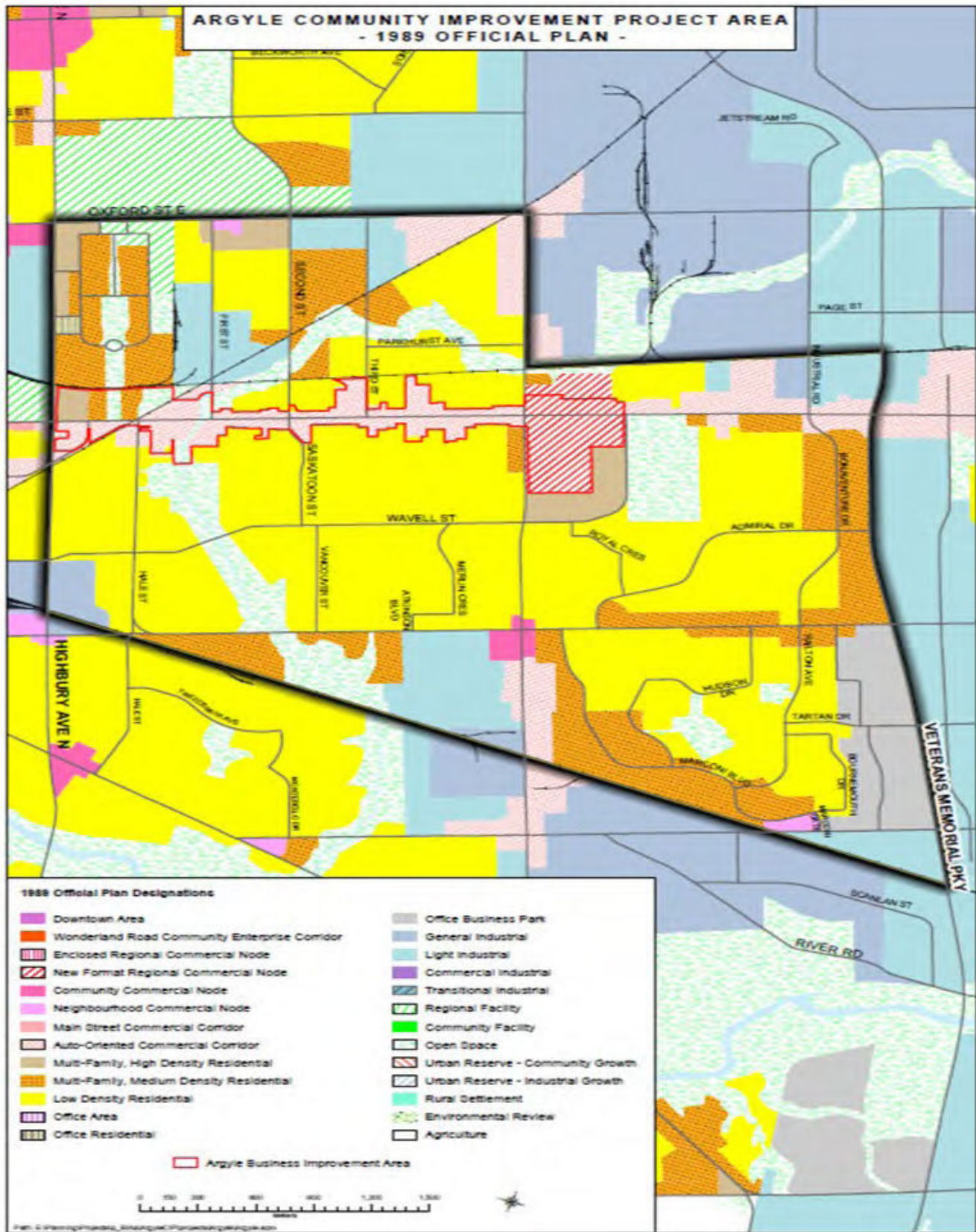


Figure 19: Land Use Argyle Study Area, 1989 Official Plan

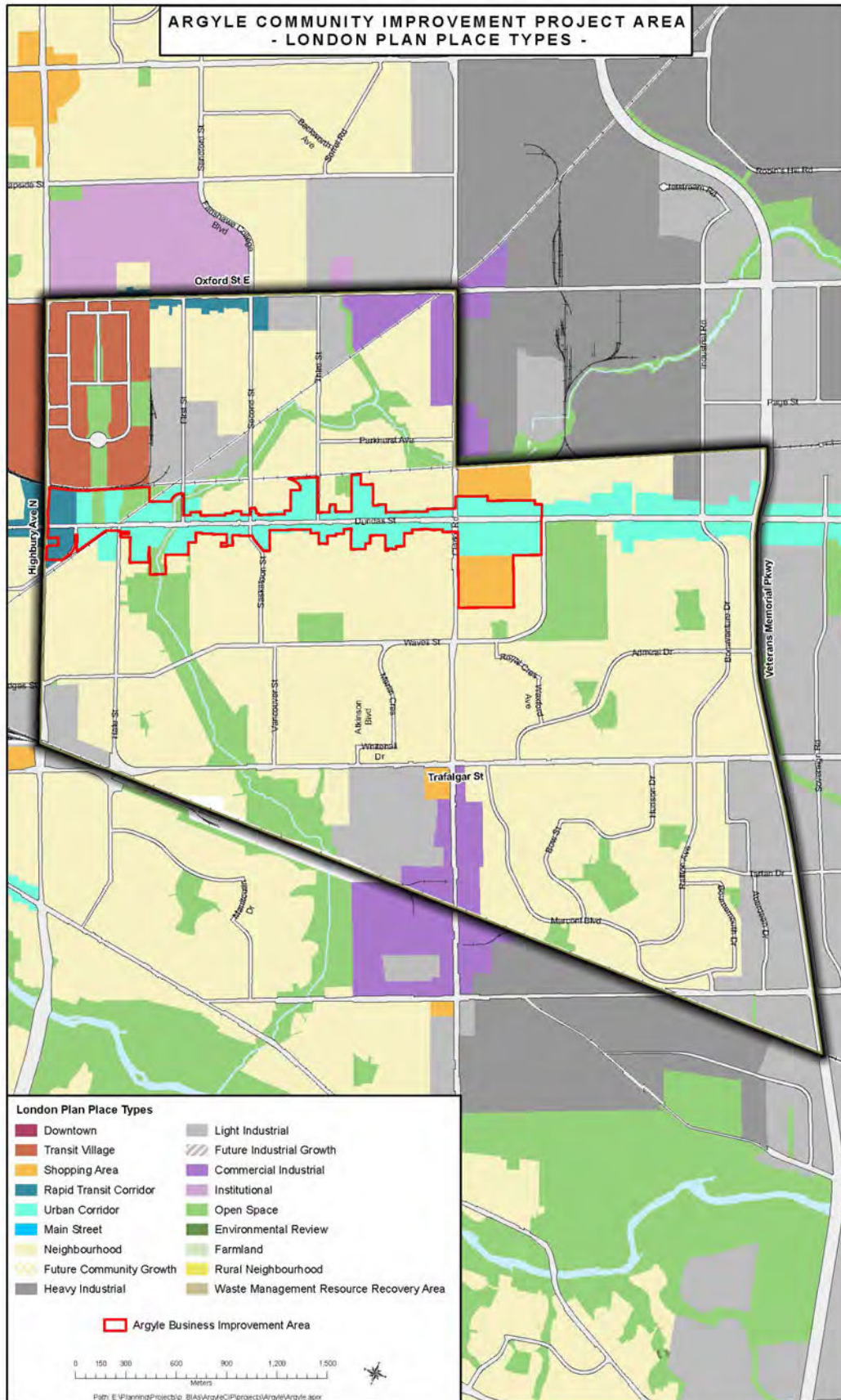


Figure 20: Argyle Study Area Place Types, The London Plan

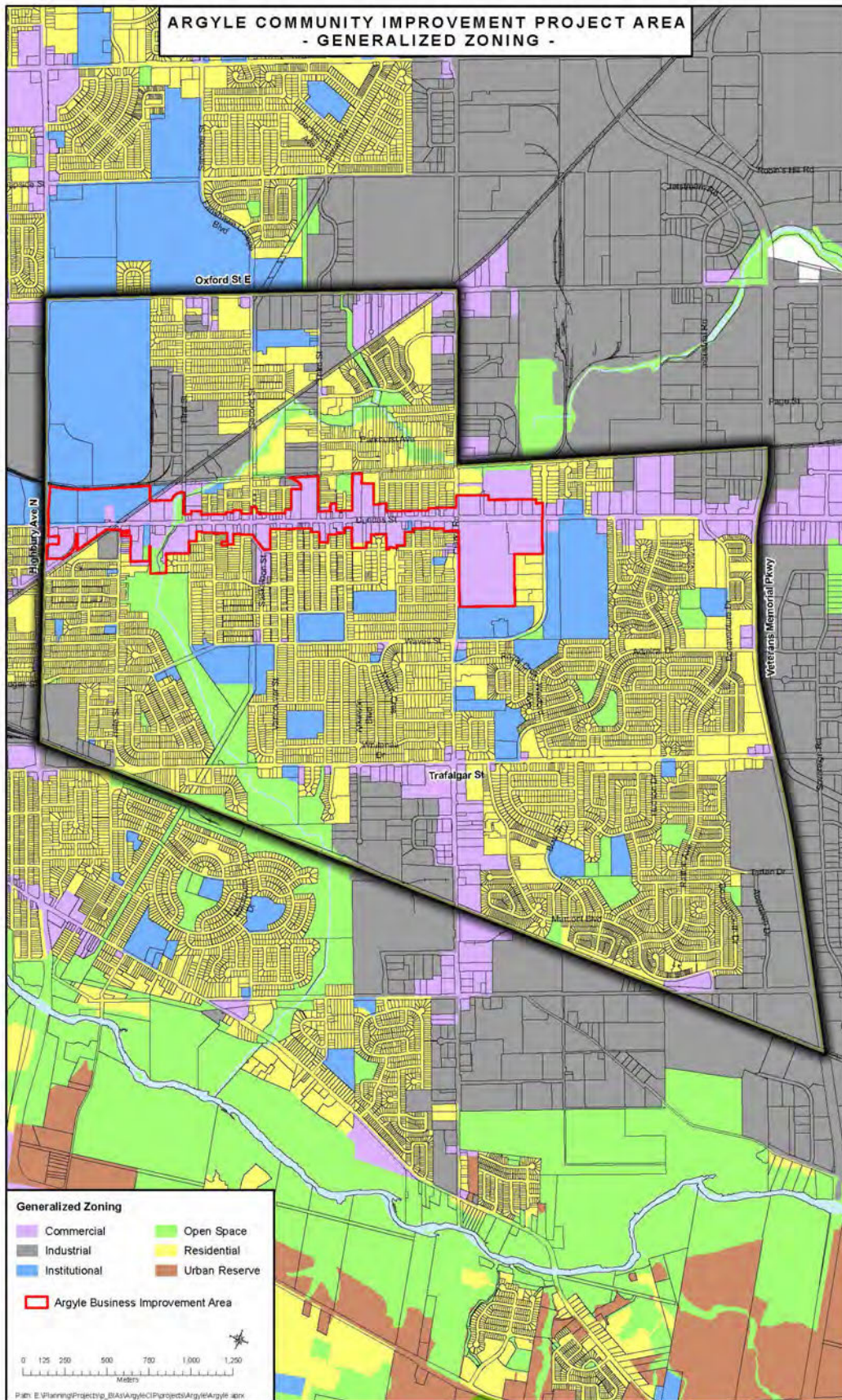


Figure 21: Land Use in Argyle, generalized zoning

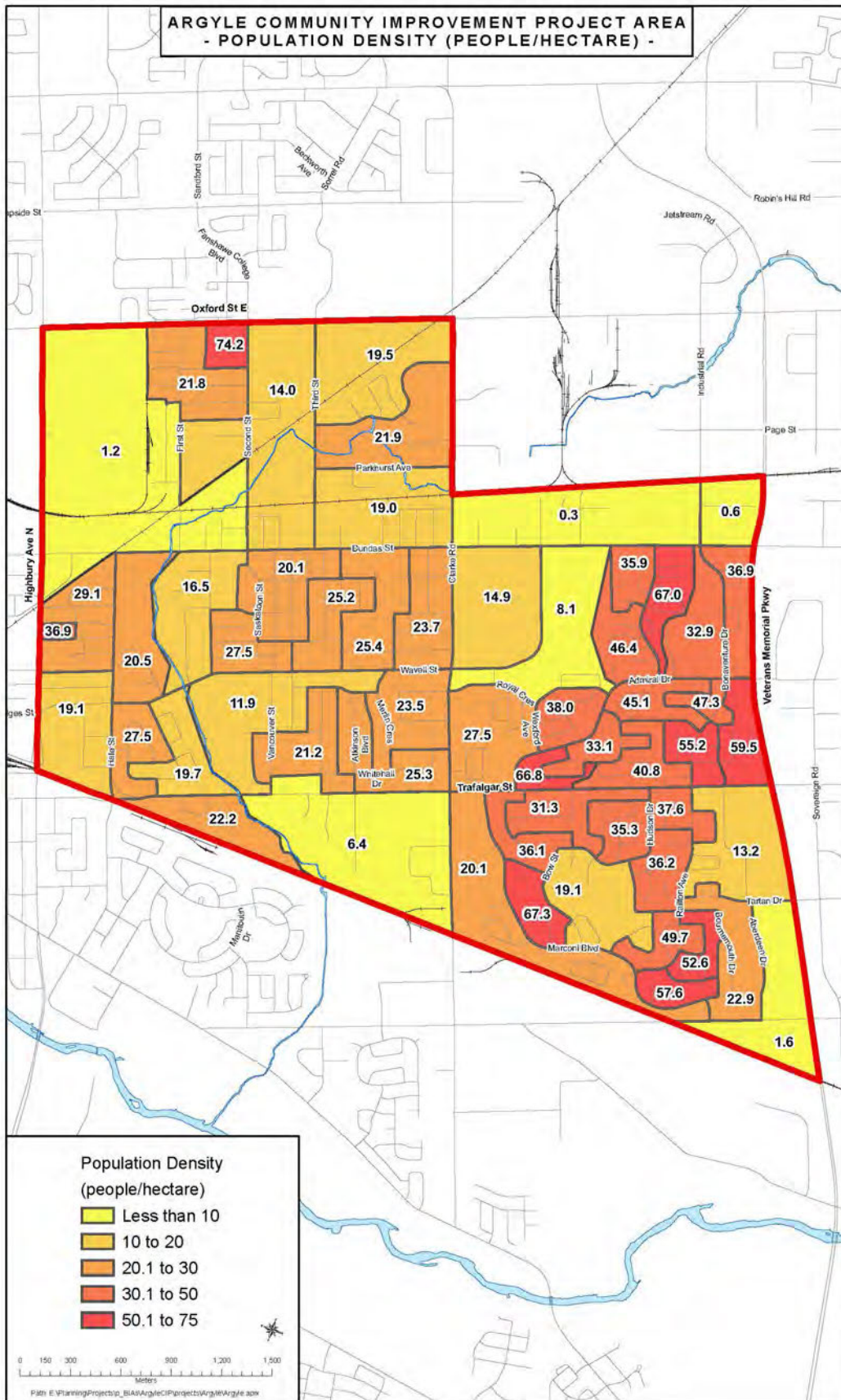
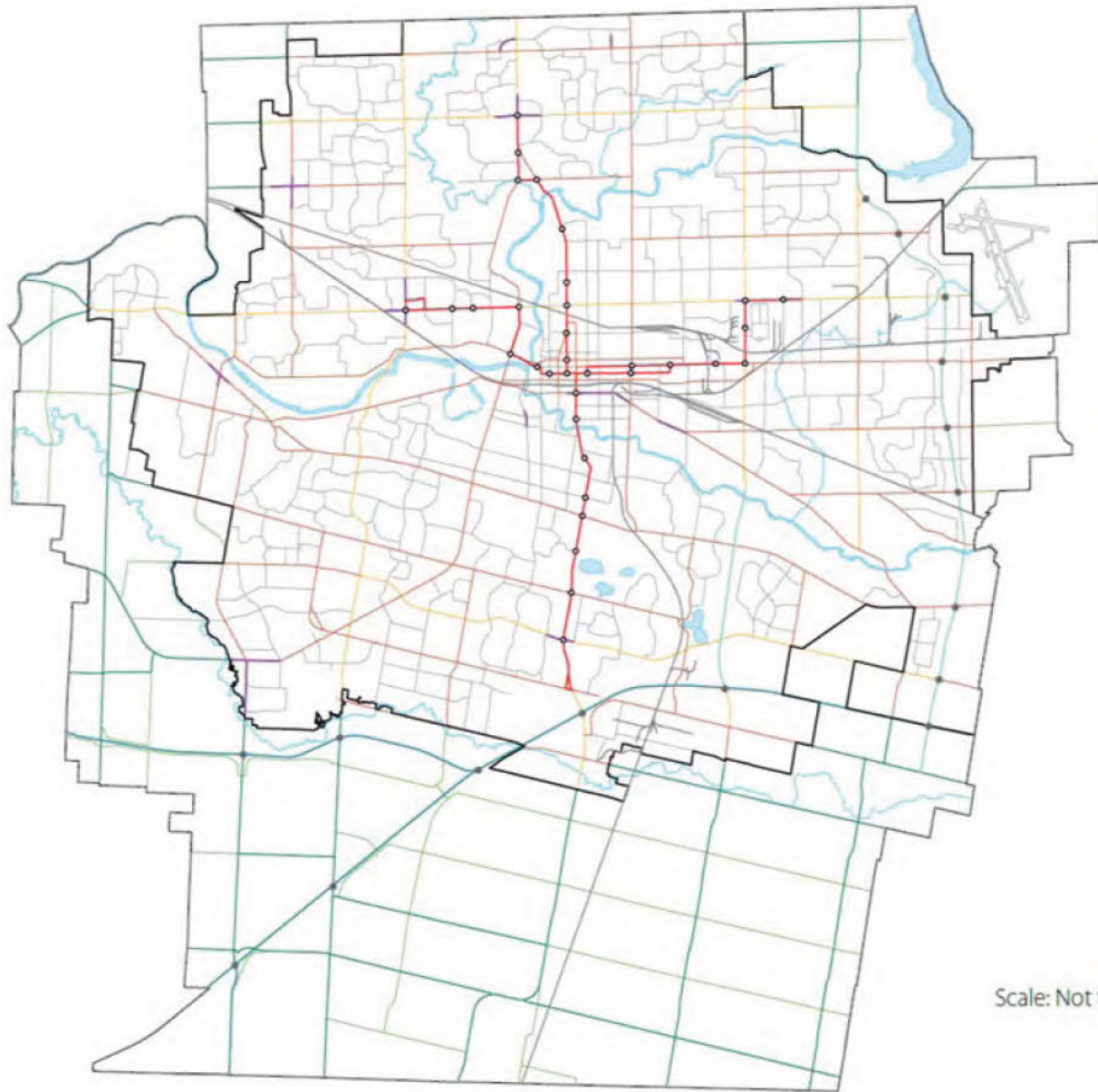


Figure 22: Population Density in Argyle Study Area





Scale: Not to Scale

- LEGEND**
- |  |   |
|--|---|
| <ul style="list-style-type: none"> <li><span style="color: blue;">—</span> Provincial Highway</li> <li><span style="color: lightblue;">—</span> Expressway</li> <li><span style="color: yellow;">—</span> Urban Thoroughfare</li> <li><span style="color: red;">—</span> Rapid Transit Boulevard</li> <li><span style="color: orange;">—</span> Civic Boulevard</li> <li><span style="color: purple;">—</span> Main Street</li> <li><span style="color: grey;">—</span> Neighbourhood Connector</li> <li><span style="color: green;">—</span> Rural Thoroughfare</li> <li><span style="color: lightgreen;">—</span> Rural Connector</li> <li>● Interchanges</li> <li>○ Rapid Transit Stations</li> </ul> | <p><b>BASE MAP FEATURES</b></p> <ul style="list-style-type: none"> <li><span style="color: grey;">—+—</span> Railways</li> <li><span style="border-bottom: 1px solid black; width: 20px; display: inline-block;"></span> Urban Growth Boundary</li> <li><span style="background-color: lightblue; width: 20px; height: 10px; display: inline-block;"></span> Water Courses / Ponds</li> </ul> |
|--|---|

Figure 23: Street Classification Map, The London Plan

# Appendix C: Study Area

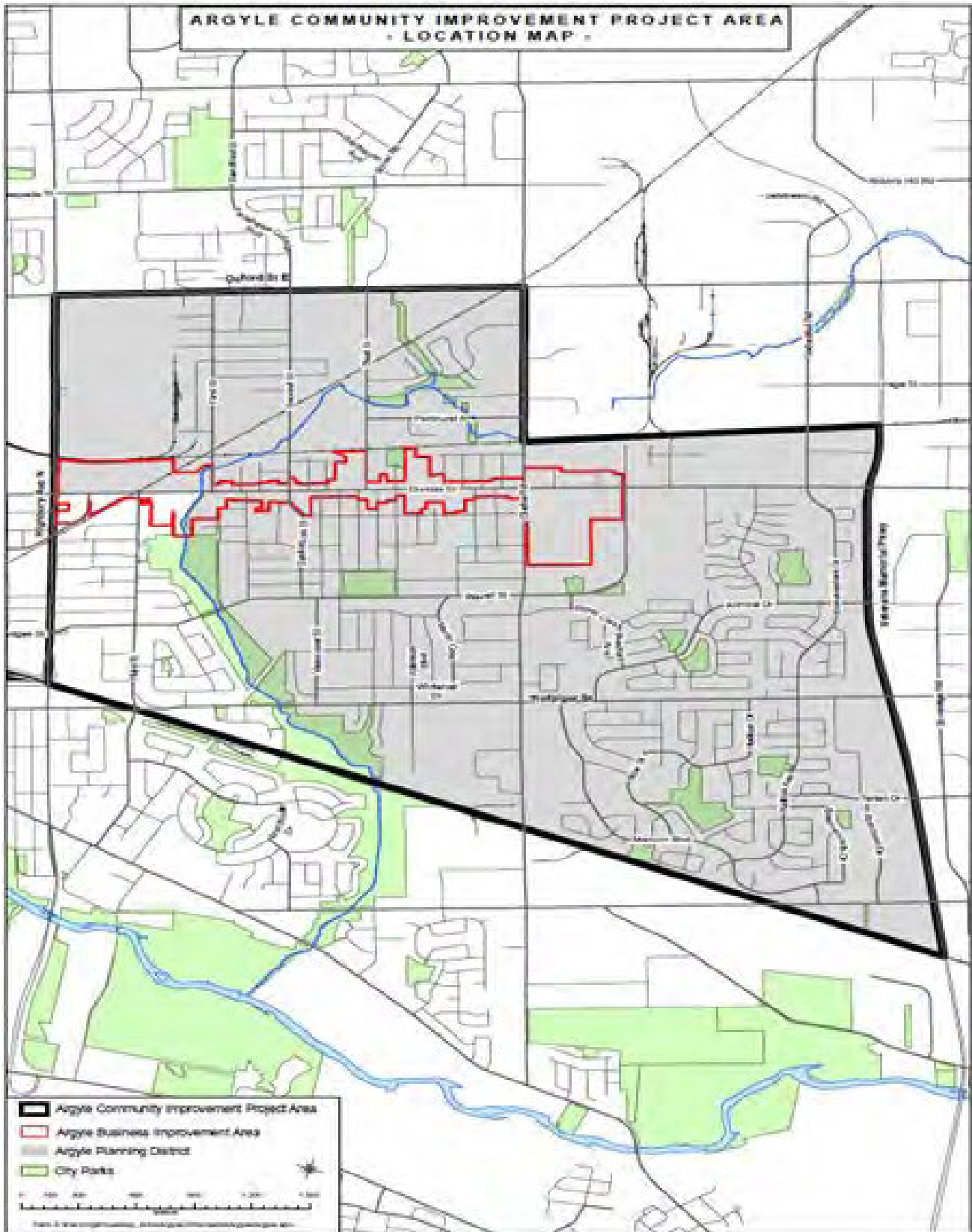


Figure 24: Argyle Study Area

Figure 24 illustrates the general boundaries for the Argyle Regeneration Study (The Argyle Study Area) 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 District 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 this 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 Street 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.

Based on the Argyle Area Regeneration Study, it was recommended that a Community Improvement Plan for the Argyle Area be undertaken. The Study identified that the Dundas Corridor was the core area of Argyle with the most pressing regeneration needs. Some of these reasons for community improvement are outlined below:

- The Dundas Street corridor and surrounding area can be described as an area in relatively poor condition; with an older building stock that was predominantly built before 1980, lack of landscaping and street trees in the streetscape, and significant issues around upkeep, security, littering and vandalism (graffiti). In addition, business-owners and residents have identified Dundas Street as an unpleasant public realm, especially for pedestrians and public transit users. There are few places to sit, limited pedestrian crossings, garbage bins and/or transit amenities, and the large amount of hydro poles and numerous private driveway entrances further detract from the public realm.
- Although within Argyle relatively more building activity is concentrated along the Dundas Corridor, it can be concluded that there is less building activity density in Argyle and the Argyle BIA-area compared to the rest of the urban area of the city. There is a clear opportunity to redevelop and expand commercial, residential and employment options in Argyle and provide appropriate infill along Dundas Street, Clarke Road and on the London Psychiatric Hospital Lands. Financial and planning tools should be considered to incentivize quicker redevelopment.
- Argyle is a unique mixed-use area with significant amounts of commercial and industrial land uses. Especially along Clarke Road, First Street and Second Street, industrial and commercial activities could threaten the surrounding residential character and amenity. A detailed analysis of the existing zoning and land use context could help to

- increase the viability and sustainability of these residential neighbourhoods by preventing adverse impacts from noise, odor and congestion and identifying opportunities for sensitive intensification.
- There is a strong need for more and better quality affordable housing in the Argyle area. The neighbourhood used to be known as more affordable and an area where young families could enter the housing market. This is rapidly changing, resulting in increasing average sold prices, low housing inventory and vacancy rates, and unfortunately also an increasing population of people experiencing homelessness. The lack of rent-geared-to-income housing and opportunities to age-in-place for senior residents and another indication of a need for more stable, and affordable housing options in Argyle.
- The older building stock in the area, with 70% built before 1980, indicates an opportunity to improve the energy efficiency of residential, industrial, commercial, and industrial properties. This is further highlighted by the average residential electricity use & gas usage (measured in 2014), with Argyle predominantly in the red zones, meaning the highest 20% use (far above City average).
- The new East Lions Community Center is nearing completion and will provide a range of programs and services to the local neighbourhood and serve as a regional destination for indoor aquatics. However, during this study, Staff received a number of concerns and questions from residents about the availability, accessibility and affordability of future recreational programs, especially for teenagers and seniors.
- The Argyle study area is experiencing deficiencies in the physical infrastructure. The pavement quality index on some streets is in poor to very poor condition, some streets are missing sidewalks and/or streetlights, and upgrades to sanitary services are necessary and on-going. Existing City programs do deal with infrastructure upgrade and renewal and the CIP study will provide an opportunity for the public to outline their preferences and priorities in the Argyle area.
- Argyle has significant areas with known environmental contamination, and some have undergone remediation measures, such as the large removal contaminated soil, sediment and debris from the former General Electric facility. More recently, the UTRCA released a Watershed Report Card for the Pottersburg Creek. Both the surface water quality and forest conditions were graded with a D (poor), which shows the necessity for more conservation efforts on private and public lands.
- Due to the high traffic volumes on major corridors such as Dundas Street, Highbury Avenue, Oxford Street, Clarke Road, Trafalgar Street and Veterans Memorial Parkway, automobile traffic patterns and congestion are an issue in Argyle. Many stakeholders raised concerns with the adverse impacts of congestion, such as time delays, increases in different forms of pollution, and frustrating driving conditions. The planned East Link of the Bus Rapid Transit system, additional sidewalks and bike lanes will alleviate some of the traffic issues in Argyle and shift to more sustainable and clean transportation options as an alternative to car-use. However, active transportation can only be a real alternative if the public realm is more attractive, pleasant and safe for all residents.

The proposed Argyle Project Area is the area that has been determined to be in need of community improvement and represents the area where public realm improvement efforts will be focused and where financial incentive programs may be offered. The proposed Argyle Project Area includes all properties fronting Dundas Street, as well as the Argyle Mall located at Clarke Road. The proposed Argyle Project Area is generally defined as Highbury Avenue to the west, Canadian Pacific Railway to the north, Wavell Street to the east and Whitney Street to the south.

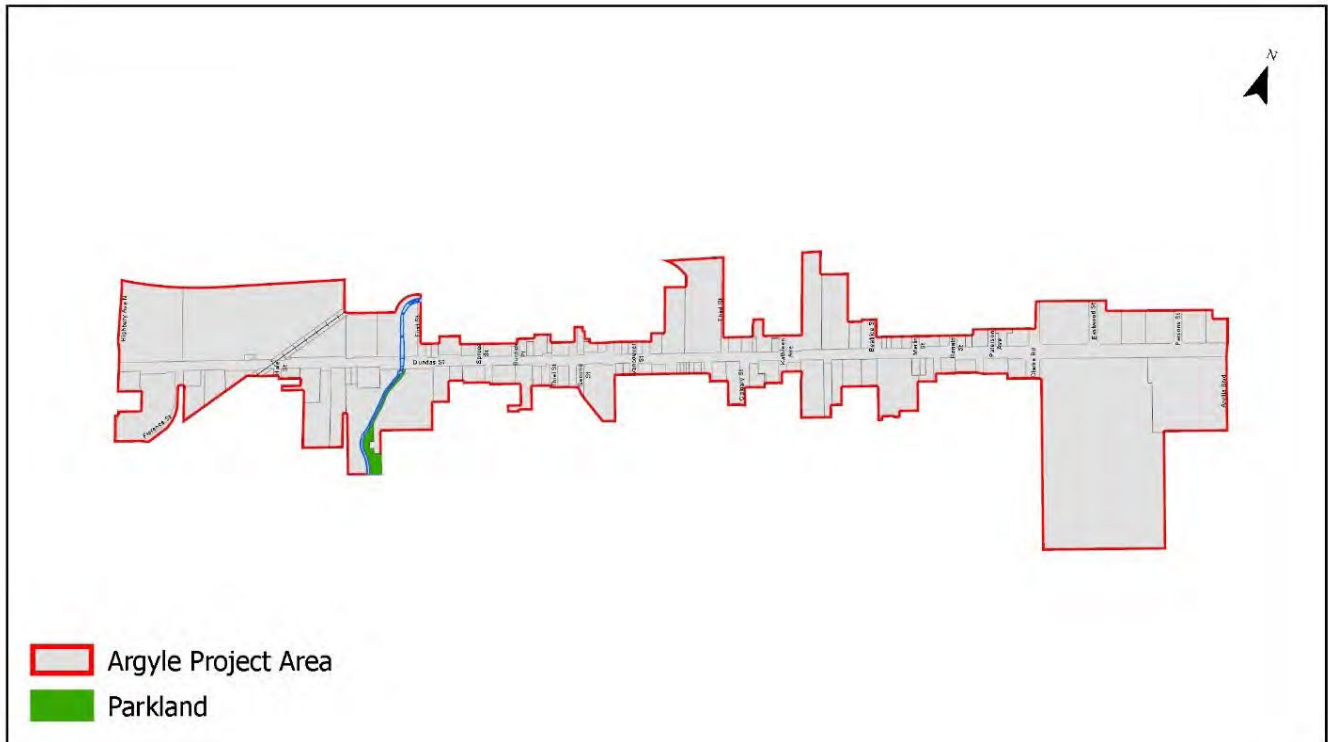


Figure 25: Argyle Project Area

# Appendix D: Community Identified SWOT - Analysis for the Argyle Study Area

As part of the community meetings held in preparation of this CIP, and through a survey on the project website, participants were asked to identify Strengths, Weaknesses, Opportunities and Threats (SWOT) in the Argyle Core Area. These comments have not been edited or sanitised by Planning & Development. However, the comments have been summarized when two or more comments were addressing the same issue.

Category	Strengths	Weakness	Opportunities	Threats
<b>Land Use Conditions</b>	<ul style="list-style-type: none"> <li>• Diverse Collection of land uses</li> <li>• Rich history of independent businesses</li> <li>• Main Street is good for business</li> <li>• Excellent Parks</li> <li>• Residential Neighbourhoods is stable</li> </ul>	<ul style="list-style-type: none"> <li>• Lack of fresh food, Little residential growth</li> <li>• Lack of a City-wide destination</li> </ul>	<ul style="list-style-type: none"> <li>• Opportunities for residential infill and intensification</li> <li>• Development of urban design guidelines to help guide development</li> <li>• ReZone the Dundas Corridor to promote a greater mix of uses</li> </ul>	<ul style="list-style-type: none"> <li>• Vacant buildings along the corridor</li> <li>• Vacant/dilapidated buildings in visible locations threaten ability to attract businesses</li> </ul>
<b>Building Conditions</b>	<ul style="list-style-type: none"> <li>• Majority of buildings are in fair condition</li> </ul>	<ul style="list-style-type: none"> <li>• No financial incentive programs available to improve buildings</li> <li>• LMHC are in poor condition/vacant</li> </ul>	<ul style="list-style-type: none"> <li>• Encourage &amp; incentivize property owners to improve their buildings and attract tenants</li> <li>• Opportunities for redevelopment</li> </ul>	<ul style="list-style-type: none"> <li>• Some buildings are in poor shape and contribute to negative atmosphere</li> </ul>
<b>Heritage</b>	<ul style="list-style-type: none"> <li>• London Psychiatric Hospital Area is one of the most significant sites in history of mental health in Canada</li> </ul>	<ul style="list-style-type: none"> <li>• Low amount of designated heritage properties</li> </ul>	<ul style="list-style-type: none"> <li>• LPH area can be designed as a more intensive urban village, while conserving cultural heritage</li> <li>• Opportunity to promote the neighbourhood's built heritage through signage and educational outreach</li> </ul>	<ul style="list-style-type: none"> <li>• Lack of consideration for heritage features</li> </ul>

<p><b>Public Realm &amp; Streetscape</b></p>	<ul style="list-style-type: none"> <li>• Kiwanis Park is one of the largest City Parks</li> </ul>	<ul style="list-style-type: none"> <li>• Poor (or non-existing) sidewalks</li> <li>• Bus stops are poor</li> <li>• Some local roads have no curbs</li> <li>• Poor Streetlighting</li> <li>• Hydro poles further limit public realm</li> <li>• Limited pedestrian crossing</li> <li>• Lack of street trees</li> <li>• Lack of places to sit and linger</li> <li>• Lack of garbage bins (garbage on sidewalks)</li> </ul>	<ul style="list-style-type: none"> <li>• Promote walking and cycling in Argyle</li> <li>• Improvements to the corridor to address many of the weaknesses and attempt to better balance vehicular and pedestrian traffic</li> </ul>	<ul style="list-style-type: none"> <li>• Underused laneways contribute to crime in area</li> <li>• Many different construction projects could be disruptive for residents and road users</li> </ul>
<p><b>Traffic &amp; Parking</b></p>	<ul style="list-style-type: none"> <li>• Some on street parking is available, Argyle Mall has large parking lots</li> <li>• Many different bus routes</li> <li>• Lots of traffic, so good exposure for businesses</li> </ul>	<ul style="list-style-type: none"> <li>• Many businesses along Dundas have their own lane-entrance or egress point, hard to get in/out</li> <li>• Heavy vehicle and truck traffic contribute to a reduction in pedestrian environment</li> <li>• On-site parking is inconsistent, some businesses have issues providing parking</li> <li>• Narrow sidewalks</li> </ul>	<ul style="list-style-type: none"> <li>• Provide additional off-street parking</li> <li>• Analyze the requirements for on-site parking</li> </ul>	<ul style="list-style-type: none"> <li>• High vehicle - speeds on Dundas</li> <li>• Lack of enforcement and police - presence</li> </ul>

<b>Servicing</b>	<ul style="list-style-type: none"> <li>• Neighbourhood has full municipal services</li> </ul>	<ul style="list-style-type: none"> <li>• Perception that snow-clearance of roads and sidewalks is lacking</li> <li>• No lighting on local streets</li> <li>• Roads in poor conditions</li> </ul>	<ul style="list-style-type: none"> <li>• Great need for roadwork, sewer and infrastructure improvements</li> <li>• Opening East Lions Community Centre</li> </ul>	<ul style="list-style-type: none"> <li>• Percieved feeling that Argyle is 'overlooked'</li> <li>• Need more garbage - emptying (Nov. &amp; Dec.)</li> </ul>
<b>Crime &amp; Safety</b>	<ul style="list-style-type: none"> <li>• Sense of community, lot of positive people</li> <li>• Loyal East - enders</li> </ul>	<ul style="list-style-type: none"> <li>• Issues with drugs and prostitution in the neighbourhood</li> <li>• Crime is common, including burglary (vehicle) theft, arsons, and robberies</li> <li>• Residents feel unsafe in local parks and streets</li> </ul>	<ul style="list-style-type: none"> <li>• Crime prevention through better design (CPTED)</li> <li>• Enhance by-law and police enforcement and patrols in Argyle</li> <li>• Bring back neighbourhood watch program</li> <li>• Promote and expand the Active and Safe Routes to School Program</li> </ul>	<ul style="list-style-type: none"> <li>• Underused or abandoned alleyways contribute to crime in the area</li> <li>• Argyle Mall feels unsafe at night</li> <li>• Lack of lighting contributes to preceived unsafety</li> </ul>

Table 9: Community Identified SWOT - analysis for the Argyle Study Area



# Appendix E: Consultation

Preparation of the Argyle Regeneration Study Update, the Argyle Regeneration Study Recommendations and Argyle Core Area CIP was guided by consultation with City Staff, stakeholders and participants at the various (virtual) community meetings and ‘planning office hours’. There are a number of community organizations focused on Argyle, which are summarized below:

- **Argyle Business Improvement Area (BIA):** 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 Conservation 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 the Lions Club International, a network of volunteers who works 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 group to get involved in the preservation and enhancement of our City Parks.

## Get Involved London Website Project Page

<https://getinvolved.london.ca/Argyle>

City Planning Staff established an Argyle CIP Page on the City’s Get Involved London website to provide: project background and status, clarification of roles and responsibilities; opportunities for feedback; notice of upcoming meetings; the project timeline; and, contact information.

## Project Contact List

Planning Staff created an email list for the Argyle Core Area CIP using information gathered at Community Meetings, from comment cards, surveys, and from people who contacted Staff directly. Project update emails included information about upcoming Community Meetings, Meeting Summaries, and City Council Approvals (such as the Argyle Regeneration Study Update and Argyle Regeneration Study Recommendations). Emails also provided links to the City’s Argyle Core Area CIP project page.

## Community Information Meetings, Office-Hours and other Meetings

- **Office hours with Planners (February 20 & 27, 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 BIA Meeting (December 11, 2019)**

Planning Staff provided a presentation to the BIA board members to:

- Kick-off the Argyle Regeneration Study;
- Provide information on the purpose and rationale for preparing the CIP;
- Work with stakeholders to identify strengths, weaknesses, community needs for the Argyle Study Area

- **Argyle Community Association (January 3rd, 2021)**

Planning Staff provided a presentation to the BIA board members to:

- Provide information on the purpose and rationale for preparing the CIP;
- Work with stakeholders to identify strengths, weaknesses, community needs for the Argyle Study Area

- **Argyle Community Meeting (January 22, 2020)**

Planning Staff were invited to a community meeting hosted by Councillor Lewis regarding the Multi-Year Budget 2020-2023 at the Clarke Road Secondary School. A booth was set up to provide basic information on the purpose of a CIP and to obtain input about improvement categories in Argyle.

- **Senior Circle Argyle (March 5, 2020)**

Planning Staff attended the Senior Circle at the Trinity Church to obtain information from stakeholders regarding community needs for seniors in Argyle.

- **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 Coulton and the ineffective routes of the LTC in Argyle.

- **Community Information Meeting (March 26, 2020)**

This meeting was cancelled due to the COVID-19 Pandemic

- **City of London Planning and Environment Committee (PEC) Meeting (June 22, 2020)**

On June 22, 2020 Planning Staff Presented the Argyle Regeneration Study Update to the Planning and Environment Committee (PEC). The Update provided the first stage of the study including research, data collection and analysis, and consultation with stakeholders, other service areas and the public.

- **Virtual Community Information Meeting (November 5, 2020)**

Staff provided an update of the Argyle Regeneration Study so far, receive feedback from participants and presented next steps to members of the public through the online platform, Zoom.

- **City of London Planning and Environment Committee (PEC) Meeting (December 14, 2020)**

On December 14, 2020 Planning Staff presented the Argyle Regeneration Study Recommendations to the Planning and Environment Committee (PEC). Based on the research, legislation, existing planning framework and consultation findings, Staff found that a Community Improvement Plan Study for the Argyle Area is warranted and therefore recommended adding an Argyle Community Improvement Plan (CIP) to the workplan for 2021.

- **Virtual Community Information Meeting (February 17, 2021)**

This second virtual meeting was held on February 17, 2021 to:

- Define objective for the Argyle Core Area CIP;
- Establish a vision for the Argyle Core Area CIP;
- Confirm what stakeholders identified as requiring improvement; and,
- Prioritize the identified improvements

- **Argyle BIA Meeting (February 10, 2021)**

Staff provided an update on the Argyle Regeneration Study Recommendations, the process of developing a CIP, and next steps.

- **Virtual Office hours with Planners (May 10,11,12,13 and 14, 2021)**

Planning Staff hosted 8 virtual opportunities to find out more about the Argyle Core Area CIP and provide input during 'office hours'.

- **Virtual Community Information Meeting (June 2nd, 2021)**

This third virtual meeting was held on February 17, 2021 to:

- Confirming the vision for the Argyle Core Area CIP;
- Confirming categories for the Argyle Core Area CIP;
- Review proposed CIP Action Item, vote on whether participants agree with the Actions Item and what priority it should be given;
- Highlight existing plans and projects, the next steps; and,
- Call to action to participate in the survey available on the Project Website.

- **City of London Planning and Environment Committee (PEC) Meeting (June 21, 2020)**

On June 21, 2020 Planning Staff presented the Draft Argyle Core Area Community Improvement Plan to the Planning and Environment Committee(PEC)

- **Argyle Stakeholder Meeting (July 0, 2021)**

Staff presented the draft CIP document and discussed changes with members from the Argyle BIA, Argyle Community Association and the Ward-Councillor.