TO: CHAIR AND MEMBERS - PLANNING COMMITTEE

FROM: R. W. PANZER
GENERAL MANAGER OF PLANNING AND DEVELOPMENT

SUBJECT: THAMES VALLEY CORRIDOR PLAN
PHASE 1 COMPLETION &
PHASE 2 TERMS OF REFERENCE
MONDAY SEPTEMBER 10, 2007- 7:15 P.M.

RECOMMENDATION

That, on the recommendation of the General Manager of Planning and Development, the following actions be taken with respect to the Phase 1 and Phase 2 components of the Thames Valley Corridor Plan:

a) the Thames Valley Corridor Plan – Phase 1 Report (July 2007), BE APPROVED as a background document and guide for the completion of the Phase 2 planning process; and

b) Terms-of-Reference for the Phase 2B component of the Corridor Study, attached as Appendix "B", BE APPROVED, and staff proceed to undertake the consultant selection process for this phase of the Corridor Plan;

It being noted that the outcome of the Phase 2A review of Official Plan policies and development in the Flood Fringe will be included in the Phase 2B component of the Corridor Study report as required.

PREVIOUS REPORTS PERTINENT TO THIS MATTER

November 8, 2004 Report to Planning Committee on circulation of the draft Terms-of-Reference for the Thames Valley Corridor Plan;

February 28, 2005 Report to Planning Committee on approval of the Terms-of-Reference for Phase 1 of the Thames Valley Corridor Plan;

February 12, 2007 Report to Planning Committee on approval of the Phase 1 report for the Thames Valley Corridor Plan;

May 28, 2007 Report to Planning Committee on development in the flood fringe and potential Official Plan amendments for a One Zone floodway.

BACKGROUND

A report was presented to the Planning Committee meeting on February 12, 2007, recommending approval of the Thames Valley Corridor Plan – Phase 1 report (Vision, Goals
and Background Research) and initiation of Phase 2A (review of flood fringe policies and mapping), which will be included in the Phase 2B component of the Plan (development of an overall strategy for the Thames valley corridor). In response to concerns that were raised at the meeting, it was determined that the Phase 1 report should be further reviewed with members of the Corridor Advisory Committee and other representatives to address concerns with corridor mapping, and ensure that there is a high level of community acceptance before proceeding with the study. At its meeting held on February 19th, Council resolved:

That the report from the General Manager of Planning and Development with respect to the Thames Valley Corridor Plan BE REFERRED back to staff for further consultation with the Corridor Advisory Committee; it being noted that the Planning Committee received a communication from R. Dickinson, member of the Urban League, Thames Canadian Heritage River Committee and Corridor Advisory Committee with respect to this matter which was included in the Planning Committee Added Agenda; it being further noted that there will be consultation with the Friends of the Coves and the Friends of Dingman Creek regarding this matter.

A meeting of the Corridor Advisory Committee (CAC) was held on March 21st to review the outstanding issues, attended by 15 members of the Corridor Advisory Committee including representatives from the Friends of Dingman Creek, Friends of the Coves, Urban League, LACH, EEPAC, Thames Talbot Land Trust, Friends of Stoney Creek, One River/One Park, Heritage London Foundation and McLwrath Field Naturalists. Staff from the UTRCA and City of London were also in attendance. Members of the CAC provided input and recommended clarification to the Phase 1 report, including criteria to be used in defining the corridor study limits.

Draft Terms of Reference for the Phase 2B study component were provided to the CAC and a subsequent CAC meeting was held on June 19th. The CAC provided further input and clarification on the criteria for defining the corridor study limits.

Staff refined the text and corridor limit boundaries in the Phase 1 report, based on the input received from the Corridor Advisory Committee. The results of this review process are reflected in the revised Phase 1 report, which was provided to members of the CAC on August 8th and is now being recommended to City Council for approval.

In delineating the corridor study limit it was recognized by the CAC that the corridor boundary identified in the original or revised Phase 1 report is not a final or fixed delineation. This point is clearly reflected in the proposed terms-of-reference for the Phase 2B study component, which recognizes that the corridor boundary may be refined as part of Phase 2B to suit updated information and/or community input.

### CHANGES TO THE PHASE 1 REPORT

The January 2007 Phase 1 report has been revised, as noted above, to reflect input from members of the Corridor Advisory Committee. The revised (July 2007) Phase 1 document includes several revisions to the corridor boundaries, which are now clearly referenced and explained in the text of the report. A summary of input from the Corridor Advisory Committee and proposed revisions to the Phase 1 report, are provided below:

#### TVCS Revisions (Since January 2007 Draft)

Meetings were conducted with the Thames Valley Corridor Advisory Committee on March 21 and June 19, 2007 to review and finalize the Phase 1 Scope and Background Study of the Thames Valley Corridor Plan. At the March 21 meeting the January draft of the Phase 1 report was reviewed and committee members had an opportunity to see how their input was applied, provide comments and learn about the next steps in the Thames Valley Corridor planning process. The main areas of concern identified by the committee were: the extent of the mapped corridor limits, connection of tributary subwatersheds, inclusion of floodplain and ESA lands,
clarification of the two zone floodplain policy approach and overall transparency on how the corridor boundary was delineated.

Feedback from the March meeting was used to revise the Phase 1 report and identify potential mapping changes. These revisions were highlighted in a working draft for review at the June 19 Corridor Advisory Committee meeting. Mapping now included clear identification of the Thames River tributary subwatershed areas to help demonstrate their linkage to the corridor, the regulatory floodplain limit and ESA boundaries near the corridor.

Areas where exceptions to the natural hazard criterion used to define the corridor limit were explicitly documented and mapped for review at the meeting, as requested. Each of the locations were interactively reviewed at the June meeting using GIS mapping. Group discussion and review of all applicable data resulted in a consensus on corridor limits for each of these areas. Of the 21 locations where exceptions to the natural hazard criterion had been identified 14 resulted in adjustments to the corridor boundary and 7 remain with explicit description and mapping included in the report, the table in Appendix 'A' summarizes the review.

Changes to the corridor boundary were also made to include larger portions of various Environmentally Significant Areas including Kilworth ESA, Kains Woods ESA and Meadow Lilly Woods ESA. In total the adjustments made to the corridor boundary around both ESA and Natural Hazard features result in an increase in total corridor area of approximately 162 hectares (from 1823 to 1885).

Defining the Corridor Limits

As noted above, the majority of revisions to the Phase 1 report involve refinements and clarification as to the rationale that was used in defining the corridor limits.

The criteria used to define the corridor limits are identified in Section 3.2 of the Phase 1 report. The general criteria recognize that the limits of the Thames Valley Corridor in London will:

1. be a continuous corridor;
2. be outside of all hazard lines;
3. be based on logical topographic features;
4. protect natural heritage features and river health;
5. protect cultural features; and
6. include the mouth of each tributary (to the first man-made barrier).

A number of cultural considerations and technical mapping information were also considered in the boundary delineation including current land use patterns, contributing features (vistas, landforms, defining features), historical uses, regulatory hazard lines, natural features and topographical features. In some areas the defined corridor is relatively narrow when applying the standard criteria to determine the boundary. In these areas, a minimum buffer of 100 metres was overlaid to reflect typical natural heritage requirements for maintaining a range of corridor functions. At present, this 100 metre buffer has no Official Plan status, but represents a suitable buffer for the Thames, a Canadian Heritage River. It is acknowledged that where this buffer includes areas of existing development, the implications of such a buffer will be fully explored in Phase 2. In some areas, exceptions for the application of the criteria exist. These exceptions are now explicitly documented and mapped in Section 3.4 of the revised Phase 1 report.

While the criteria are considered to be comprehensive and applicable at a broad scale, it has always been recognized in the Phase 1 report that some refinements will be required based on additional information and detailed mapping that is provided through the subsequent work in Phase 2. The defined corridor mapping will be refined with the incorporation of additional information (currently identified as information gaps) and reviewed by the Corridor Advisory Committee.
Based on the input provided by the Corridor Advisory Committee and the revisions that are proposed, it is recommended that the revised (July 2007) Phase 1 report be adopted by Council. The full July 2007 report, as recommended, can be viewed online at: http://www.thamesriver.on.ca/Thames_Valley_Corridor_Plan/Tvcp_report.htm

PHASE 2A REPORT

Phase 2A, which relates to Official Plan policies on the flood fringe, was initiated separately by Council, to consider the feasibility of implementing a "one zone" approach to floodplain management in the City of London. Modifications may be ultimately required to Section 15.6 of the Official Plan to reflect Council's preferred policy option.

A report outlining options for flood fringe development was presented to Planning Committee on May 28th. Staff was directed to consult with Dr. Slobodan Simonovic at the UWO Institute for Catastrophic Loss Reduction and the UTRCA, to further investigate available science and policy options for the flood fringe. Municipal and UTRCA staff representatives met with Dr. Simonovic and an associate on July 10th to discuss his research on climate change and how this may influence future flood protection measures within the Thames River watershed. City Council has requested a presentation by Dr. Simonovic to Committee of the Whole and a follow up report on flood protection options will be brought back to Planning Committee in the fall.

While Phase 2A is being undertaken in the short term as part of a separate review process, the background documentation and recommendations from that review will be reflected and incorporated, as may be appropriate, within the Phase 2B component of the Corridor Study, which will be completed at a later stage in the plan review process.

PHASE 2B REPORT

The Phase 2B component of the Study will focus on both land use planning and open space/recreation planning within and adjacent to the corridor. This component will also fill information gaps, and refine mapping for the Plan based on site specific information and community input. The plan will integrate the components of Phase 1 and develop an overall strategy for the Thames Corridor that will guide future land use decisions within the overall context of natural hazard risk, natural heritage features and cultural values. The plan will illustrate, through a series of maps and supporting documentation, how the vision of the corridor will be realized through a combination of land use policies, design concepts, parks, recreational trails, open space, natural heritage protection land acquisition and stewardship initiatives.

The scope and technical skills required to complete this Phase of the project requires the services of a multi-faceted consulting team with broad experience in parks and recreation master planning, policy development, urban design, community outreach & facilitation, and implementation feasibility/costing. The consultant(s) will be selected through a formal RFP process.

Draft terms-of-reference for the Phase 2 component of the Plan were circulated to members of the Corridor Advisory Committee on June 14th for review and any input has been incorporated into a final document, which is appended (Appendix 'B') to this report in the form of an RFP for Consulting Services. It is recommended that the attached RFP be endorsed, in principle, subject to minor technical modifications that may be required.

The key outcomes of Phase 2, as identified in Section 4.0 of the RFP document, will include:

- refining the defined Thames Valley Corridor boundary limit as required to suit updated information and/or community input;
integrating and building on the common themes and components identified in the General Goals - Section 3;

addressing and/or filling in the information gaps that have been identified within the Scope of Work - Section 5;

identifying land use opportunities and constraints for recreation facilities and natural heritage enhancement;

refine pathway and trail layout and identify opportunities for new access points, parking areas, trailheads, additional playing fields and other facilities;

developing a decision making framework that can be applied to current and future land use conflicts, opportunities and constraints within the corridor;

identify guidelines that may be required to direct development contiguous to the Corridor;

developing a land acquisition plan and land use policy that considers cultural heritage landscapes, the plan and policy will be based on a flood fringe analysis and land use inventory;

preparing design principles and a conceptual master plan for all land uses in the corridor including development, trails and recreation facilities; and

developing recommended Official Plan policy changes to support the recommendations of the Plan;

provide a cost estimate for all capital works proposed for the fulfillment of the Plan;

developing an implementation plan based on identified priorities, cost implications, practical staging, etc. and linking it to current Capital Programs at the City.

It is anticipated that consultant selection can occur and work can commence on the Phase 2B component of the Corridor Plan later this fall.

CONCLUSION

As directed by City Council, the Phase 1 report on the Thames Valley Corridor Plan has been reviewed and revised by the Corridor Advisory Committee, to refine boundary limits and clarify the rationale for delineation of the corridor. In clarifying the boundary delineation guidelines it is recognized the further refinements may be required as part of the Phase 2 study component, to address updated information and additional community input. The revised Phase 1 report is now being recommended for approval.

The Phase 2 component of the Plan (Planning, Policy, Design and Mapping Document) is being completed through two separate but parallel initiatives. Phase 2A, which involves a review of Official Plan policies on the flood fringe and examining the feasibility of implementing a "one-zone" concept for flood plain management, has been initiated at the direction of Council and will be examined over the next several months including meeting with the UTRCA and Dr. Simonovic. The findings and recommendations from this review will be carried forward to the Phase 2B component of the Plan, as required. Phase 2 will integrate the components of Phase 1 and develop an overall strategy for the Thames Corridor that will guide future land use decisions within the overall context of natural hazard risk, natural heritage features and cultural values. The attached Terms-of-Reference provide clear parameters for the objectives and
outcomes of the Phase 2 component, which will be undertaken by consultants who will be selected through an RFP process.

PREPARED BY:       SUBMITTED BY:

TERRY GRAWEY       A. W. MACPHERSON
SENIOR PLANNER – POLICY  MANAGER – PARKS PLANNING & DESIGN

RECOMMENDED BY:

R. W. PANZER
GENERAL MANAGER OF PLANNING AND DEVELOPMENT

July, 2007
TG/tg
## Adjustments to the Corridor Boundary

<table>
<thead>
<tr>
<th>No.</th>
<th>Location</th>
<th>Description</th>
<th>Status</th>
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<tbody>
<tr>
<td>1</td>
<td>Oxford St / Woodhull Rd</td>
<td>- Tributary floodplain extending south east from the main channel of the Thames river is not included in the corridor (camp Woodeden).&lt;br&gt;  - The corridor boundary defined in this area links the erosion limits defined for Thames River to the east and west of the tributary.</td>
<td>Corridor boundary adjusted.</td>
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<tr>
<td>2</td>
<td>Riverside Dr / Wonderland Rd</td>
<td>- Floodplain extending north from the main channel of the Thames river is not included in the corridor.&lt;br&gt;  - The corridor boundary in this area is defined by property lines between City owned property and private property and by major roads (Wonderland Road and Riverside Drive).</td>
<td>Exception noted in report.</td>
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<td>3</td>
<td>Springbank Dr. / Duke St (Coves)</td>
<td>- Floodplain extending south into Coves area from the main channel of the Thames River is not included in the corridor.&lt;br&gt;  - The corridor boundary in this area is defined by the physical boundary created by Springbank Drive intersecting the floodplain in this area.</td>
<td>Exception noted in report.</td>
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<td>4</td>
<td>Wharncliffe Rd / Oxford St (West London SPA)</td>
<td>- West London Special Policy Area floodplain, located north west of the forks of the Thames river, is not included in the corridor area.&lt;br&gt;  - The corridor boundary defined in this area follows the top of the West London Dyke flood control structure.</td>
<td>Exception noted in report.</td>
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<td>5</td>
<td>Piccadilly St / Talbot St</td>
<td>- Floodplain is only partially in the corridor area east of North Thames river near Oxford Street.&lt;br&gt;  - The corridor boundary in this area is defined by property boundary lines and separates public owned parkland land (City of London / UTRCA) from privately owned commercial and industrial lands located in the eastern portion of the floodplain.</td>
<td>Exception noted in report.</td>
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<tr>
<td>6</td>
<td>Beaufort St. / Gunn St.</td>
<td>- Floodplain in this area is only partially included in the corridor to the south and west of the North Thames river.&lt;br&gt;  - The corridor boundary is defined by the property ownership boundary of City of London owned property on the north and south portion of this area.</td>
<td>Corridor boundary adjusted.</td>
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<tr>
<td>7</td>
<td>Victoria St. / The Parkway</td>
<td>- Floodplain in this area is only partially included in the corridor to the south and east of the North Thames river.&lt;br&gt;  - The corridor boundary is defined in this area by property ownership boundary lines that separates private residential property from land owned by the City of London and the University of Western Ontario.</td>
<td>Corridor boundary adjusted.</td>
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| 8 | Huron Dr. / Perth Dr. (Western Campus) | - Portion of the floodplain in this area is not included in the corridor to the west of the North Thames river on the campus of the University of Western Ontario.  
- The corridor boundary in the south portion of this area is defined by the edges of Huron Drive and Perth Road.  
- Northern portion of this area follows the vegetation along the river behind University of Western Ontario buildings (Delaware Hall and Staging buildings). | Corridor boundary adjusted. |
|---|---|---|---|
| 9 | Richmond St. / Epworth Ave. | - Corridor boundary defined in this area is reflective of its proximity to the Broughdale Dyke flood control structure located between Richmond Street and the North Thames River.  
- Portions of the corridor boundary defined in this area are based on property ownership boundary lines that separate private residential property from land owned by the City of London, the University of Western Ontario and the UTRCA. | Exception noted in report. |
| 10 | Windermere Rd. / Western Rd. (London Health Sciences Centre) | - Floodplain extending west up the Medway Creek tributary from the north branch of the Thames river is not included in the corridor.  
- The corridor boundary in this area is categorized as Natural Heritage defined by the edge of wooded area extending up Medway Creek. | Corridor boundary adjusted. |
| 11 | Denali Terr. / Tetherwood Blvd. | - Small portion of floodplain extending north from the corridor area along a small ravine is not included in the corridor.  
- The corridor boundary in this area is defined by the land designated Open Space in the City of London Official Plan. | Exception noted in report. |
| 12 | Windermere Rd. / Adelaide St. | - Floodplain extending north up the Stoney Creek tributary from the north branch of the Thames river is not included in the corridor.  
- The corridor boundary is defined in this area by property dividing lines between City of London owned property and private property. | Corridor boundary accepted (meets criteria). |
| 13 | Adelaide St. / Kipps Lane | - Portion of the floodplain in this area is not included in the corridor to the east of Adelaide Street.  
- Corridor boundary is defined in this area by property ownership boundary lines that separates private residential property from land owned by the City of London and by the road edge (Adelaide Street). | Corridor boundary adjusted. |
| 14 | Arbour Glen Cres. / Kipps Lane | - Part of the floodplain in this area is not included in the corridor between McNay municipal drain and parking lot at the end of Arbour Glen Crescent.  
- The corridor boundary in this area is defined by the boundary of the residential apartment building parking lots and the wooded area along the North Thames river. | Corridor boundary adjusted. |
| 15 | Kilallay Rd. / Staghorn Cres. | - Floodplain extending east up the Meander Creek tributary from the north branch of the Thames river is not included in the corridor.  
- The corridor boundary is defined in this area by property lines between four adjacent City of London owned properties and by boundaries of private residential properties on Greyrock Court and Blackmaple Court. | Corridor boundary adjusted. |
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<th>Location</th>
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<th>Result</th>
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|16 | Horton St. / Ridout St.         | - Portions of the floodplain in this area between York Street and Richmond Streets are not included in the corridor.  
- The corridor boundary between York and Horton streets is defined by the property boundary between City of London property and privately owned commercial, industrial and residential lands to the east.  
- The corridor boundary extending between Horton and Richmond streets is defined by the boundary of the commercial property parking lots (London Hydro) and the treed area along the South Thames river. | Corridor boundary adjusted.                 |
|17 | South St. / Clarence St         | - The corridor boundary defined in this area is reflective of the proximity to the Nelson-Clarence Dyke flood control structure located along the South Thames river between South Street and Wellington Road.  
- The corridor boundary in this area is based on property ownership boundary lines that separate private residential property from land owned by the City of London and the UTRCA. | Corridor boundary adjusted.                 |
|18 | Ada St. / Adelaide St           | - The corridor boundary defined in this area is reflective of its proximity to the Ada-Jacqueline Dyke flood control structure located along the South Thames river extending from east of Adelaide Street to Jacqueline Street.  
- The corridor boundary in this area is based on property ownership boundary lines that separate private residential property from land owned by the City of London and the UTRCA. | Exception noted in report.                 |
|19 | Hamilton Rd. / Clarke Rd.       | - The corridor boundary in this area is based on property ownership boundary lines that separate private residential property from land owned by the City of London and the UTRCA. | Corridor boundary adjusted.                 |
|20 | Hamilton Rd. / Commissioners Rd. E. | - Floodplain extending south along Fekete and A. Lawson Drain from the south branch of the Thames river are not included in the corridor.  
- The corridor boundary in this area is defined based on the erosion limit defined for Thames River east of the A. Lawson and Fekete drains in combination with the Open Space land use designation to the west of the drains. | Corridor boundary adjusted.                 |
|21 | Airport Rd. / River Rd.         | - Floodplain extending north along Wabuno Creek tributary from the south branch of the Thames River not included in the corridor.  
- The corridor boundary follows River Road, linking the regulatory floodplain to the east and west of Wabuno Creek. | Corridor boundary accepted (meets criteria). |
APPENDIX ‘B’

REQUEST FOR PROPOSAL
CONSULTING SERVICES FOR THE
THAMES VALLEY CORRIDOR PLAN – PHASE 2B
1.0 INTRODUCTION

The City of London is seeking a consultant team to prepare Phase 2 of the Thames Valley Corridor Plan. The Thames Valley Corridor is considered to be London's "most important natural, cultural recreational and aesthetic resource" (City of London 2003a – Official Plan). It is highly valued by the community, and the City has recognized the need to prepare a comprehensive strategy "to optimize the multifunctional role of the river valley system over the long-term." (City of London 2003a)

The purpose of the Thames Valley Corridor Plan is to define and delineate the lands that form the Thames Valley Corridor and provide a long range vision that is consistent with existing local, provincial and federal legislation and addresses key planning issues. The Corridor Plan will address:

1. Continued management of the floodplain and other hazards;
2. Improved protection, preservation and enhancement of the natural heritage system of the corridor including riparian habitats;
3. Enhanced provision of public access to the corridor and recreation opportunities; and
4. Management of urban development in and along the corridor.

2.0 BACKGROUND

The City of London retained the services of the Upper Thames River Conservation Authority (UTRCA) to prepare Phase 1 of the planning process for the Thames Valley Corridor (TVC). Phase 1 included:

- defining limits of the TVC;
- obtaining input through the consultation process;
- developing a vision for the TVC;
- developing goals and objectives of the Plan;
- analysing existing background information pertaining to natural hazards, natural heritage, parks, open space and recreation, cultural heritage, and aesthetic resources;
- identifying gaps in technical information needed to support achievement of the vision, goals and objectives of the Thames Valley Corridor Plan; and defining key issues to be addressed in Phase 2 of the study.

In carrying out Phase 1, the UTRCA worked with the Corridor Advisory Committee (CAC) to complete these tasks and develop general objectives for Phase 2. The CAC includes a cross-section of river users and formal associations and groups affiliated with the river and its natural environment. Phase 2 will continue the process from Phase 1 and include a significant amount of community outreach and stakeholder involvement.

The budget for Phase 2 is approximately $100,000 for the total package including all meetings, documentation, mapping, disbursements, deliverables, etc. Phase 2 will begin 5 weeks after the close of this Request for Proposals, and should be complete by November 2008.

The scope and technical skills required to complete this Phase require the services of a multi-faceted consulting team with experience in parks and recreation master planning, policy and guideline development, community outreach and facilitation, and implementation feasibility/costing.

As a separate, but related project, the City is undertaking an analysis of the floodway and flood fringe areas of Thames corridor. Recent development activities along this "fringe" have highlighted several locations where development is permitted under our current "two-zone" flood plain Official Plan policies in accordance with provincial regulations. Development of these parcels may conflict with other OP policies for the protection of natural heritage features, creating a concern from Council and public. The results of this study will identify these potential development locations, their OP designations, current zoning and any overlap of natural
heritage features. Recommendations of that study may influence the land use discussions and outcomes of this study and must be incorporated.

3.0 GENERAL OBJECTIVES

Phase 2 will focus on both landuse planning and open space/recreation planning within and adjacent to the Corridor. The outcome will result in a comprehensive Plan that fills the information gaps, completes the planning consultation and mapping steps and establishes policies and guidelines as direction for the implementation of the TVCP. Phase 2 is a comprehensive update and enhancement to the original Thames Valleylands Study (1978) as it relates to the defined corridor. Phase 2 will rely on the research and documentation compiled in Phase 1 and will therefore result in a more comprehensive Plan that reflects today’s regulations, policy framework, design standards and community values.

The Plan will integrate the components of Phase I and develop an overall strategy for the Thames Valley Corridor that will guide future land use decisions and ensure that natural hazard risk, natural heritage value and cultural value of these lands are balanced in the public interest. The plan itself will represent an integrated product that illustrates, through a series of maps and supporting documentation, how the vision of the corridor will be realized through land use guidelines and polices, design concepts, parks and recreational trails and infrastructure, open space, natural heritage protection, land acquisition and public and private partnerships and stewardship initiatives.

A number of common themes emerged during compilation of the background information for Phase I of the Study process. These are to be used as a guide for development of Phase 2, as follows:

1. The Need for a Corridor Plan
The concept of preparing a Corridor Plan for the Thames River Valley is not a new one. For most of London’s history, the Thames River has been considered to be the City’s most valuable resource. It contributes to the quality of life enjoyed by Londoners who have expressed how much they value it. It is now time to ensure that there are policies in place to protect and enhance the Thames River Valley Corridor for future generations and that these policies reflect the value that Londoners place on the Corridor.

2. Accessibility
The need for the Thames River Valley to be accessible to the public was reiterated throughout the existing literature as well as through the consultation process. The policy framework for the 1975 Valleylands Study was based on system continuity (formal and informal linkages) and system accessibility. This approach is still valid today. Issues relating to accessibility include ownership vs. easements as well as fiscal priorities with respect to land acquisition.

3. Protecting the Environment/Natural Heritage
One of the main reasons for preparing the Corridor Plan is to protect the Thames River and its natural heritage features. The community has indicated that they want development to be carefully managed within and contiguous to the corridor.

In order to ensure the preservation and protection of the River Valley Corridor and its natural heritage, the City’s Parks and Recreation Strategic Master Plan recommended that “in addition to any lands required for active parkland, all valleylands associated with the Thames River and its tributaries shall be dedicated through the land development process to ensure the completion of a linked open space and natural heritage system” (Monteith Planning Consultants et al. 2003a) This will be a key policy direction for the Plan.

4. The River
The health of the river and improving its water quality are high priorities for the community. Londoners realize that this will be a huge undertaking, one that will need to be done in partnership with adjacent communities and stakeholder groups. The Corridor Advisory Committee indicated that the City should place a high priority on separating combined sewers (rather than expanding facilities) in order to reduce the amount of sewage in the Thames.

In order to have a healthy river, the Thames needs enough space to move or meander. Over time, as the City has developed, this space has been infringed upon.
The Thames River's Canadian Heritage River status needs to be recognized in the City's policy documents.

5. Easements vs. Ownership/Management
There is no consensus on this topic. The Official Plan promotes a continuous River Valley Corridor but the question was raised whether it has to be municipally owned in order to be protected and preserved. The Corridor Advisory Committee questioned whether public ownership of all the lands along the Corridor was a realistic goal. City staff indicated that they have been able to expand the riverside trail system and provide access to the Thames by successfully using easements (e.g. River Bend, UWO, London Life, London Hydro etc.).

The issue of ravine management was noted in the Coves Subwatershed Study. Erosion of stream and valley walls in the North Thames Valley Area and ravines in the Coves was attributed to the lack of coordinated management plan. The question was raised whether the City has had any dialogue with owners whose lands included key environmental features regarding their potential purchase or about the management of these features. Land ownership was considered to be the key to wise management. Priorities for land acquisition need to be identified in the Corridor Plan.

6. Views & Vistas
The views and vistas along the Thames River Corridor need to be preserved by controlling land uses, especially their form and density (Aquafor Beech Ltd. et al. 1995). The need for stronger urban design guidelines has been identified through the document review. The need to develop criteria for determining significant views and vistas also should be prepared.

7. Implementation & Monitoring
Some excellent policies and guideline documents have been prepared that affect the Corridor. There appears to be a need to ensure the implementation thereof as well as the need to monitor their effectiveness. For example, the supporting studies identify Special Policy Areas that have not been approved by the Province. Given that these areas are adjacent to the Thames River Corridor, the City needs to pursue the approval and implementation of these policy documents.

8. Stewardship
The community needs to be encouraged to take on a greater role. At the same time, the community has indicated that they need more support from the City. Stewardship opportunities should be reviewed.

9. Coordination of Policies/Systems Approach
There is a need to strengthen the linkage between the natural hazard and natural environment policies to ensure that the Thames River Valley Corridor is protected from development using a systems approach rather than a piecemeal one. For example, in Thames Centre, severance applications were previously reviewed on a site-by-site basis until the municipality realized the cumulative impact on the River. By using a systems approach to planning, Thames Centre made the decision to no longer permit lot creation along the river.

10. Pathways, Trails & Linkages
The City's pathways and trails are highly valued and are considered to be one of London's best assets. Expanding the system to improve connections (i.e. to subwatersheds, rest of City) and fill in the gaps has been identified as a high priority.

Trail management was noted as a concern in the Coves area where multiple footpaths have led to erosion. This issue ties into education.

Conflicts between cyclists and pedestrian along the busier sections of the Thames Valley Parkway is a recurring theme. The City should consider developing separate pathways for pedestrians and cyclists/roller-bladers or providing wider pathways at busier locations.

11. Amenities
The need for more amenities along the pathway system and in the parks was identified. This includes recycling receptacles, washrooms, benches, and concessions.

12. Recreation Opportunities
The need for more boating and fishing opportunities was a recurring theme.
13. Education
The O.P.'s environmental strategies for natural heritage state that the City shall encourage, support and initiate as appropriate public education and awareness initiatives for the protection, rehabilitation and enhancement of the Natural Heritage System. Public education will be a key policy direction for the Corridor Plan.

More emphasis is needed on a strategy to educate trail users about the natural and cultural heritage features along trails. Also, more interpretive plaques and signage are needed.

More emphasis is needed on educating property owners about the permits required to develop along the river (e.g. stairs or docks) as well as the impact of garbage/composting in valley areas.

The Parks and Recreation Strategic Master Plan identified the need to educate City administration about the natural heritage system.

14. Need for Balance
The Corridor Plan must reflect the multiple functions of the river and ensure a proper balance between servicing, recreation and ecological functions.

15. Partnerships
The Thames does not begin and end in the City of London. In order for the Corridor Plan to be effective, the City must work together with adjacent municipalities (other agencies, community groups) to manage and protect the river. It should be noted that Thames Centre's Official Plan includes policies for protecting, enhancing and promoting the Thames River.

The following is a synthesis of the specific objectives developed by the CAC in Phase 1 that will be pursued in Phase 2 of the Thames Valley Corridor Plan:

1. Establish a continuous corridor with a minimum width and identify linkages to tributary subwatersheds.
2. Maintain and enhance natural heritage features including vegetation, wildlife habitat, water quality, improved erosion control (storm/sewage impacts).
3. Maintain and enhance cultural heritage through educational signage, building preservation and identification of historical significance.
4. Develop guidelines and policies to ensure development along the corridor is compatible with the goals and objectives of the Plan.
5. Maintain and enhance the aesthetic beauty of the corridor.
6. Determine what infrastructure is compatible for inclusion in the corridor (such as utilities, buildings).
7. Determine and map compatible recreation uses. Identify suitable points of access, pathway and trail systems, lookout points and linkages to communities and Thames Valley Parkway.
8. Engage citizens in plans for the corridor through education, sharing of information and consultation. Create signage and promote stewardship and riverside clean ups.
9. Determine what measures are necessary to ensure safe use of the corridor (such as safe trails and access points).
10. Determine appropriate policies, regulations and enforcement through integration with the Official Plan.

4.0 KEY PLAN COMPONENTS
Phase 2 will culminate in the preparation of an integrated Plan for the corridor. This plan will be consistent with the vision, goals and objectives developed in Phase 1 and will balance the natural hazard risk and the natural heritage values with the cultural values of the corridor lands. This Plan is intended to guide future land use decisions for the Thames Valley Corridor.

Key outcomes of Phase 2 will include:

- refining the defined Thames Valley Corridor boundary limit as required to suit updated information and/or community input;
- integrating and building on the common themes and components identified in the General Goals - Section 3;
• addressing and/or filling in the information gaps that have been identified within the Scope of Work - Section 5;

• identifying land use opportunities and constraints for recreation facilities and natural heritage enhancement;

• Refine pathway and trail layout and identify opportunities for new access points, parking areas, trailheads, additional playing fields and other facilities;

• developing a decision making framework that can be applied to current and future land use conflicts, opportunities and constraints within the corridor;

• identify guidelines that may be required to direct development contiguous to the Corridor;

• developing a land acquisition plan and land use policy that considers cultural heritage landscapes, the plan and policy will be based on a flood fringe analysis and land use inventory;

• preparing design principles and a conceptual master plan for all land uses in the corridor including development, trails and recreation facilities; and

• developing recommended Official Plan policy changes to support the recommendations of the Plan;

• Provide a cost estimate for all capital works proposed for the fulfillment of the Plan;

• Developing an implementation plan based on identified priorities, cost implications, practical staging, etc. and linking it to current Capital Programs at the City.

5.0 SCOPE

Public Consultation

Preparation of the Thames Valley Corridor Plan will include provision for public input and feedback at critical points in the process to ensure that community values are reflected in the adopted plans and guidelines. The Corridor Plan will be prepared as a Guideline Document, pursuant to the provisions in Section 19.2.2. of the City of London Official Plan.

Corridor Plan

It is evident that there is an abundance of excellent information and policies available for the Thames Valley Corridor. However, through the background review process, a comprehensive list of information gaps has been identified that need to be addressed by the City. Within the Thames Valley Corridor Plan, the following gaps are to be addressed:

Inventories/Mapping

a) Proposed O.P. Schedule B1 Natural Heritage Features – This information will be completed by the City and available for incorporation into Phase 2. No further natural heritage inventories or studies are required as part of this study.

b) Species at Risk – Mapping showing the location of species and their habitat is not currently available. This information would be for internal use only due to its sensitivity, but it is required to properly evaluate the impact of development applications along the Thames. The UTRCA will provide this information during Phase 2.

c) Archaeological Resources – A number of sites have been identified and should be incorporated into the planning and design of the corridor, as appropriate.

d) City's Cultural Heritage Landscapes – Based on current OP policies, significant CHLs shall be incorporated into the planning and design of the corridor, as appropriate.

e) City's Heritage Resource Inventory – Corresponding mapping is not available.

f) Trails System – All of London’s walk and biking opportunities along the corridor including the Thames Valley Trail should be included in the comprehensive plan. This information is available digitally. No further site inventory work is required.
g) Views and Vistas – Criteria for defining views and vistas needs to be prepared. The only available information source is the London Valleylands Study. Significant views and vistas are to be incorporated into the Plan.

h) Landfill Sites – Tabular data was provided for closed landfill sites but mapping data was not available in time for the preparation of Phase 1. Available information that influences the design and planning of the corridor is to be incorporated. No further inventories or studies are required as part of this study.

i) Bridges – The available inventory of City bridges need to be mapped and described as a relevant part of the built environment in the corridor.

j) Mapping of all privately owned lands within the defined corridor that have development potential as defined by the related City study.

k) Subwatershed Plan Linkages – Known natural heritage linkages need to be mapped and/or identified for creation between the subwatershed plans for the tributaries and for the main channel and branches of the Thames.

**Corridor Document**

a) Policy Implementation – The City has a comprehensive set of policies but sometimes they are not implemented. For example, O.P. Policy 17.1.3 promotes the recovery, reduction, re-use, recycling and recovery of material from solid waste wherever possible. The need for recycling facilities in parks and City facilities such as the Civic Garden Complex was identified. These strategies have not been fully implemented. Also, many studies call for monitoring programs (e.g. erosion, trail easements) and management plans (e.g. for parks and ESAs) that do not appear to have been implemented.

b) Development Application Review Process – The existing documents promote a site by site or piecemeal process for evaluating proposed development and its impact on the natural heritage system (EIS). A systems approach is needed for the lands abutting the Corridor. Recommendations should be made.

c) Buffers – The City’s Guideline Document on Ecological Buffers does not establish a standard buffer width. Rather, buffers are to be established through an Environmental Impact Study. The Thames River Valley and its natural features are highly valued by the community and the protection thereof has been identified as a high priority. Consideration should be given to developing a standard minimum ecological buffers.

d) Urban Design Guidelines – A policy framework pertaining to building positioning and design should be identified.

e) Consistent Terminology – The need for consistent terminology was identified in the Parks and Recreation Strategic Master Plan. The Corridor Plan should include a glossary of terms.

f) Communication – More effective communication is needed internally among City Departments as well as with community groups and partners.

g) Tourism Policy – At the present time the City does not have a tourism strategy or policy that includes the Thames River Valley Corridor. There is an opportunity to develop a policy or strategy for the Corridor that includes eco-tourism as well as cultural aspect of the river. This was identified as a gap in The Creative City Task Force Report.

h) Heritage River Status - Very few documents make reference to the Thames' designation as a Canadian Heritage River.

**6.0 DELIVERABLES**

**Public Consultation**

Three public open houses & community meetings will be conducted for Phase 2 of the Thames Valley Corridor Plan, as follows:

- Initial public open house and community meeting, to present an overview and receive input from members of the public on issues that are relevant to the Phase 2 Study component;
- Interim public open house and community meeting, to present and receive public feedback on preliminary findings and recommended strategies for the Corridor Plan;
- Public open house and community meeting, to present and receive public feedback on the complete Corridor Plan.
Minutes of all meetings will be taken by the consultant and included as an appendix to the report.

The consultants are also expected to be in attendance at the public meeting held by Planning Committee (or Council) to make a presentation and answer questions on the recommended Corridor Plan.

**Corridor Plan**

Mapping of all physical aspects of the Plan – pathways, trails, access points, water-based activities/access, land acquisitions, heritage sites, infrastructure elements – storm outlets, service crossings of the river, etc.

The plan will lay out all attributes of the Plan with sufficient detail to direct the Implementation Phase. The Plan will identify:

- Recreation opportunities – passive and active
- Major pathway layout and linkages to adjoining communities, trails, access points
- Water-based activities/access
- Land acquisitions/dispositions
- Key heritage sites – cultural, building, etc.
- Vistas and areas of enhancement
- Infrastructure issues – PCPs, bridges, sewer lines, etc.

The Corridor Plan will be provided to the City in both hard copy and digital form. Digital files must be referenced to the City of London's geographic reference system which is the NAD83 datum, 6 degree UTM projection expressed in meters. The digital file must be submitted scaled to grid (i.e. the UTM projection). All dimensions shall be shown as ground level distances. For most projects in the City, a combined scale factor of 0.9995650000 can be used to convert from ground-to-grid.

The files are to be submitted in AutoCAD DWG (2D) format and must be able to be read using the latest version of AutoCAD without the need for special add-on software that may have been used to generate the drawing. The construction layer containing the linework shall be named "LINEWORK" and must not be blocked. The digital file must be submitted in model space with tile mode set to one and must have no references to paper space and no reference files are to be used.

**Corridor Document**

Upon completion of an initial draft and the final Corridor Plan document, a hard copy of all reports shall be provided to the City of London in a format that can be reproduced.

Specific requirements include:

- 50 colour copies of the Final Plan and related mapping;
- Digital files of all documents in Word and .pdf formats;