

Appendix “A”: London Plan Changes Resulting from April 15, 2021 LPAT Decision

POLICY	ORIGINAL LONDON PLAN	MODIFICATION APPROVED BY LPAT – TRACKED CHANGES	MODIFICATION APPROVED BY LPAT
100	The Mobility Framework establishes a high-level plan for moving people, goods and services throughout our city, to the region and beyond.	N/A. Appeal withdrawn.	Council approved London Plan policy language applies.
101	Figure 7 illustrates our Rapid Transit Corridors which represent the spine of London’s mobility network. They connect the Downtown to neighbourhoods, institutions and other employment nodes, centres of culture and commerce, and our urban areas	N/A. Appeal withdrawn.	Council approved London Plan policy language applies.
193	<p>In all of the planning and development we do and the initiatives we take as a municipality, we will design for and foster:</p> <ol style="list-style-type: none"> 1. A well-designed built form throughout the city. 2. Development that is designed to be a good fit and compatible within its context. 3. A high-quality, distinctive and 	N/A. Appeal withdrawn.	Council approved London Plan policy language applies.

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	<p>memorable city image.</p> <p>4. Development that supports a positive pedestrian environment.</p> <p>5. A built form that is supportive of all types of active mobility and universal accessibility.</p> <p>6. High-quality public spaces that are safe, accessible, attractive and vibrant.</p> <p>7. A mix of housing types to support ageing in place and affordability.</p> <p>8. Sustainably designed development that is resilient to long-term change.</p> <p>9. Healthy, diverse and vibrant neighbourhoods that promote a sense of place and character.</p>		
197	<p>The built form will be designed to have a sense of place and character consistent with the planned vision of the place type, by using such things as topography, street patterns, lotting patterns,</p>	<p>N/A. Appeal withdrawn.</p>	<p>Council approved London Plan policy language applies.</p>

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	streetscapes, public spaces, landscapes, site layout, buildings, materials and cultural heritage.		
200	Neighbourhoods should be designed such that heritage designated properties and distinctive historical elements are conserved to contribute to the character and sense of place for the neighbourhood.	Neighbourhoods should be designed such that heritage designated properties should be conserved to contribute to the character and sense of place for the neighbourhood. <u>Neighbourhoods should be designed such that heritage designated properties should be integrated into the design of new neighbourhoods to contribute to their character.</u> and distinctive historical elements are conserved to contribute to the character and sense of place for the neighbourhood.	Heritage designated properties should be integrated into the design of new neighbourhoods to contribute to their character.
202	Buildings and public spaces at key entry points into neighbourhoods will be designed to help establish a neighbourhood's character and identity	N/A. Appeal withdrawn	Council approved London Plan policy language applies.
203	Neighbourhoods should be planned to include one or more identifiable and accessible focal points that contributes to the neighbourhood's character and allows for community gathering.	N/A. Appeal withdrawn	Council approved London Plan policy language applies.
204	Natural heritage is an important contributor to the character of an area and influences the overall street network.	Natural heritage is an important contributor to the character of an area and influences the overall street network. Neighbourhoods should	Natural heritage is an important contributor to the character of an area and influences the overall street network.

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	Neighbourhoods should be designed to preserve view corridors to natural heritage features and landmarks through lotting patterns, window streets, and building placement.	be designed to preserve or create views corridors to natural heritage features and landmarks through lotting patterns, window streets <u>patterns</u> , and or building placement.	Neighbourhoods should be designed to preserve or create views to natural heritage features and landmarks through lotting patterns, street patterns, or building placement.
210	Trees should be recognized, maintained and planned for as important features of a neighbourhood's planned character and sense of place.	Trees should be <u>recognized</u> , maintained and planned for as important features of a neighbourhood's planned character and sense of place.	Trees should be recognized as important features of a neighbourhood's planned character and sense of place.
211	The City's street network will be designed to ensure high-quality pedestrian environments, maximized convenience for mobility, access to focal points and to support the planned vision for the place type.	N/A. Appeal withdrawn.	Council approved London Plan policy language applies.
212	The configuration of streets planned for new neighbourhoods will be of a grid, or modified grid, pattern. Cul-de-sacs, deadends, and other street patterns which inhibit such street networks will be minimized. New neighbourhood street networks will be	The configuration of streets planned for new neighbourhoods will be of a grid, or a modified grid, pattern. Cul-de-sacs, deadends, and other street patterns which inhibit such street networks <u>should</u> be minimized. <u>To ensure connectivity and integration with existing and planned</u>	The configuration of streets planned for new neighbourhoods will be of a grid, or a modified grid, pattern. Cul-de-sacs, deadends, and other street patterns which inhibit such street networks should be minimized. To ensure connectivity and integration with

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	designed to have multiple direct connections to existing and future neighbourhoods.	<u>neighbourhoods</u> , new neighbourhood street networks will <u>generally</u> be designed to have multiple direct connections to existing and future neighbourhoods.	existing and planned neighbourhoods, new neighbourhood street networks will generally be designed to have connections to existing and future neighbourhoods.
213	Street patterns will be easy and safe to navigate by walking and cycling and will be supportive of transit services.	N/A. Appeal withdrawn	Council approved London Plan policy language applies.
214	Municipal walkways will not be considered an alternative means for establishing necessary street connections when designing new neighbourhoods.	Municipal walkways will not be considered an alternative means for establishing necessary street connections when designing new neighbourhoods. <u>Municipal walkways may be considered in neighbourhoods to provide for additional connections for active forms of mobility.</u>	Municipal walkways will not be considered an alternative means for establishing necessary street connections when designing new neighbourhoods. Municipal walkways may be considered in neighbourhoods to provide for additional connections for active forms of mobility.
215	Rear laneways may be permitted in new neighbourhood design to allow for building frontages that contribute to quality pedestrian oriented streetscapes. In addition, such laneways should be employed to avoid garage-dominated	Rear laneways may be permitted in new neighbourhood design to allow for building frontages that contribute to quality pedestrian oriented streetscapes. In addition, such laneways should be employed to avoid garage-dominated	Rear laneways may be permitted in new neighbourhood design to allow for building frontages that contribute to quality pedestrian oriented streetscapes.

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	streetscapes where lot frontages are small.	streetscapes where lot frontages are small.	
216	Street networks, block orientation, lot sizes, and building orientation should be designed to take advantage of passive solar energy while ensuring that active mobility and other design criteria of this chapter are satisfied.	N/A. Appeal withdrawn.	Council approved London Plan policy language applies.
217	Neighbourhood street networks and block sizes will be designed to ensure connectivity and support active mobility including cycling, walking, blading, boarding and transit. Infrastructure and amenities to support these modes of mobility will be incorporated.	Neighbourhood street networks and block sizes will be designed to ensure connectivity and support <u>transit and active mobility</u> including cycling, walking, blading, and boarding, and transit. Infrastructure and amenities to support <u>these modes of transit and active mobility</u> will be incorporated.	Neighbourhood street networks and block sizes will be designed to ensure connectivity and support transit and active mobility. Infrastructure and amenities to support transit and active mobility will be incorporated.
218	To support connectivity, blocks within a neighbourhood should be of a size and configuration that supports connections to transit and other neighbourhood amenities within a typical ten minute walk.	To support connectivity, blocks within a neighbourhood <u>Street networks should be of a size and configuration that supports</u> connections to transit and other neighbourhood amenities within a ten minute walk.	Street networks should be designed to support connections to transit and other neighbourhood amenities within a ten minute walk.
219	Neighbourhoods will incorporate a grid or modified grid street network that supports	Neighbourhood street networks should <u>will be designed</u> incorporate a grid or modified grid	Neighbourhood street networks will support the delivery of emergency services.

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	the delivery of emergency services.	street network that to support the delivery of emergency services.	
220	Neighbourhoods should be designed with a diversity of lot patterns and sizes to support a range of housing choices, mix of uses and to accommodate a variety of ages and abilities.	Neighbourhoods should be designed with a diversity of lot patterns and sizes to support a range of housing choices, mix of uses and to accommodate a variety of ages and abilities.	Neighbourhoods should be designed with a diversity of lot sizes to support a range of housing choices, mix of uses and to accommodate a variety of ages and abilities.
247	Public spaces should be located and designed within neighbourhoods to ensure that a minimum of 50% of their perimeter will be bounded by a public street.	Public spaces should be located and designed within neighbourhoods to ensure <u>access, visibility, safety, and connectivity to the adjacent street network</u> that a minimum of 50% of their perimeter will be bounded by a public street. <u>To accomplish these objectives, public spaces within neighbourhoods should have wide exposure to public streets.</u>	Public spaces should be located and designed within neighbourhoods to ensure access, visibility, safety, and connectivity to the adjacent street network. To accomplish these objectives, public spaces within neighbourhoods should have wide exposure to public streets.
255	Site layout will promote connectivity and safe movement between, and within, sites for pedestrians, cyclists, and motorists.	Site layout will promote connectivity and safe movement <u>for pedestrians, cyclists, and motorists</u> between, and within, sites. for pedestrians, cyclists, and motorists.	Site layout will promote connectivity and safe movement for pedestrians, cyclists, and motorists between, and within, sites.
257	The siting of buildings and layout of sites should create and preserve views of landmarks and natural	The siting of buildings and layout of sites should <u>preserve or create</u> create and preserve views of landmarks and natural	The siting of buildings and layout of sites should preserve or create views of landmarks and natural

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	features, including natural heritage and hazards, from public spaces.	features, including natural heritage and hazards, from public spaces.	features from public spaces.
258	The layout and grading of a site should retain and incorporate desirable trees.	N/A. Appeal withdrawn.	Council approved London Plan policy language applies.
259	Buildings should be sited with minimal setbacks from public rights-of-way and public spaces to create a street wall/edge and establish a sense of enclosure and comfortable pedestrian environment.	Buildings should be sited with minimal setbacks from public rights-of-way streets and public spaces to create a street wall/edge and establish a sense of enclosure an <u>inviting, active</u> and comfortable pedestrian environment.	Buildings should be sited with minimal setbacks from public streets and public spaces to create an inviting, active and comfortable pedestrian environment.
261	Buildings at corner sites will be oriented towards the higher-order street classification.	Buildings at corner sites will <u>should</u> be oriented towards the higher-order street classification.	Buildings at corner sites should be oriented towards the higher-order street classification.
266	Loading, garbage and other service areas will be located where they will not detract from pedestrian connections and where they will not have a negative visual impact from the street.	Loading, garbage and other service areas will be located where <u>so that</u> they will not detract from pedestrian connections and where they will not have a negative visual impact from the street <u>or detract from pedestrian connections.</u>	Loading, garbage and other service areas will be located so that they will not have a negative visual impact from the street or detract from pedestrian connections.
270	The location, configuration, and size of parking areas will be designed to support the planned vision of the place	N/A. Appeal withdrawn.	Council approved London Plan policy language applies.

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	type and enhance the experience of pedestrians, transit-users, cyclists, and drivers.		
272	The impact of parking facilities on the public realm will be minimized by strategically locating and screening these parking areas. Surface parking should be located in the rear yard or interior side yard.	N/A. Appeal withdrawn.	Council approved London Plan policy language applies.
273	Parking structures will be integrated into the design of buildings to ensure the public realm is not negatively affected. Structured parking will be screened.	Parking structures will <u>should</u> be integrated into the design of buildings to ensure the public realm is not negatively affected. Structured parking will be screened.	Parking structures should be integrated into the design of buildings to ensure the public realm is not negatively affected. Structured parking will be screened.
274	Opportunities for sharing and consolidating parking to meet parking requirements will be encouraged in the Downtown, Transit Village, and Shopping Area Place Types, and in transit station areas and commercial areas along Urban Corridors. Where sharing of parking occurs through a development agreement, a reduction in on-site parking requirements	N/A. Appeal withdrawn.	Council approved London Plan policy language applies.

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	may be accommodated.		
275	Parking should be located underground for large buildings, such as high-rise residential buildings, office buildings, and mixed-use buildings.	<p><u>To reduce the visual impact of parking, make efficient use of land, to provide for outdoor amenity space, and promote active uses on street-facing facades, parking for large buildings, such as high-rise residential buildings, office buildings, and mixed-use buildings</u> Parking should be located underground <u>or integrated within the building design.</u></p>	To reduce the visual impact of parking, make efficient use of land, to provide for outdoor amenity space, and promote active uses on street-facing facades, parking for large buildings, such as high-rise residential buildings, office buildings, and mixed-use buildings should be located underground or integrated within the building design.
276	Where parking is integrated into a building, or where structured parking is located adjacent to a street, the ground floor facing the street should be occupied by active uses such as commercial, office, and residential uses to avoid creating non-active street frontages.	<p>Where structured parking is integrated into a building, or Where structured parking is located adjacent to a street, the ground floor facing the street should be occupied by active uses such as commercial, office, and <u>or</u> residential uses to avoid creating non-active street frontages.</p>	Where structured parking is located adjacent to a street, the ground floor facing the street should be occupied by active uses such as commercial, office, or residential uses to avoid creating non-active street frontages.
277	Surface parking lots should be designed to include a sustainable tree canopy with a target of 30% canopy coverage at 20 years of anticipated tree growth.	Surface parking lots should be designed to include a sustainable tree canopy with a target of 30% canopy coverage at 20 years of anticipated tree growth.	Surface parking lots should be designed to include a sustainable tree canopy at 20 years of anticipated tree growth.

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278	Surface parking located in highly-visible areas should be screened by low walls and landscape treatments.	N/A. Appeal withdrawn.	Council approved London Plan policy language applies.
279	Lighting of parking areas will be designed to avoid negative light impacts on adjacent properties.	N/A. Appeal withdrawn.	Council approved London Plan policy language applies.
280	Secure, covered and non-covered bicycle parking should be incorporated into multiple-unit residential, commercial, retail, institutional, and recreational developments.	<u>Adequate bicycle parking facilities will be required for all development to encourage cycling as a viable form of transportation. Covered and secure forms of bicycle parking.</u> Secure, covered and non-covered bicycle parking should be incorporated into multi-unit residential, large-scale commercial or retail, institutional, and recreational developments.	Adequate bicycle parking facilities will be required for all development to encourage cycling as a viable form of transportation. Covered and secure forms of bicycle parking should be incorporated into multi-unit residential, large-scale commercial or retail, institutional, and recreational developments.
281	Large surface parking lots shall be designed with areas dedicated for pedestrian priority including landscaping to ensure safe pedestrian connectivity throughout the site.	Large surface parking lots shall be designed with areas dedicated for pedestrian priority including landscaping to ensure safe pedestrian connectivity throughout the site.	Large surface parking lots shall be designed with areas dedicated for pedestrian priority to ensure safe pedestrian connectivity throughout the site.
282	Surface parking areas will be designed to incorporate landscape/tree islands for visual amenity and	Surface parking areas will be designed to incorporate landscape/ tree islands <u>areas</u> for visual amenity,	Surface parking areas will be designed to incorporate landscape areas for visual amenity, to assist with

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	to help convey stormwater and reduce the heat island effect.	to help convey <u>assist with stormwater management</u> , and reduce the heat island effect.	stormwater management, and reduce the heat island effect.
283	Large surface parking areas will be designed to incorporate low impact development measures to address stormwater management.	Large Surface parking areas will <u>should</u> be designed to incorporate low impact development measures to address stormwater management.	Surface parking areas should be designed to incorporate low impact development measures to address stormwater management.
284	284_ All planning and development proposals will be required to demonstrate how the proposed building is designed to support the planned vision of the place type and establishes character and a sense of place for the surrounding area. This will include matters such as scale, massing, materials, relationship to adjacent buildings, heritage impact and other such form-related considerations. The Our Tools chapter and the Residential Intensification policies in the Neighbourhoods Place Type chapter of this Plan provide further guidance for such proposals.	N/A. Appeal withdrawn.	Council approved London Plan policy language applies.

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285	To support pedestrian activity and safety, blank walls will not be permitted along the street edge.	To support pedestrian activity and safety, <u>large expanses of</u> blank walls will not be permitted along the street edge	To support pedestrian activity and safety, large expanses of blank wall will not be permitted along the street edge.
286	Buildings will be designed to achieve scale relationships that are comfortable for pedestrians.	Buildings will <u>should</u> be designed to achieve <u>human-scale</u> relationships that are comfortable for pedestrians.	Buildings should be designed to achieve human-scale relationships that are comfortable for pedestrians.
287	Within the context of the relevant place type policies, the height of buildings should have a proportional relationship to the width of the abutting public right-of-way to achieve a sense of enclosure.	N/A. Appeal withdrawn.	Council approved London Plan policy language applies.
288	Buildings fronting onto public spaces should establish an edge to provide definition, and a sense of enclosure around, the public space.	N/A. Appeal withdrawn.	Council approved London Plan policy language applies.
289	High and mid-rise buildings should be designed to express three defined components: a base, middle, and top. Alternative design solutions that address the following intentions may be permitted.	Only change to (3): The top should provide a finishing treatment, such as roof or a cornice treatment, and will serve to hide and integrate mechanical penthouses <u>into the overall building design.</u>	Only change to (3): The top should provide a finishing treatment, such as roof or a cornice treatment, to hide and integrate mechanical penthouses into the overall building design.

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	<p>1. The base should establish a humanscale façade with active frontages including, where appropriate, windows with transparent glass, forecourts, patios, awnings, lighting, and the use of materials that reinforce a human scale.</p> <p>2. The middle should be visually cohesive with, but distinct from, the base and top.</p> <p>3. The top should provide a finishing treatment, such as a roof or a cornice treatment, and will serve to hide and integrate mechanical penthouses.</p>		
290	Buildings located on corner sites should address the corner through building massing, location of entrances, and architectural elements	N/A. Appeal withdrawn.	Council approved London Plan policy language applies.
291	Principal building entrances and transparent windows should be located to face the public right-of-way and public spaces, to reinforce the public realm, establish an active	N/A. Appeal withdrawn.	Council approved London Plan policy language applies.

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	frontage and provide for convenient pedestrian access.		
292	High-rise buildings should incorporate a podium at the building base, to reduce the apparent height and mass of tall buildings on the pedestrian environment, allow sunlight to penetrate into the right-of-way, and reduce the wind tunnel effect.	High-rise buildings should <u>will</u> incorporate a podium at the building base, <u>or other design solutions</u> to reduce the apparent height and mass of tall <u>the</u> buildings on the pedestrian environment, allow sunlight to penetrate into the right-of-way, and reduce the wind tunnel effect <u>impacts</u> .	High-rise buildings will incorporate a podium at the building base, or other design solutions to reduce the apparent height and mass of the building on the pedestrian environment, allow sunlight to penetrate into the right-of-way, and reduce wind impacts.
293	High-rise buildings should be designed with slender towers that reduce shadow impact, minimize the obstruction of views, and are less massive to neighbouring properties. A typical floor plate of approximately 1,000m ² is a reasonable target to achieve this goal. Commercial towers may have larger floor plates, but should still have effective separations between towers to allow access to sunlight and views.	High-rise buildings should be designed with slender towers that reduce shadow impact, minimize the obstruction of views, and are less massive to neighbouring properties. A typical floor plate of approximately 1,000m² is a reasonable target to achieve this goal. Commercial towers may have larger floor plates, but should still have effective separations between towers to allow access to sunlight and views to <u>minimize massing, shadowing, visual impact, and the obstruction of views from the street, public spaces, and neighbouring properties. To achieve these objectives, high rise buildings should take</u>	High-rise buildings should be designed to minimize massing, shadowing, visual impact, and the obstruction of views from the street, public spaces, and neighbouring properties. To achieve these objectives, high rise buildings should take the form of slender towers. High rise buildings should not be designed with long axes where they create an overwhelming building mass. Definition of high-rise building to be added to glossary “High-rise building means a building with a height

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		<p><u>the form of slender towers. High rise buildings should not be designed with long axes where they create an overwhelming building mass.</u></p> <p><u>Definition of high-rise building to be added to glossary “High-rise building means a building with a height of nine storeys or more.”</u></p>	of nine storeys or more.”
294	In conformity with the Green and Healthy City policies of this Plan, buildings should incorporate green building design and associated sustainable development technologies and techniques.	N/A. Appeal withdrawn.	Council approved London Plan policy language applies.
295	Residential and mixed-use buildings should include outdoor amenity spaces.	N/A. Appeal withdrawn.	Council approved London Plan policy language applies.
296	Rooftop utility equipment should be screened from view. The preference is for such equipment to be enclosed within the structure of the building and integrated into the overall building design.	Rooftop utility equipment should be screened from view The preference is for such equipment to be enclosed within the structure of the building and integrated into the overall building design.	Rooftop utility equipment should be screened from view and integrated into the overall building design.

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297	In the design of buildings, consideration should be given to the need for installing emergency service communications infrastructure. Where needed, this infrastructure should be integrated into the overall design of the building.	N/A. Appeal withdrawn.	Council approved London Plan policy language applies.
298	An appropriate transition of building height, scale and massing should be provided between developments of significantly different intensities. This may be an important consideration at the interface of two different place types.	<u>Design measures relating to building height, scale and massing should be used to provide a transition between development of significantly different intensities, considering the existing and planned context.</u> An appropriate transition of building height, scale and massing should be provided between developments of significantly different intensities. This may be an important consideration at the interface of two different place types.	Design measures relating to building height, scale and massing should be used to provide a transition between development of significantly different intensities, considering the existing and planned context.
299	Civic buildings should be designed as landmarks to establish character and a sense of place.	N/A. Appeal withdrawn.	Council approved London Plan policy language applies.
300	Buildings and associated structures will be designed to	N/A. Appeal withdrawn.	Council approved London Plan policy language applies.

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	accommodate weight loads of emergency vehicles and services.		
301	A diversity of materials should be used in the design of buildings to visually break up massing, reduce visual bulk and add interest to the building design.	N/A. Appeal withdrawn.	Council approved London Plan policy language applies.
302	Materials should be selected for their scale, texture, quality, durability, and consistency within their context.	N/A. Appeal withdrawn.	Council approved London Plan policy language applies.
303	For commercial, office and institutional uses, transparent glass should be used on the majority of the ground level façades facing a public right-of-way to provide views into and out of the space and enhance the pedestrian environment	N/A. Appeal withdrawn.	Council approved London Plan policy language applies.
304	Efforts should be made to design buildings and use materials that minimize bird strikes on high-rise buildings.	N/A. Appeal withdrawn.	Council approved London Plan policy language applies.
305	Where new development is being constructed adjacent to heritage designated properties, building materials should be sympathetic to the materials and	N/A. Appeal withdrawn.	Council approved London Plan policy language applies.

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	architectural style of the heritage property.		
308	For the purposes of this Plan, the term “street” has been used to describe what the Planning Act would refer to as a “highway” and what is often referred to as a road. A street includes the entire right-of-way and contains such things as the roadway, sidewalks, cycling lanes, multi-use pathways, utilities, trees, and other amenities.	For the purposes of this Plan, the term “street” has been used to describe what the Planning Act would refer to as a “highway” and what is often referred to as a road. A street includes the entire right-of-way and <u>may contain, in addition to the roadway, contains</u> sidewalks, <u>bicycle bicycling lanes, multi-use bicycle and pedestrian pathways and public transit rights of way.</u>	For the purposes of this Plan, the term “street” has been used to describe what the Planning Act would refer to as a “highway” and what is often referred to as a road. A street includes the entire right-of-way and may contain, in addition to the roadway, sidewalks, bicycle lanes, bicycle and pedestrian pathways and public transit rights of way.
347	The active mobility network is shown on Map 4 of this Plan. This planned network will be considered in the evaluation of all planning and development applications.	N/A. Appeal withdrawn.	Council approved London Plan policy language applies.
349	349_ To support walkability, sidewalks shall be located on both sides of all streets. An exception to this requirement may be considered in the following instances. In most of these instances a sidewalk will be required on one side of the street.	349_ To support walkability, sidewalks shall be located on both sides of all streets, An exception to this requirement may be considered in with <u>possible exceptions in</u> the following instances. In most of these instances a sidewalk will be required on one side of the street.	349_ To support walkability, sidewalks shall be located on both sides of all streets, with possible exceptions in the following instances. In most of these instances a sidewalk will be required on one side of the street. 1. Cul-de-sacs, dead-end streets, or

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	<p>1. Cul-de-sacs or dead-end streets that extend less than 200 metres and do not connect to neighbourhood features or amenities.</p> <p>2. Portions of streets flanking natural heritage features or areas.</p> <p>3. Portions of streets flanking a Green Space that includes alternative active mobility infrastructure parallel to the street.</p> <p>4. Portions of streets that have a designated multi-use pathway within the boulevard on one side.</p> <p>5. Streets classified as Expressways or Rural Thoroughfares.</p> <p>6. Road reconstruction projects, where the existing conditions such as mature trees, right-of-way widths, or infrastructure would impede sidewalks on both sides of the street.</p>	<p>1. Cul-de-sacs, or <u>dead-end streets, or crescent-shaped streets</u> that extend less than <u>250</u> metres, <u>do not make connections between streets,</u> and do not connect to neighbourhood features or amenities.</p> <p>2. Portions of streets flanking natural heritage features or areas.</p> <p>3. Portions of streets flanking a Green Space that includes alternative active mobility infrastructure parallel to the street.</p> <p>4. <u>Window streets adjacent to arterial roadways where sidewalk extensions join a boulevard sidewalk on the arterial road.</u></p> <p>5. Portions of streets that have a designated multi-use pathway within the</p>	<p>crescent-shaped streets that extend less than 250 metres, do not make connections between streets, and do not connect to neighbourhood features or amenities.</p> <p>2. Portions of streets flanking natural heritage features or areas.</p> <p>3. Portions of streets flanking a Green Space that includes alternative active mobility infrastructure parallel to the street.</p> <p>4. Window streets adjacent to arterial roadways where sidewalk extensions join a boulevard sidewalk on the arterial road.</p> <p>5. Portions of streets that have a designated</p>

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		<p>boulevard on one side.</p> <p>6. Streets classified as Expressways or Rural Thoroughfares.</p> <p>7. Read Street reconstruction <u>or retrofit</u> projects, where the existing conditions such as mature trees, right-of-way widths, or infrastructure would impede sidewalks on both sides of the street.</p>	<p>multi-use pathway within the boulevard on one side.</p> <p>6. Streets classified as Expressways or Rural Thoroughfares.</p> <p>7. Street reconstruction or retrofit projects, where the existing conditions such as mature trees, right-of-way widths, or infrastructure would impede sidewalks on both sides of the street.</p>
359	A winter maintenance program for all forms of active mobility may be prepared to ensure safe access and usage of the active mobility network.	The City may prepare a A winter maintenance program for all forms of active mobility may be prepared to ensure safe access and usage of the active mobility network.	The City may prepare a winter maintenance program for all forms of active mobility to ensure safe access and usage of the active mobility network.
370	370_ The following policies describe the classification of streets and the intended character, goals and functions to be used for the planning and design of public rights-of-way:	N/A. Appeal withdrawn.	Council approved London Plan policy language applies.

POLICY	ORIGINAL LONDON PLAN	MODIFICATION APPROVED BY LPAT – TRACKED CHANGES	MODIFICATION APPROVED BY LPAT
	1. Provincial Highway 2. Expressway 3. Rapid Transit Boulevard 4. Urban Thoroughfare 5. Civic Boulevard 6. Main Street 7. Neighbourhood Connector 8. Neighbourhood Street 9. Rural Thoroughfare 10. Rural Connector		
371	<p>371_ The following policies describe the goals, function and character to be used in the design of the right-of-way for each street classification:</p> <p>1. Provincial Highway a. Priority for vehicles and freight movement b. Moves high volumes of vehicular traffic c. Provincially managed corridor</p> <p>2. Expressway a. Priority for vehicles and freight movement b. Moves high volumes of vehicular traffic c. Quality standard of urban design to promote the City</p> <p>3. Rapid Transit Boulevard</p>	<p>371_ The following policies describe the goals, function and character to be used in the design of the right-of-way for each street classification:</p> <p>1. Provincial Highway a. Priority for vehicles and freight movement b. Moves high volumes of vehicular traffic c. Provincially managed corridor</p> <p>2. Expressway a. Priority for vehicles and freight movement b. Moves high volumes of vehicular traffic c. Quality standard of urban design to promote the City</p> <p>3. Rapid Transit Boulevard a. Priority on through movement and</p>	<p>371_ The following policies describe the goals, function and character to be used in the design of the right-of-way for each street classification:</p> <p>1. Provincial Highway a. Priority for vehicles and freight movement b. Moves high volumes of vehicular traffic c. Provincially managed corridor</p> <p>2. Expressway a. Priority for vehicles and freight movement b. Moves high volumes of vehicular traffic c. Quality standard of urban design to promote the City</p> <p>3. Rapid Transit Boulevard a. Priority on through movement and</p>

POLICY	ORIGINAL LONDON PLAN	MODIFICATION APPROVED BY LPAT – TRACKED CHANGES	MODIFICATION APPROVED BY LPAT
	<p>a. Priority on through movement and connection to/of transit vehicles</p> <p>b. Moves high volumes of traffic (pedestrian, cycle and vehicular)</p> <p>c. Very high-quality pedestrian realm</p> <p>d. Very high standard of urban design</p> <p>4. Urban Thoroughfare</p> <p>a. Priority on through movement of vehicles and freight</p> <p>b. Moves high volumes of traffic (pedestrian, cycle and vehicular)</p> <p>c. High-quality pedestrian realm</p> <p>d. High standard of urban design</p> <p>5. Civic Boulevard</p> <p>a. Priority on pedestrian, cycle and transit movements</p> <p>b. Moves medium to high volumes of vehicular traffic</p> <p>c. Very high-quality pedestrian realm</p> <p>d. Very high standard of urban design</p> <p>6. Main Street</p> <p>a. Priority for pedestrians</p>	<p>connection to/of transit vehicles</p> <p>b. Moves high volumes of traffic (pedestrian, cycle and vehicular)</p> <p>c. Very high-quality pedestrian realm</p> <p>d. Very high standard of urban design</p> <p>4. Urban Thoroughfare</p> <p>a. Priority on through movement of vehicles and freight</p> <p>b. Moves high volumes of traffic (pedestrian, cycle and vehicular)</p> <p>c. High-quality pedestrian realm</p> <p>d. High standard of urban design</p> <p>5. Civic Boulevard</p> <p>a. Priority on pedestrian, cycle and transit movements</p> <p>b. Moves medium to high volumes of vehicular traffic</p> <p>c. Very high-quality pedestrian realm</p> <p>d. Very high standard of urban design</p> <p>6. Main Street</p> <p>a. Priority for pedestrians</p> <p>b. Moves medium to high volumes of cycle, transit and vehicular traffic</p> <p>c. Minimize width of vehicle zone</p> <p>d. Highest-quality pedestrian realm</p>	<p>connection to/of transit vehicles</p> <p>b. Moves high volumes of traffic (pedestrian, cycle and vehicular)</p> <p>c. High-quality pedestrian realm</p> <p>d. High standard of urban design</p> <p>4. Urban Thoroughfare</p> <p>a. Priority on through movement of vehicles and freight</p> <p>b. Moves high volumes of traffic (pedestrian, cycle and vehicular)</p> <p>c. High-quality pedestrian realm</p> <p>d. High standard of urban design</p> <p>5. Civic Boulevard</p> <p>a. Priority on pedestrian, cycle and transit movements</p> <p>b. Moves medium to high volumes of vehicular traffic</p> <p>c. High-quality pedestrian realm</p> <p>d. High standard of urban design</p> <p>6. Main Street</p> <p>a. Priority for pedestrians</p> <p>b. Moves medium to high volumes of cycle, transit and vehicular traffic</p> <p>c. Minimize width of vehicle zone</p>

POLICY	ORIGINAL LONDON PLAN	MODIFICATION APPROVED BY LPAT – TRACKED CHANGES	MODIFICATION APPROVED BY LPAT
	<p>b. Moves medium to high volumes of cycle, transit and vehicular traffic</p> <p>c. Minimize width of vehicle zone</p> <p>d. Highest-quality pedestrian realm</p> <p>e. Highest standard of urban design</p> <p>7. Neighbourhood Connector</p> <p>a. Priority for pedestrians</p> <p>b. Move low to medium volumes of cycle, transit and vehicle movements</p> <p>c. Minimize width of vehicle zone</p> <p>d. Very high-quality pedestrian realm</p> <p>e. Very high standard of urban design</p> <p>8. Neighbourhood Street</p> <p>a. Priority for pedestrians</p> <p>b. Move low to medium volumes of cycle, transit and vehicle movements</p> <p>c. Minimize width of vehicle zone</p> <p>d. Very high-quality pedestrian realm</p> <p>e. Very high standard of urban design</p> <p>9. Rural Thoroughfare</p>	<p>e. Highest standard of urban design</p> <p>7. Neighbourhood Connector</p> <p>a. Priority for pedestrians</p> <p>b. Move low to medium volumes of cycle, transit and vehicle movements</p> <p>c. Minimize width of vehicle zone</p> <p>d. Very high-quality pedestrian realm</p> <p>e. Very high standard of urban design</p> <p>8. Neighbourhood Street</p> <p>a. Priority for pedestrians</p> <p>b. Move low to medium volumes of cycle, transit and vehicle movements</p> <p>c. Minimize width of vehicle zone</p> <p>d. Very high-quality pedestrian realm</p> <p>e. Very high standard of urban design</p> <p>9. Rural Thoroughfare</p> <p>a. Priority on through movement of vehicles, farm equipment and freight/goods.</p> <p>b. Quality standard of urban design</p> <p>10. Rural Connector</p> <p>a. Priority on movement of vehicles, farm equipment and freight/goods.</p>	<p>d. High quality pedestrian realm</p> <p>e. High standard of urban design</p> <p>7. Neighbourhood Connector</p> <p>a. Priority for pedestrians</p> <p>b. Move low to medium volumes of cycle, transit and vehicle movements</p> <p>c. Minimize width of vehicle zone</p> <p>d. High-quality pedestrian realm</p> <p>e. High standard of urban design</p> <p>8. Neighbourhood Street</p> <p>a. Priority for pedestrians</p> <p>b. Move low to medium volumes of cycle, transit and vehicle movements</p> <p>c. Minimize width of vehicle zone</p> <p>d. High-quality pedestrian realm</p> <p>e. High standard of urban design</p> <p>9. Rural Thoroughfare</p> <p>a. Priority on through movement of vehicles, farm equipment and freight/goods.</p> <p>b. Quality standard of urban design</p>

POLICY	ORIGINAL LONDON PLAN	MODIFICATION APPROVED BY LPAT – TRACKED CHANGES	MODIFICATION APPROVED BY LPAT
	<p>a. Priority on through movement of vehicles, farm equipment and freight/goods. b. Quality standard of urban design</p> <p>10. Rural Connector a. Priority on movement of vehicles, farm equipment and freight/goods. b. Quality standard of urban design</p>	<p>b. Quality standard of urban design</p>	<p>10. Rural Connector a. Priority on movement of vehicles, farm equipment and freight/goods. b. Quality standard of urban design</p>
372	<p>Table 6 - Street Classification Design Features provides the design features for each street classification, relating to the street design zones shown in Figure 21. These design features will ensure that the goals, function, and character identified for each street classification are achieved. While all of these criteria should be met, there may be instances where they are not achievable based upon the specific context.</p>	<p>Table 6 - Street Classification Design Features provides the <u>planned street width and other</u> design features for each street classification , relating to the street design zones shown in Figure 21. These design features will ensure that the goals, function, and character identified for each street classification are achieved. While all of these criteria should be met, there may be instances where they are not achievable based upon the specific context.</p>	<p>Table 6 - Street Classification Design Features provides the planned street width and other design features for each street classification. These design features will ensure that the goals, function, and character identified for each street classification are achieved.</p>
372A	None- new policy		<p>While all of the criteria relating to the Street Design Zones listed on Table 6 and shown in Figure 21 should be met, there may be instances where they</p>

POLICY	ORIGINAL LONDON PLAN	MODIFICATION APPROVED BY LPAT – TRACKED CHANGES	MODIFICATION APPROVED BY LPAT
			are not achievable based upon the specific context.
372B	None- new policy		The Our Tools section of this plan contains policies for the consideration of an alternative width from the planned street width shown on Table 6.
Table 6	<p>Only change is to the “Note”.</p> <p>Note: Design features to be applied and refined through the planning and design process. Not all design features may be applicable in every situation.</p>	<p>Note: Design features <u>are</u> to be applied and refined through the planning and design process. Not all design features may be applicable in every situation.</p>	<p>Note: Design features are to be applied and refined through the planning and design process. Not all design features may be applicable in every situation.</p>
374	<p>374_ A privately initiated amendment to The London Plan to change the street classification shown on Map 3, abutting a property, has the potential to have a negative impact on the vision for The London Plan or raise significant issues for mobility planning and will be strongly discouraged. However, in the event that a privately initiated amendment to a street classification is proposed, the</p>	N/A. Appeal withdrawn.	Council approved London Plan policy language applies.

POLICY	ORIGINAL LONDON PLAN	MODIFICATION APPROVED BY LPAT – TRACKED CHANGES	MODIFICATION APPROVED BY LPAT
	<p>following criteria will be considered together with all of the relevant policies of this Plan:</p> <ol style="list-style-type: none"> 1. The potential to undermine or enhance the street network, continuity of the associated place type and street classification hierarchy. 2. The impact of the change in street classification on the ability to accommodate the development's use, intensity and form originally contemplated through the classification of the adjacent street. 3. If the amendment is for a higher-order street classification, the availability of civic infrastructure, in place or planned, to accommodate the ultimate design of municipal services for the area to be serviced. 4. Adverse impacts relating to traffic volumes, safe movements, and 		

POLICY	ORIGINAL LONDON PLAN	MODIFICATION APPROVED BY LPAT – TRACKED CHANGES	MODIFICATION APPROVED BY LPAT
	<p>accessibility or other mobility matters on adjacent place types.</p> <p>5. The degree to which the proposed street classification is compatible with, and is a good fit within, the context of the pedestrian and development zones of the street right-of-way.</p> <p>6. The extent (length) of the segment proposed to be re-classified will not undermine or impair the planned function of the street classification or adjacent place type.</p>		
379	<p>The City will protect streets, transit rights-of-way, and other components of the mobility network in the review of planning and development applications. Where the alignment or location of proposed mobility infrastructure has been determined, required lands shall be protected from development. Where the alignment or location of mobility infrastructure has not been determined, and development is</p>	N/A. Appeal withdrawn.	Council approved London Plan policy language applies.

POLICY	ORIGINAL LONDON PLAN	MODIFICATION APPROVED BY LPAT – TRACKED CHANGES	MODIFICATION APPROVED BY LPAT
	<p>proposed on lands that may be required, the alignment will be established by one of the following:</p> <ol style="list-style-type: none"> 1. Completion of a Municipal Class Environmental Assessment. 2. A corridor study or functional transportation planning study as described below. 		
380	<p>A functional transportation planning study that establishes the alignment of proposed mobility infrastructure may address, but will not be limited to, development patterns, land ownership, impact on existing land uses or natural features and areas, planned street character identified in Table 6, and engineering studies.</p>	N/A. Appeal withdrawn.	Council approved London Plan policy language applies.
381	<p>Lands may be acquired by the City for mobility purposes in conformity with the Our Tools part of this Plan and in accordance with the Planning Act.</p>	N/A. Appeal withdrawn.	Council approved London Plan policy language applies.
389	<p>Our goal is to plan for, and manage, our</p>	No changes to (1), (3), (4), (5), (6), (8)	No changes to (1), (3), (4), (5), (6), (8)

POLICY	ORIGINAL LONDON PLAN	MODIFICATION APPROVED BY LPAT – TRACKED CHANGES	MODIFICATION APPROVED BY LPAT
	<p>Urban Forest proactively such that:</p> <ol style="list-style-type: none"> 1. The structure and function of the Urban Forest, including associated vegetation, is managed to provide maximum benefits and value in both urban and rural areas where possible. 2. From the time this Plan comes into force and effect there is no net loss of tree canopy cover as a result of insects, disease, development, or other factors. 3. Our tree canopy cover increases over time. 4. The city's growth and development is managed over the long term to protect, conserve, and enhance the Urban Forest in a sustainable manner. 5. Our Urban Forest is managed and invested in as infrastructure, and trees are valued as important assets. 	<ol style="list-style-type: none"> 2. <u>From the time this Plan comes into force and effect there is no net loss of tree canopy cover, as a result of insects, disease, development, or other factors.</u> 7. <u>Insects, disease, and environmental factors affecting</u> The health and sustainability of our Urban Forest <u>are proactively is managed to address the impacts of insects, disease and environmental factors.</u> 	<ol style="list-style-type: none"> 2. From the time this Plan comes into force and effect, there is no net loss of tree canopy cover. 7. The health and sustainability of our Urban Forest is managed to address the impacts of insects, disease and environmental factors.

POLICY	ORIGINAL LONDON PLAN	MODIFICATION APPROVED BY LPAT – TRACKED CHANGES	MODIFICATION APPROVED BY LPAT
	<p>6. We establish policies, by-laws, practice standards, and guidelines that clearly define what trees will be preserved and what trees may be removed, to ensure the structure and functions of the Urban Forest are not harmed.</p> <p>7. Insects, disease, and environmental factors affecting the health and sustainability of our Urban Forest are proactively managed.</p> <p>8. Good forestry and arboriculture management practices are employed.</p>		
391	<p>391_ The following three main strategies will be employed to manage our forest and to achieve the goals of this Plan:</p> <p>1. Protect more - protect existing trees, woodland ecosystems, and other vegetation.</p>	N/A. Appeal withdrawn.	Council approved London Plan policy language applies.

POLICY	ORIGINAL LONDON PLAN	MODIFICATION APPROVED BY LPAT – TRACKED CHANGES	MODIFICATION APPROVED BY LPAT
	<p>2. Maintain better and monitor - maintain the health, structure, functions, and value of the Urban Forest; monitor changes in health, structure, functions, benefits, and value of the Urban Forest.</p> <p>3. Plant more - enhance the structure, function, and value of our Urban Forest through planting and rehabilitation of sites.</p>		
399	<p>The following policies will be applied to support the strategy of protecting trees:</p> <p>1. Tree inventories and tree preservation plans will be required for all planning and development applications and infrastructure projects where trees exist on the applicable lands.</p> <p>2. Tree inventories will be prepared to identify the trees on a site that may be impacted by the proposed development. Tree inventories may not be required for those treed areas that are to be retained. Tree preservation plans will</p>	<p>Only changes as below, rest of policy unchanged.</p> <p>1. Tree inventories and tree preservation plans <u>will</u> be required for all planning and development applications and infrastructure projects where trees exist on the applicable lands.</p> <p>2. Tree inventories will be prepared to identify the trees on a site that may be impacted by the proposed development. Tree inventories may not be required for those treed areas that are to be retained. Tree preservation plans will be prepared <u>are</u> to identify trees to be retained, removed, mitigated, and</p>	<p>Only changes as below, rest of policy unchanged.</p> <p>1. Tree inventories and tree preservation plans will be required for planning and development applications and infrastructure projects where trees exist on the applicable lands.</p> <p>2. Tree inventories will be prepared to identify the trees on a site that may be impacted by the proposed development. Tree inventories may not be required for those treed areas that are to be retained. Tree preservation plans are to identify trees to be</p>

POLICY	ORIGINAL LONDON PLAN	MODIFICATION APPROVED BY LPAT – TRACKED CHANGES	MODIFICATION APPROVED BY LPAT
	<p>be prepared to identify trees to be retained, removed, mitigated, and replaced by new tree planting.</p> <p>3. Large, rare, culturally significant, or heritage trees that are deemed healthy or structurally sound should be retained, with the expectation that concessions may be required in order to support their structure and retain their health for the long term.</p> <p>4. Where, having considered all options, there are no reasonable alternatives to tree removal, the following shall apply to allow for development that conforms with the policies of this Plan:</p> <p>a. A tree inventory will be prepared to record all trees over ten centimetres in diameter, measured at a height of 1.3 metres above the ground. All trees that are identified as species at risk shall be inventoried regardless of their size.</p>	<p>replaced by new tree planting.</p> <p>3. Large, rare, culturally significant trees, heritage trees and locally native large or rare trees <u>Distinctive trees</u> that are deemed healthy or structurally sound should be retained. with the expectation that concessions may be required in order to support their structure and retain their health for the long term.</p> <p>Add <u>“Distinctive Tree” to glossary:</u> <u>Means a tree that has attained a trunk diameter of 50cm or greater, measured from Natural Ground Level to 1.4m above Natural Ground Level.</u></p> <p>4a) A tree inventory will be prepared to record all trees over ten centimetres in diameter, measured at a height of 1.3 1.4 metres above the ground. All trees that are identified as species at risk shall be inventoried regardless of their size.</p> <p>4b) Except where otherwise specified in City by-laws or in a site-</p>	<p>retained, removed, mitigated, and replaced by new tree planting.</p> <p>3. Distinctive trees that are deemed healthy or structurally sound should be retained.</p> <p>Add “Distinctive Tree” to glossary: Means a tree that has attained a trunk diameter of 50cm or greater, measured from Natural Ground Level to 1.4m above Natural Ground Level.</p> <p>4a) A tree inventory will be prepared to record all trees over ten centimetres in diameter, measured at a height of 1.4 metres above the ground. All trees that are identified as species at risk shall be inventoried regardless of their size.</p> <p>4b) Trees will generally be replaced at a ratio of one replacement tree for every ten centimetres of tree diameter that is removed. Guidelines, municipal standards, or by-laws may be prepared to assist in</p>

POLICY	ORIGINAL LONDON PLAN	MODIFICATION APPROVED BY LPAT – TRACKED CHANGES	MODIFICATION APPROVED BY LPAT
	<p>b. Except where otherwise specified in City by-laws, trees shall be replaced, on the same site, at a ratio of one replacement tree for every ten centimetres of tree diameter that is removed. Guidelines, municipal standards or by-laws may be prepared to assist in the implementation of this policy.</p> <p>c. Notwithstanding policy 4.b. above, if inadequate land is available on the site from which the trees are removed to accommodate the replacement trees, a cash-in-lieu fee by-law may be established by the City.</p> <p>d. The City will use funds from fees identified in policy 4.c. above, for programs and projects that support the Urban Forest Strategy .</p> <p>e. Any trees planted to replace trees removed from a site, as required by these policies, shall not include any street</p>	<p>specific Tree Preservation Plan. Trees shall <u>will generally</u> be replaced on the same site at a ratio of one replacement tree for every ten centimetres of tree diameter that is removed. Guidelines, municipal standards, or by-laws may be prepared to assist in implementation of this policy.</p> <p>4c) Notwithstanding policy 4b above, <u>Trees will should be replaced on the same site,</u> however, if inadequate land is available on the site from which the trees are removed to accommodate the replacement trees, a cash-in-lieu fee by-law may be established by the City.</p> <p>4e) Any trees planted to replace trees removed from a site, as required by these policies, shall not include any street trees that would normally be required as part of the planning and development approvals process. <u>Street trees required as part of the planning and development approvals process may be counted</u></p>	<p>implementation of this policy.</p> <p>4c) Trees should be replaced on the same site, however, if inadequate land is available on the site from which the trees are removed to accommodate the replacement trees, a cash-in-lieu fee by-law may be established by the City.</p> <p>4e) Street trees required as part of the planning and development approvals process may be counted as replacement trees as required by these policies.</p> <p>7. Trees that are identified as species at risk will be protected, in accordance with federal and provincial legislation.</p> <p>10. [Remains under appeal]</p> <p>11. [Doesn't exist – has been deleted]</p>

POLICY	ORIGINAL LONDON PLAN	MODIFICATION APPROVED BY LPAT – TRACKED CHANGES	MODIFICATION APPROVED BY LPAT
	<p>trees that would normally be required as part of the planning and development approvals process.</p> <p>5. Trees that are removed as a result of new municipal development or infrastructure works, will be replaced using the approach identified in 4.a. and 4.b. above and where space permits. Where sufficient land does not exist, the City may plant the required trees on other lands, or contribute cash-in-lieu as described in 4.c. above. Trees will only be removed for such works based on good forestry practices.</p> <p>6. Individual municipal trees that are removed in connection with City maintenance operations shall be replaced on a one-to-one basis.</p> <p>7. In accordance with federal and provincial legislation, trees that are identified as species at risk will be protected.</p>	<p><u>as replacement trees as required by these policies.</u></p> <p>7. In accordance with federal and provincial legislation, Trees that are identified as species at risk will be protected, in accordance with federal and provincial legislation.</p> <p>10. [Remains under appeal]</p> <p>11. In considering the protection of trees through a planning and development application process, a water balance study may be required to ensure that remaining trees will retain their health over time. Sites will be graded to support the long-term sustainability of existing trees that are to be retained.</p>	

POLICY	ORIGINAL LONDON PLAN	MODIFICATION APPROVED BY LPAT – TRACKED CHANGES	MODIFICATION APPROVED BY LPAT
	<p>8. A tree conservation by-law for private property will be established to prohibit the destruction of trees, unless and until such time as a tree cutting permit is obtained, where required.</p> <p>9. A municipal tree protection by-law will be established to protect trees on municipal rights-of-way and other City owned properties.</p> <p>10. Building height and densities may be increased, in appropriate circumstances and in conformity with the Bonus Zoning policies in the Our Tools part of this Plan, to support the safe and longterm preservation of existing healthy trees, rare species, and wildlife trees.</p> <p>11. In considering the protection of trees through a planning and development application process, a water balance study may be required to ensure that remaining</p>		

POLICY	ORIGINAL LONDON PLAN	MODIFICATION APPROVED BY LPAT – TRACKED CHANGES	MODIFICATION APPROVED BY LPAT
	trees will retain their health over time. Sites will be graded to support the long-term sustainability of existing trees that are to be retained.		
401	<p>The following policies will be applied to support the strategy of planting more trees in London:</p> <p>1. The principle of planting the right tree in the right place will guide all municipal and private development-related tree planting. This involves the assessment of a tree’s long-term survival, growth, and health prospects within the context of its urban environment.</p> <p>2. Tree planting will focus on the preferential planting of large shade tree species where possible to maximize long-term benefits.</p> <p>3. Native species trees will be preferred for planting, recognizing that non-native species play an important role where native species do not</p>	<p>Only changes as below, rest of policy unchanged.</p> <p>10. All planning and development applications will be reviewed to Ensure that an adequate level of tree planting has been incorporated <u>into developments</u> for visual aesthetics, shade, cooling, and establishing quality pedestrian environments in neighbourhoods and within sites, in conformity with the policies of this Plan.</p> <p>11. A tree planting plan that maximizes tree establishment across the public and private domain will <u>may be prepared required for all developments planning and development applications</u> and implemented and enforced through appropriate <u>planning and development conditions</u>. It is intended that all subdivision developments shall be designed to</p>	<p>Only changes as below, rest of policy unchanged.</p> <p>10. Ensure that an adequate level of tree planting has been incorporated into developments for visual aesthetics, shade, cooling, and establishing quality pedestrian environments in neighbourhoods and within sites, in conformity with the policies of this Plan.</p> <p>11. A tree planting plan may be required for planning and development applications and implemented and enforced through appropriate planning and development conditions. It is intended that all subdivision developments shall be designed to accommodate street trees in the right-of-way in front of all</p>

POLICY	ORIGINAL LONDON PLAN	MODIFICATION APPROVED BY LPAT – TRACKED CHANGES	MODIFICATION APPROVED BY LPAT
	<p>survive and grow well in urban conditions or for specific landscape objectives.</p> <p>4. All street cross-sections should be designed with below and abovegrade infrastructure and sufficient soil volume to accommodate mature trees and allow for their long-term survival, growth, and health.</p> <p>5. Where shade trees are proposed to be planted in areas of hardscape, such as medians, sidewalks, plazas, parking lots and other public spaces, best management practices and green infrastructure techniques may be required as a condition of development, in order to achieve long-term survival, growth, and health of the trees.</p> <p>6. For all municipal infrastructure renewal or facilities projects, protecting existing trees and tree planting will be a high priority. Tree planting will be</p>	<p>accommodate street trees in the right-of-way in front of all properties in accordance with City standards and guidelines. However, if this is not possible then those trees may be required to be planted in private yards <u>where space allows</u> to compensate for street tree deficiencies.</p> <p>14. A minimum tree canopy cover of 30% should be achieved for parking lots. <u>Surface parking lots should be designed to include a sustainable tree canopy.</u> Appropriate soil volume, drainage, and appropriate technology will be used to ensure the long-term sustainability of these trees.</p>	<p>properties in accordance with City standards and guidelines. However, if this is not possible then those trees may be required to be planted in private yards where space allows to compensate for tree deficiencies.</p> <p>14. Surface parking lots should be designed to include a sustainable tree canopy. Appropriate soil volume, drainage, and appropriate technology will be used to ensure the long-term sustainability of these trees.</p>

POLICY	ORIGINAL LONDON PLAN	MODIFICATION APPROVED BY LPAT – TRACKED CHANGES	MODIFICATION APPROVED BY LPAT
	<p>incorporated at the earliest design phases of all municipal projects. The design will maximize potential plantable space and include planting available locations within the project area limits.</p> <p>7. Shade trees should be incorporated into designs, planted, and maintained to achieve an effective tree canopy cover along non-motorized mobility routes, such as sidewalks, cycling lanes and pathways, and around public gathering places such as plazas, transit stops, benches, and playgrounds, in conformity with the City Building policies of this Plan.</p> <p>8. In appropriate locations, double rows of trees may be required within the right-of-way in new neighbourhoods to create a distinct treescape at a focal point, gateway, or other key location.</p> <p>9. Where appropriate, treescape plans may</p>		

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	<p>be prepared and adopted as guideline documents or standards for tree planting on private and public property. Distinctive neighbourhood and street character will be maintained and created through the enhanced planting of trees with particular attributes, such as size, shape, or seasonal colour.</p> <p>10. All planning and development applications will be reviewed to ensure that an adequate level of tree planting has been incorporated for visual aesthetics, shade, cooling, and establishing quality pedestrian environments in neighbourhoods and within sites, in conformity with the policies of this Plan.</p> <p>11. A tree planting plan that maximizes tree establishment across the public and private domain will be prepared for all developments and implemented and enforced through</p>		

POLICY	ORIGINAL LONDON PLAN	MODIFICATION APPROVED BY LPAT – TRACKED CHANGES	MODIFICATION APPROVED BY LPAT
	<p>appropriate conditions. It is intended that all subdivision developments shall be designed to accommodate street trees in the right-of-way in front of all properties in accordance with City standards and guidelines. However, if this is not possible then those trees may be required to be planted in private yards to compensate for street tree deficiencies.</p> <p>12. Tree canopy cover, tree establishment, and soil quantity and quality standards may be developed to ensure that the tree canopy cover targets of this Plan are achieved.</p> <p>13. Where a distinctive tree landscape has been identified within a Heritage Conservation District and a tree must be removed, the aim shall be to preserve the heritage landscape through the replacement of the</p>		

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	<p>same or similar species in a location as close to the original tree as possible, in accordance with the relevant municipal guidelines, standards, and by-laws. Invasive species will not be replanted, but will be replaced with a tree that fits well within the context of the streetscape.</p> <p>14. A minimum tree canopy cover of 30% should be achieved for parking lots. Appropriate soil volume, drainage, and appropriate technology will be used to ensure the long-term sustainability of these trees.</p> <p>15. The City will support and collaborate with community organizations to foster stewardship and facilitate additional tree planting in London by institutions, businesses, and individuals. The City shall encourage tree planting programs by all sectors of the community that lead</p>		

POLICY	ORIGINAL LONDON PLAN	MODIFICATION APPROVED BY LPAT – TRACKED CHANGES	MODIFICATION APPROVED BY LPAT
	to the planting of native tree species and achievement of tree canopy cover targets		
419	Open Spaces are often linear in nature following tributaries of the Thames River, upland corridors, or utility easements. Open Spaces typically include multi-use pathway systems that link neighbourhoods to surrounding parks and community amenities such as schools, business areas, shopping areas and transit corridors and villages, greatly improving active mobility and active living opportunities.	N/A. Appeal withdrawn.	Council approved London Plan policy language applies.
422	<p>In addition to the City Design policies of this Plan, key considerations for the design of City parks and recreational amenities include:</p> <p>1. Where parks and public spaces are adjacent to urban uses, such as houses, commercial uses, or prominent buildings or facilities, buildings should be designed to provide an active frontage onto these</p>	<p>In addition to the City Design policies of this Plan, key considerations for the design of City parks and recreational amenities include:</p> <p>1. Where parks and public spaces are adjacent to urban uses, such as houses, Commercial buildings uses, or prominent buildings or facilities, <u>adjacent to parks and public spaces</u> should be designed to provide an active frontage onto</p>	<p>In addition to the City Design policies of this Plan, key considerations for the design of City parks and recreational amenities include:</p> <p>1. Parks and open spaces will be designed to be safe and open to casual public surveillance. Parks will have wide exposure to streets and rear-lot development onto</p>

POLICY	ORIGINAL LONDON PLAN	MODIFICATION APPROVED BY LPAT – TRACKED CHANGES	MODIFICATION APPROVED BY LPAT
	<p>spaces to create a positive interaction with the space. Rear-lot development onto parks shall be discouraged.</p> <p>2. Parks and open spaces will be designed to be safe and open to casual public surveillance. Parks will have wide exposure to streets and front-facing development.</p> <p>3. Street layouts will be designed to allow for easy, safe, and attractive pedestrian access from all parts of a neighbourhood to each park space.</p> <p>4. In the design of neighbourhoods, municipal walkways shall not replace streets as the means to provide the required neighbourhood connectivity to park sites.</p> <p>5. Parks and public spaces will be designed to accommodate the City of London Facility Accessibility Design Standards and to</p>	<p>these spaces to activate and create a positive interaction with the space. Rear-lot development onto parks shall be discouraged.</p> <p>[REVERSE ORDER OF 1 and 2]</p> <p>2. Parks and open spaces will be designed to be safe and open to casual public surveillance. Parks will have wide exposure to streets and front-facing development. <u>rear-lot development onto parks shall be discouraged.</u></p> <p>[REVERSE ORDER OF 2 and 1]</p> <p><u>3. no change</u></p> <p><u>4. In the design of neighbourhoods,</u> municipal walkways shall not replace streets as the means to provide the required neighbourhood <u>access connectivity</u> to park sites.</p> <p>5. no change</p> <p>6. no change</p> <p>7. no change</p>	<p>parks shall be discouraged.</p> <p>2. Commercial buildings or prominent buildings adjacent to parks and public spaces should be designed to activate and create a positive interaction with the space.</p> <p>3. no change</p> <p>4. Municipal walkways shall not replace streets as the means to provide the required neighbourhood access to park sites.</p> <p>5. no change</p> <p>6. no change</p> <p>7. no change</p>

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	<p>adhere to the Accessibility for Ontarians with Disabilities Act.</p> <p>6. Parking facilities will be designed to minimize their impact on the character of the public space. Wherever possible, on-street parking will be used to accommodate a public space’s parking requirements.</p> <p>7. Detailed design standards and specifications may be developed and/ or updated to provide direction and consistency within the subdivision development process.</p>		
565	<p>New development, redevelopment, and all civic works and projects on and adjacent to heritage designated properties and properties listed on the Register will be designed to protect the heritage attributes and character of those resources, to minimize visual and physical impact on these resources. A heritage impact assessment will be</p>	<p>New development, redevelopment, and all civic works and projects on and adjacent to heritage designated properties and properties listed on the Register will be designed to protect <u>conserve</u> the heritage attributes and character of those resources <u>and</u> to minimize visual and physical impact on these resources. A heritage impact assessment will be required for new development,</p>	<p>New development, redevelopment, and all civic works and projects on and adjacent to heritage designated properties and properties listed on the Register will be designed to conserve the heritage attributes and character of those resources and to minimize visual and physical impact on these resources. A heritage impact assessment will be</p>

POLICY	ORIGINAL LONDON PLAN	MODIFICATION APPROVED BY LPAT – TRACKED CHANGES	MODIFICATION APPROVED BY LPAT
	<p>required for new development on and adjacent to heritage designated properties and properties listed on the Register to assess potential impacts, and explore alternative development approaches and mitigation measures to address any impact to the cultural heritage resource and its heritage attributes.</p>	<p><u>redevelopment, and civic works and projects</u> on, and adjacent to, heritage designated properties and properties listed on the Register to assess potential impacts and explore alternative development approaches and mitigation measures to address any impact to the cultural heritage resource and its heritage attributes.</p>	<p>required for new development, redevelopment, and civic works and projects on, and adjacent to, heritage designated properties and properties listed on the Register to assess potential impacts and explore alternative development approaches and mitigation measures to address any impact to the cultural heritage resource and its heritage attributes.</p>
594	<p>Within heritage conservation districts established in conformity with this chapter, the following policies shall apply:</p> <ol style="list-style-type: none"> 1. The character of the district shall be maintained by encouraging the retention of existing structures and landscapes that contribute to the character of the district. 2. The design of new development, either as infilling, redevelopment, or as additions to existing 	N/A. Appeal withdrawn.	Council approved London Plan policy language applies.

POLICY	ORIGINAL LONDON PLAN	MODIFICATION APPROVED BY LPAT – TRACKED CHANGES	MODIFICATION APPROVED BY LPAT
	<p>buildings, should complement the prevailing character of the area.</p> <p>3. Regard shall be had at all times to the guidelines and intent of the heritage conservation district plan.</p>		
767	<p>Linkages will be provided between green space areas, where possible, as a means of encouraging continuity and accessibility to and between green space areas and for providing habitat for the easy movement of wildlife within our city. Examples of such linkages include utility corridors, abandoned railway lines, or physical features such as valleylands. Naturalization may occur to establish new linkages, or widened linkages, within the green space network. Linkages that support the Natural Heritage System are identified as potential naturalization areas and potential upland corridors on Map 5 of this Plan.</p>	<p>Linkages will be provided between green space areas, where possible, as a means of encouraging continuity and accessibility to and between green space areas and for providing habitat for the easy movement of wildlife within our city. Examples of such linkages include utility corridors, abandoned railway lines, or physical features such as valleylands. Naturalization may occur to establish new linkages, or widened linkages, within the green space network. Linkages that support the Natural Heritage System are identified as potential naturalization areas and potential upland corridors on Map 5 of this Plan.</p>	<p>Linkages will be provided between green space areas, where possible, as a means of encouraging continuity and accessibility to and between green space areas. Examples of such linkages include utility corridors, abandoned railway lines, or physical features such as valleylands.</p>

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787	<p>To prevent or mitigate potential impacts due to site alteration and tree cutting on lands identified as Environmental Review or within any other place type shown on Map 1 that may contain landscapes or trees that are deemed worthy of protection, City Council may adopt appropriate by-laws to prohibit or regulate activities such as grading, excavation and the placement of fill that would change the landform and natural vegetative characteristics of the site, and any human-made disturbance of soil, destruction, removal, or injuring of trees.</p>	N/A. Appeal withdrawn.	Council approved London Plan policy language applies.
800	<p>800_ The Downtown is the highest-order mixed-use activity centre in the city. The following uses may be permitted within the Downtown:</p> <p>1. A broad range of residential, retail, service, office, cultural, institutional, hospitality, entertainment, recreational and other</p>	<p>No change to 1, 2, 3, 4, 6, 7</p> <p>5. Where surface commercial parking lots have previously been established through temporary zoning and have been in place for an extended period of time, further extensions of such temporary uses should be discouraged where an adequate supply of parking exists</p>	<p>No change to 1, 2, 3, 4, 6, 7</p> <p>5. Where surface commercial parking lots have previously been established through temporary zoning and have been in place for an extended period of time, further extensions of such temporary uses will be considered in</p>

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	<p>related uses may be permitted in the Downtown Place Type.</p> <p>2. Mixed-use buildings will be encouraged.</p> <p>3. Along commercial-oriented streetscapes, retail and service uses will be encouraged at grade, with residential and non-service office uses that do not serve a walk-in clientele directed to the rear of buildings and to upper floors.</p> <p>4. New surface accessory parking lots should not be permitted in the Downtown. New surface commercial parking lots shall not be permitted.</p> <p>5. Where surface commercial parking lots have previously been established through temporary zoning and have been in place for an extended period of time, further extensions of such temporary uses should be discouraged where an adequate supply of</p>	<p>in the vicinity of the subject lot <u>will be considered in accordance with the Our Tools section of the Plan.</u></p>	<p>accordance with the Our Tools section of the Plan.</p>

POLICY	ORIGINAL LONDON PLAN	MODIFICATION APPROVED BY LPAT – TRACKED CHANGES	MODIFICATION APPROVED BY LPAT
	<p>parking exists in the vicinity of the subject lot.</p> <p>6. Educational facilities of all scales and types will be encouraged within the Downtown.</p> <p>7. In accordance with provincial requirements, light industrial uses may be permitted where it is deemed appropriate and it is demonstrated that there will be no adverse land use impacts and the use can be compatible within its context.</p>		
802	<p>802_ The Downtown will permit the tallest buildings and the highest densities in the city. The following intensity policies apply within the Downtown Place Type:</p> <p>1. Buildings within the Downtown Place Type will be a minimum of either three storeys or nine metres in height and will not exceed 20 storeys in height. Type 2 Bonus Zoning beyond this limit, up to 35 storeys, may be permitted in conformity with the</p>	<p>Only change to (3), rest of policy remains as is.</p> <p>3. The evaluation of height and built form will take into account <u>consider</u> access to sunlight by adjacent properties, wind impacts, view corridors, visual impacts on the Thames Valley Corridor, and potential impacts on public spaces and heritage properties located in close proximity to proposed development.</p>	<p>Only change to (3), rest of policy remains as is.</p> <p>3. The evaluation of height and built form will consider access to sunlight by adjacent properties, wind impacts, view corridors, visual impacts on the Thames Valley Corridor, and potential impacts on public spaces and heritage properties located in close proximity to proposed development.</p>

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	<p>Our Tools policies of this Plan.</p> <p>2. Tall buildings will be permitted only where they achieve a high level of design excellence in conformity with the City Design policies and in accordance with associated guidelines of this Plan.</p> <p>3. The evaluation of height and built form will take into account access to sunlight by adjacent properties, wind impacts, view corridors, visual impacts on the Thames Valley Corridor, and potential impacts on public spaces and heritage properties located in close proximity to proposed development.</p> <p>4. There will be no minimum parking required for Downtown residential development.</p> <p>5. The Zoning By-law will include regulations to ensure that the intensity of development is</p>		

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	<p>appropriate for individual sites. 6. The full extent of intensity described above will not necessarily be permitted on all sites within the Downtown Place Type.</p>		
859	<p>The following policies will apply:</p> <p>1. To allow for the future redevelopment of large commercial blocks, a grid of driveways that extend through the site, spaced appropriately across the width of the property, will be established through the site plan process. These driveways will be designed to include sidewalks and trees. The purpose of establishing this organizational structure on these sites is to:</p> <p>a. Provide a form of large-lot development that can be redeveloped more easily in phases at a future date.</p> <p>b. Allow the opportunity for redevelopment of the rear portion of commercial blocks in</p>	<p>1. To allow for the future redevelopment of large commercial blocks, a grid of driveways that extend through the site, spaced appropriately across the width of the property, will be established through the site plan process <u>to the greatest extent possible</u>. These driveways will<u>should</u> be designed to include sidewalks and trees <u>at appropriate locations to allow for safe and comfortable pedestrian circulation through the parking area</u>. The purpose of establishing this organizational structure on these sites is to: -</p> <p>[no change to (a)-(d)]</p> <p>2. Large commercial blocks should be developed such that smaller-scale commercial uses are constructed on pads at the front of the lot to create, to the greatest extent possible, a pedestrian-oriented</p>	<p>1. To allow for the future redevelopment of large commercial blocks, a grid of driveways that extend through the site, spaced appropriately across the width of the property, will be established through the site plan process to the greatest extent possible. These driveways should be designed to include sidewalks and trees at appropriate locations to allow for safe and comfortable pedestrian circulation through the parking area. The purpose of establishing this organizational structure on these sites is to: -</p> <p>[no change to (a)-(d)]</p> <p>2. Large commercial blocks should be developed such that smaller-scale commercial uses are constructed on pads at the front of the lot to</p>

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	<p>the future, ensuring that these connecting streets or driveways are not obstructed from these rear-lot areas by buildings.</p> <p>c. Allow for better connections through the site for pedestrians, transit users, and cyclists.</p> <p>d. Allow the possibility for future neighbourhood connections that could connect transit services, the corridor and the commercial block to the neighbourhood.</p> <p>2. Large commercial blocks should be developed such that smaller-scale commercial uses are constructed on pads at the front of the lot to create, to the greatest extent possible, a pedestrian-oriented street wall. These buildings will be constructed with their front entrances oriented toward the primary street.</p> <p>3. Landscaping, street furniture, patios, and</p>	<p>street wall. These buildings will <u>should</u> be constructed with their front entrances oriented toward the primary street.</p> <p>3. <u>Amenities, such as</u> landscaping, street furniture, <u>and patios,</u> and other amenities will be designed and provided on the site to attract pedestrian activity to the front of these buildings. Sites should be designed such that these street-oriented pads serve to screen any large fields of parking on the remainder of the site from the street. Parking should not be permitted between these smaller buildings and the street <u>will be discouraged</u>.</p> <p>[No change to (4)]</p>	<p>create, to the greatest extent possible, a pedestrian-oriented street wall. These buildings should be constructed with their front entrances oriented toward the primary street.</p> <p>3. Amenities, such as landscaping, street furniture, and patios, will be designed and provided on the site to attract pedestrian activity to the front of these buildings. Sites should be designed such that these street-oriented pads serve to screen any large fields of parking on the remainder of the site from the street. Parking between these smaller buildings and the street will be discouraged.</p> <p>[No change to (4)]</p>

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	<p>other amenities will be designed and provided on the site to attract pedestrian activity to the front of these buildings. Sites should be designed such that these street-oriented pads serve to screen any large fields of parking on the remainder of the site from the street. Parking should not be permitted between these smaller buildings and the street.</p> <p>4. Large commercial blocks should be designed to incorporate wide, tree-lined sidewalks that will allow pedestrians clear, safe, direct and comfortable access through parking lots, from the street to the main entrance of commercial buildings that are located at the rear of the lot. These sidewalks also allow for motorists to walk safely and comfortably from their parked cars to commercial buildings.</p>		
879	The following form policies apply within the Shopping Area Place Type:	<p>[Only change is to (4)]</p> <p>4. <u>Amenities, such as</u> landscaping, street</p>	<p>[Only change is to (4)]</p> <p>4. Amenities, such as landscaping, street</p>

POLICY	ORIGINAL LONDON PLAN	MODIFICATION APPROVED BY LPAT – TRACKED CHANGES	MODIFICATION APPROVED BY LPAT
	<p>1. All planning and development applications will conform with the City Design policies of this Plan.</p> <p>2. To allow for the future redevelopment of large commercial blocks, a grid of driveways that extend through the site, spaced appropriately across the width of the property, should be established through the site plan process. These driveways will be designed to include sidewalks and trees. The purpose of establishing this organizational structure is to:</p> <p>a. Provide a form of large-lot development that can be redeveloped more easily in phases at a future date.</p> <p>b. Allow the opportunity for redevelopment of the rear portion of commercial blocks in the future, ensuring that these connecting streets or driveways</p>	<p>furniture, <u>and</u> patios, and other amenities should be designed and provided on the site to attract pedestrian activity to the front of these buildings. Sites should be designed such that these street-oriented pads serve to screen any large fields of parking from the street. Parking should not be permitted between these smaller buildings and the street <u>will be discouraged</u>.</p>	<p>furniture, and patios, should be designed and provided on the site to attract pedestrian activity to the front of these buildings. Sites should be designed such that these street-oriented pads serve to screen any large fields of parking from the street. Parking between these smaller buildings and the street will be discouraged.</p>

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	<p>are not obstructed from these rear-lot areas by buildings.</p> <p>c. Allow for better connections through the site for pedestrians, transit users, and cyclists.</p> <p>d. Allow the possibility for future neighbourhood connections that would connect transit services, the street and the commercial block to the neighbourhood.</p> <p>3. Large commercial blocks should be developed such that smaller-scale commercial uses are constructed on pads at the front of the lot to create, to the greatest extent possible, a pedestrian-oriented street wall. These buildings should be constructed with their front entrances oriented toward the primary street.</p> <p>4. Landscaping, street furniture, patios, and other amenities should be designed and provided on the</p>		

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	<p>site to attract pedestrian activity to the front of these buildings. Sites should be designed such that these street-oriented pads serve to screen any large fields of parking from the street. Parking should not be permitted between these smaller buildings and the street.</p> <p>5. Large commercial blocks should be designed to incorporate wide, tree-lined sidewalks that will allow pedestrians clear, safe, direct and comfortable access through parking lots, from the street to the main entrance of commercial buildings that are located at the rear of the lot. These sidewalks also allow for motorists to walk safely and comfortably from their parked cars to commercial buildings.</p> <p>6. Car washes, service stations and gas bars should be sited where they do not detract from the pedestrian environment of the street and pedestrian</p>		

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	<p>connections from the street to building entrances.</p> <p>7. Opportunities will be explored for creating central seating areas and private parkette features that enhance the centre’s function as a public meeting place.</p> <p>8. All Shopping Area development should include abundant tree planting, in conformity with the Forest City and City Design policies of this Plan to provide shaded areas for parking, and comfortable pedestrian environments.</p>		
1184	<p>Nothing in this Plan is intended or may be applied to restrict a normal farm practice carried on as a part of an agricultural operation on lands within the Farmland Place Type in accordance with the Farming and Food Production Protection Act, as amended from time to time.</p>	<p>Nothing in this Plan is intended or may be applied to restrict a normal farm practice carried on as a part of an agricultural operation on lands within the Farmland Place Type in accordance with the Farming and Food Production Protection Act, as amended from time to time, <u>nothing in this Plan is intended or may be applied to restrict a normal farm practice</u></p>	<p>In accordance with the Farming and Food Production Protection Act, as amended from time to time, nothing in this Plan is intended or may be applied to restrict a normal farm practice carried on as part of an agricultural operation.</p>

POLICY	ORIGINAL LONDON PLAN	MODIFICATION APPROVED BY LPAT – TRACKED CHANGES	MODIFICATION APPROVED BY LPAT
		<u>carried on as part of an agricultural operation.</u>	
1189	Woodlands which are located on farm properties will be considered as part of the farm unit unless otherwise identified on Map 5 – Natural Heritage.	Woodlands which are located on farm properties will be considered as part of the farm unit unless otherwise identified on Map 5 – Natural Heritage.	[policy deleted]
1220	<p>Hedgerows and woodlands are important features in Rural London, and an integral part of the farm unit. Woodlands often serve as an important agricultural resource, and are to be harvested in accordance with good forestry practice and the Tree Conservation By-law. The continued use and sustainable management of woodlands supports agricultural operations.</p> <p>1. Development within a farm parcel should in no instances damage the functional viability of woodlands either on the parcel or neighbouring parcels so as to respect their value as a part of the rural landscape and the city’s Natural Heritage System.</p>	<p>Hedgerows and woodlands are important features in Rural London, and an integral part of the farm unit. Woodlands often serve as an important agricultural resource, and are to be harvested in accordance with good forestry practice and the <u>Tree Conservation Protection</u> By-law. The continued use and sustainable management of woodlands supports agricultural operations.</p> <p>1. Development within a farm parcel should in no instances <u>not</u> damage the functional viability of woodlands on the parcel or neighbouring parcels so as to respect their value as a part of the rural landscape and the city’s Natural Heritage System.</p> <p>2. Hedgerows and woodlands are to <u>should be maintained</u> and,</p>	<p>Hedgerows and woodlands are important features in Rural London, and an integral part of the farm unit. Woodlands often serve as an important agricultural resource, and are to be harvested in accordance with good forestry practice and the Tree Protection By-law. The continued use and sustainable management of woodlands supports agricultural operations.</p> <p>1. Development within a farm parcel should not damage the functional viability of woodlands on the parcel or neighbouring parcels so as to respect their value as a part of the rural landscape and the city’s Natural Heritage System.</p>

POLICY	ORIGINAL LONDON PLAN	MODIFICATION APPROVED BY LPAT – TRACKED CHANGES	MODIFICATION APPROVED BY LPAT
	<p>2. Hedgerows and woodlands are to be maintained and, where possible, enhanced to bolster the image of the Forest City, enhance their environmental features and areas and their ecological functions, and connect to the city's Natural Heritage System.</p>	<p>where possible, enhanced to bolster the image of the Forest City., enhance their environmental features and areas and their ecological functions, and connect to the city's Natural Heritage System.</p>	<p>2. Hedgerows and woodlands should be maintained and, where possible, enhanced to bolster the image of the Forest City.</p>
1221	<p>To promote the retention, responsible management and expansion of woodlands, the City, in cooperation with the conservation authorities, other agencies or groups and property owners, may:</p> <p>1. Encourage the expansion or creation of woodlands on lands having poorer soil capability or other limitations for farmland, and on publicly-owned lands.</p> <p>2. Support a tree planting program for Rural London.</p> <p>3. Administer and enforce a by-law under the Municipal Act or other relevant</p>	N/A. Appeal withdrawn.	Council approved London Plan policy language applies.

POLICY	ORIGINAL LONDON PLAN	MODIFICATION APPROVED BY LPAT – TRACKED CHANGES	MODIFICATION APPROVED BY LPAT
	<p>legislation to limit the destruction of trees and to assist in ensuring the long-term health and productivity of woodlands.</p> <p>4. Encourage property owners to make use of programs and services provided by the Ministry of Natural Resources and Forestry and the conservation authorities for the management of forests and woodlots.</p> <p>5. Consider the use of other incentives for woodland retention and expansion by private property owners.</p>		
1314	<p>Components of the Natural Heritage System that are identified or delineated on Map 5 but not within the Green Space or Environmental Review Place Types on Map 1, will be evaluated to further assess their significance and determine the need for protection under the policies of this Plan. Where appropriate, these</p>	N/A. Appeal withdrawn.	Council approved London Plan policy language applies.

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	<p>features and functions may be protected in whole or in part through measures such as, but not limited to, Open Space zoning, tree preservation plans associated with subdivision or site plan applications, public land acquisition, site alteration and tree conservation by-laws, conservation easements, and private stewardship initiatives.</p>		
1316	<p>The policies in this chapter apply to recognized and potential or unevaluated components of the Natural Heritage System as identified or delineated on Map 5, or features that may be considered for inclusion on Map 5. Not all components of the Natural Heritage System are necessarily mapped on Map 5. In the review of any planning and development application, an initial review of the lands shall be undertaken to confirm the presence or absence of any</p>	N/A. Appeal withdrawn.	Council approved London Plan policy language applies.

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	natural features and areas that may be present that have not been mapped to determine if further evaluation of the feature is required.		
1317	Where a new or expanded component of the Natural Heritage System has been identified through a required study associated with a planning and development application, environmental assessment or municipal infrastructure project, the natural heritage feature or area shall be added to Map 5 and identified as Green Space on Map 1.	N/A. Appeal withdrawn.	Council approved London Plan policy language applies.
1318	The following policies address the criteria used to identify and evaluate natural heritage areas for their significance, and may be complemented by Environmental Management Guidelines adopted by City Council. Significant components of the Natural Heritage System identified or	N/A. Appeal withdrawn.	Council approved London Plan policy language applies.

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	<p>delineated for protection will be shown as Green Space Place Type on Map 1. Certain components of the Natural Heritage System will be identified and evaluated in accordance with provincial requirements. These policies also address the protection of environmental quality and ecological function with respect to water quality, water quantity, groundwater recharge areas, headwater streams and highly vulnerable aquifers when read in conjunction with the Natural Resources policies of this Plan.</p>		
1319	<p>1319_ Natural heritage features and areas and other areas included in the Green Space Place Type include:</p> <ol style="list-style-type: none"> 1. Fish Habitat 2. Habitat of Endangered Species and Threatened Species 	<p>Only changes as below, rest of policy unchanged.</p> <ol style="list-style-type: none"> 11. Potential Naturalization Areas 12. Adjacent Lands-Other lands as identified <u>through an environmental study</u> 	<p>Only changes as below, rest of policy unchanged.</p> <ol style="list-style-type: none"> 11. Naturalization Areas 12. Other lands as identified through an environmental study

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	<p>3. Provincially Significant Wetlands and Wetlands</p> <p>4. Significant Woodlands and Woodlands</p> <p>5. Significant Valleylands</p> <p>6. Significant Wildlife Habitat</p> <p>7. Areas of Natural and Scientific Interest</p> <p>8. Water Resource Systems</p> <p>9. Environmentally Significant Areas</p> <p>10. Upland Corridors</p> <p>11. Potential Naturalization Areas</p> <p>12. Adjacent Lands</p>		
1320	<p>Natural heritage features and areas included in the Environmental Review Place Type include:</p> <p>1. Unevaluated Wetlands</p> <p>2. Unevaluated Vegetation Patches</p>	<p>Only changes as below, rest of policy unchanged.</p> <p>3. Other Vegetation Patches Larger than 0.5 Hectares</p>	<p>Only changes as below, rest of policy unchanged.</p> <p>1. Unevaluated Wetlands</p> <p>2. Unevaluated Vegetation Patches</p> <p>3. Valleylands</p>

POLICY	ORIGINAL LONDON PLAN	MODIFICATION APPROVED BY LPAT – TRACKED CHANGES	MODIFICATION APPROVED BY LPAT
	<p>3. Other Vegetation Patches Larger than 0.5 Hectares</p> <p>4. Valleylands</p> <p>5. Potential Environmentally Significant Areas</p>		<p>4. Potential Environmentally Significant Areas</p>
1321	<p>City Council may require or encourage the retention of natural features or functions other than the features listed above, through the planning and development application process.</p>	<p>City Council may require or encourage the retention of natural features or functions other than the features listed above, through the planning and development application process.</p>	<p>City Council may encourage the retention of natural features or functions other than the features listed above, through the planning and development application process.</p>
1322	<p>Where warranted on the basis of an environmental study accepted by the City, consistent with the relevant criteria of the Natural Heritage policies of this Plan, natural heritage features and areas may be identified and delineated on Map 5 and included in the Green Space Place Type on Map 1 by amendment to this Plan.</p>	<p>N/A. Appeal withdrawn.</p>	<p>Council approved London Plan policy language applies.</p>
1334	<p>Development or site alteration shall not be permitted within a wetland. There shall be no net loss of the wetland features or functions. In some</p>	<p>1334 Development or site alteration shall not be permitted within a wetland. For non-provincially significant wetlands there shall be no net loss of the</p>	<p>1334 For non-provincially significant wetlands there shall be no net loss of the wetlands' features or functions. In some instances, and in</p>

POLICY	ORIGINAL LONDON PLAN	MODIFICATION APPROVED BY LPAT – TRACKED CHANGES	MODIFICATION APPROVED BY LPAT
	<p>instances, and in consultation with the conservation authority having jurisdiction, the City may consider the replacement of wetlands where the features and functions of the wetland may be provided elsewhere and would enhance or restore the Natural Heritage System.</p>	<p>wetlands' features or functions. In some instances, and in consultation with the conservation authority having jurisdiction, the City may consider the replacement of wetlands rather than in situ protection where the features and functions of the wetland may be provided elsewhere and would enhance or restore the Natural Heritage System. <u>Such replacement will be on at least a one-to-one land area basis except:</u></p> <ol style="list-style-type: none"> 1. <u>Where a wetland is between 0.1 ha and 0.5 ha, replacement may be considered at less than a one-to-one land area basis if there will be a net gain to wetland function and the overall natural heritage system; and</u> 2. <u>Where a wetland is less than 0.1 ha, the City may consider replacement on a less than one-to-one land area basis and /or additional measures to</u> 	<p>consultation with the conservation authority having jurisdiction, the City may consider the replacement of wetlands rather than in situ protection where the features and functions of the wetland may be provided elsewhere and would enhance or restore the Natural Heritage System. Such replacement will be on at least a one-to-one land area basis except:</p> <ol style="list-style-type: none"> 1. Where a wetland is between 0.1 ha and 0.5 ha, replacement may be considered at less than a one-to-one land area basis if there will be a net gain to wetland function and the overall natural heritage system; and 2. Where a wetland is less than 0.1 ha, the City may consider replacement on a less than one-to-one land area basis and /or additional

POLICY	ORIGINAL LONDON PLAN	MODIFICATION APPROVED BY LPAT – TRACKED CHANGES	MODIFICATION APPROVED BY LPAT
		<u>achieve no net loss of function.</u>	measures to achieve no net loss of function.
1337	Woodlands are treed areas that provide environmental and economic benefits to both the private landowner and the general public, such as erosion prevention, hydrological and nutrient cycling, provision of clean air and the long-term storage of carbon, provision of wildlife habitat, outdoor recreational opportunities, and the sustainable harvest of a wide range of woodland product. Woodlands include treed areas, woodlots or forested areas that may vary in their level of significance at the local, regional and provincial levels.	Woodlands are <u>means</u> treed areas that provide environmental and economic benefits to both the private landowner and the general public, such as erosion prevention, hydrological and nutrient cycling, provision of clean air and the long-term storage of carbon, provision of wildlife habitat, outdoor recreational opportunities, and the sustainable harvest of a wide range of woodland product. Woodlands include treed areas, woodlots or forested areas that may vary in their level of significance at the local, regional and provincial levels.	Woodlands means treed areas that provide environmental and economic benefits to both the private landowner and the general public, such as erosion prevention, hydrological and nutrient cycling, provision of clean air and the long-term storage of carbon, provision of wildlife habitat, outdoor recreational opportunities, and the sustainable harvest of a wide range of woodland product. Woodlands include treed areas, woodlots or forested areas that may vary in their level of significance at the local, regional and provincial levels.
1339	Potentially significant woodlands and other vegetation forms that have not been evaluated are identified as unevaluated vegetation patches on Map 5 and may be shown as Environmental Review on Map 1.	N/A. Appeal withdrawn.	Council approved London Plan policy language applies.

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1340	<p>A woodland will be considered significant if it achieves a minimum of one High or five Medium criteria scores as determined by application of the City Council approved Guidelines for the Evaluation of Ecologically Significant Woodlands. A significant woodland will be included in the Green Space Place Type on Map 1 and identified as significant woodlands on Map 5.</p>	N/A. Appeal withdrawn.	Council approved London Plan policy language applies.
1341	<p>The significance of woodlands will be based on an evaluation of the following considerations and the Ministry of Natural Resources and Forestry's Natural Heritage Reference Manual:</p> <p>1. The woodland contains natural features and ecological functions that are important to the environmental quality and integrity of the Natural Heritage System. These include site protection (hydrology and</p>	N/A. Appeal withdrawn.	Council approved London Plan policy language applies.

POLICY	ORIGINAL LONDON PLAN	MODIFICATION APPROVED BY LPAT – TRACKED CHANGES	MODIFICATION APPROVED BY LPAT
	<p>erosion/ slope) and landscape integrity (richness, connectivity and distribution).</p> <p>2. The woodland provides important ecological functions and has an age, size, site quality, diversity of biological communities and associated species that is uncommon for the planning area.</p> <p>3. The woodland is important for the provision of a balanced distribution of open space amenities and passive recreational opportunities across the urban area.</p> <p>4. The woodland provides significant habitat for species at risk.</p> <p>5. The woodland contains distinctive, unusual or high-quality natural communities or landforms.</p>		
1342	Woodlands that are determined to be ecologically significant on the basis of the criteria in this Plan and the application of	<p>[no change to 1342]</p> <p>Two new policies: <u>1342A_ Development and site alteration shall not be permitted in</u></p>	1342_ Woodlands that are determined to be ecologically significant on the basis of the criteria in this Plan and the application of the

POLICY	ORIGINAL LONDON PLAN	MODIFICATION APPROVED BY LPAT – TRACKED CHANGES	MODIFICATION APPROVED BY LPAT
	<p>the City Council approved Guidelines for the Evaluation of Ecologically Significant Woodlands will be included in the Green Space Place Type on Map 1 and identified as significant woodlands on Map 5.</p>	<p><u>significant woodlands unless it has been demonstrated that there will be no negative impacts on the natural features or their ecological functions.</u></p> <p>1342B_ <u>In some instances, for significant woodlands located within an Urban Place Type on Map 1, replacement may be considered rather than in situ protection where the features and functions may be provided elsewhere and would enhance or restore the Natural Heritage System, to the City's satisfaction. These features will be included in the Green Space Place Type on Map 1 and significant woodland on Map 5.</u></p>	<p>City Council approved Guidelines for the Evaluation of Ecologically Significant Woodlands will be included in the Green Space Place Type on Map 1 and identified as significant woodlands on Map 5.</p> <p>1342A_ Development and site alteration shall not be permitted in significant woodlands unless it has been demonstrated that there will be no negative impacts on the natural features or their ecological functions.</p> <p>1342B_ In some instances, for significant woodlands located within an Urban Place Type on Map 1, replacement may be considered rather than in situ protection where the features and functions may be provided elsewhere and would enhance or restore the Natural Heritage System, to the City's satisfaction. These features will be included in the Green Space Place Type on</p>

POLICY	ORIGINAL LONDON PLAN	MODIFICATION APPROVED BY LPAT – TRACKED CHANGES	MODIFICATION APPROVED BY LPAT
			Map 1 and significant woodland on Map 5.
1343	Woodlands that are not determined to be ecologically significant but are to be retained for public open space or park purposes according to criterion No. 3 above, or woodlands to be retained at the property owner's request as a private woodland, will be included in the Green Space Place Type on Map 1 and identified as woodlands on Map 5. If a woodland is evaluated and confirmed as not being ecologically significant, and the property owner or the City have no interest in its retention, the lands may be changed from the Environmental Review Place Type to another place type in conformity with the policies of this Plan, and the woodlands or unevaluated vegetation patch identified on Map 5 may be removed.	Woodlands that are not determined to be ecologically significant but are to be retained for public open space or park purposes according to criterion No. 3 above, or woodlands to be retained at the property owner's request as a private woodland, will be included in the Green Space Place Type on Map 1 and identified as woodlands on Map 5. If a woodland is evaluated and confirmed as not being ecologically significant and is not to be retained, and the property owner or the City have no interest in its retention, the lands may be changed from the Environmental Review Place Type to another place type in conformity with the policies of this Plan, and the woodlands or unevaluated vegetation patch identified on Map 5 may be removed.	Woodlands that are not determined to be ecologically significant but are to be retained for public open space or park purposes, or woodlands to be retained at the property owner's request as a private woodland, will be included in the Green Space Place Type on Map 1 and identified as woodlands on Map 5. If a woodland is evaluated and confirmed as not being ecologically significant and is not to be retained, the lands may be changed from the Environmental Review Place Type to another place type in conformity with the policies of this Plan, and the woodlands or unevaluated vegetation patch identified on Map 5 may be removed.
1344	Valleylands are defined as a natural area that occurs in a valley or other	N/A. Appeal withdrawn.	Council approved London Plan policy language applies.

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	<p>landform depression that has water flowing through or standing for some period of the year, and includes rivers, streams, other watercourses and ravines.</p>		
1345	<p>Valleylands provide a number of important natural heritage values and ecological functions. They also overlap and are an integral part with a number of different natural heritage features and areas, such as woodlands, wetlands, wildlife habitat, etc. Valleylands contain natural habitat or the potential to contain natural habitat, they link many aspects of the Natural Heritage System, and they facilitate species richness, movement and diversity. Valleylands are the water collection systems for watersheds, providing vital support to the city’s natural environment. In addition to these ecological functions, valleylands may also provide protection from flooding and</p>	<p>Valleylands <u>can</u> provide a number of important natural heritage values and ecological functions. They also overlap and are an integral part with a number of different natural heritage features and areas, such as woodlands, wetlands, wildlife habitat, etc. Valleylands <u>may</u> contain natural habitat or the potential to contain natural habitat, they link many aspects of the Natural Heritage System, and they facilitate species richness, movement and diversity. Valleylands are the water collection systems for watersheds, providing vital support to the city’s natural environment. In addition to these ecological functions, valleylands may also provide protection from flooding and other natural hazard processes.</p>	<p>Valleylands can provide a number of important natural heritage values and ecological functions. They also overlap and are an integral part with a number of different natural heritage features and areas, such as woodlands, wetlands, wildlife habitat, etc. Valleylands may contain natural habitat or the potential to contain natural habitat, they link many aspects of the Natural Heritage System, and they facilitate species richness, movement and diversity. Valleylands are the water collection systems for watersheds, providing vital support to the city’s natural environment. In addition to these ecological functions, valleylands may also provide protection from flooding and other</p>

POLICY	ORIGINAL LONDON PLAN	MODIFICATION APPROVED BY LPAT – TRACKED CHANGES	MODIFICATION APPROVED BY LPAT
	other natural hazard processes.		natural hazard processes.
1346	Significant valleylands have been identified on Map 5. Valleylands require further evaluation. Significant valleylands are included in the Green Space Place Type on Map 1. Valleylands are included in the Environmental Review Place Type, pending further evaluation.	Significant valleylands have been identified on Map 5. Valleylands require further evaluation. Significant valleylands are included in the Green Space Place Type on Map 1. Valleylands are included in the Environmental Review Place Type, pending further evaluation.	Significant valleylands have been identified on Map 5. Significant valleylands are included in the Green Space Place Type on Map 1. Valleylands are included in the Environmental Review Place Type, pending further evaluation.
1347	<p>The identification of significant valleylands will be based on an evaluation of their ecological, hazard protection, recreational, aesthetic and water resources management functions including the following considerations:</p> <ol style="list-style-type: none"> The valleyland performs an important water resources role relating to surface drainage, groundwater recharge or discharge, and filtering of surface water sediments, or is located in a headwater area. The valleyland contains distinctive, unusual natural 	<p>Only changes as below, rest of policy unchanged.</p> <p>The identification of significant valleylands will be based on an evaluation of their ecological, hazard protection, recreational, aesthetic and water resources management functions including the following considerations:</p> <ol style="list-style-type: none"> The valleyland performs an important water resources role relating to <u>headwater functions</u>, surface drainage, groundwater recharge or discharge, and or filtering of surface water sediments, or is located in a headwater area. The valleyland serves as a visual amenity to the 	<p>Only changes as below, rest of policy unchanged.</p> <p>The identification of significant valleylands will be based on an evaluation of their ecological, hazard protection, and water resources management functions including the following considerations:</p> <ol style="list-style-type: none"> The valleyland performs an important water resources role relating to headwater functions, surface drainage, groundwater recharge or discharge, or filtering of surface water sediments. The valleyland plays an important role in minimizing land use

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	<p>communities or landforms of high quality.</p> <p>3. The valleyland represents mostly continuous, large natural areas that provide for wildlife movement, linkages and connections that typically extend beyond the City or subwatershed boundaries.</p> <p>4. The valleyland provides linkage or a corridor between significant natural heritage features and areas.</p> <p>5. The valleyland provides opportunities to create linkages or corridors and opportunities for rehabilitation of the landform to a natural state, or to a state that can support healthy natural communities.</p> <p>6. The valleyland serves as a visual amenity to the surrounding areas and plays an important role in minimizing land use impacts by providing a physical separation or</p>	<p>surrounding areas and plays an important role in minimizing land use impacts by providing a physical separation or buffer between incompatible forms of development.</p> <p>8. The valleyland provides opportunities for the logical extension of the City's trail and pathway systems.</p> <p>Add new policy: <u>1344A Significant valleylands and valleylands provide opportunities for the logical extension of the City's trail and pathway systems.</u></p>	<p>impacts by providing a physical separation or buffer between incompatible forms of development.</p> <p>8. [doesn't exist – has been deleted]</p> <p>Add new policy: 1344A_ Significant valleylands and valleylands provide opportunities for the logical extension of the City's trail and pathway systems.</p>

POLICY	ORIGINAL LONDON PLAN	MODIFICATION APPROVED BY LPAT – TRACKED CHANGES	MODIFICATION APPROVED BY LPAT
	<p>buffer between incompatible forms of development.</p> <p>7. The valleyland has physical characteristics, related to size, depth and slope gradient, that are susceptible to slope instability or erosion and that are expected to present constraints to development.</p> <p>8. The valleyland provides opportunities for the logical extension of the City’s trail and pathway systems.</p> <p>9. Additional criteria as identified in the Natural Heritage Reference Manual</p>		
1348	<p>Within the City of London the entire length of the Thames River corridor is recognized as a significant valleyland on Map 5. Also, the main branches of Stoney Creek, Medway Creek, Dingman Creek, Pottersburg Creek, Wabuno Creek, Mud Creek, Stanton Drain, Kelly Drain and numerous tributary</p>	N/A. Appeal withdrawn.	Council approved London Plan policy language applies.

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	streams are significant valleylands as identified on Map 5.		
1349	Development and site alteration shall not be permitted in significant valleylands unless it has been demonstrated that there will be no negative impacts on the natural features or their ecological functions.	N/A. Appeal withdrawn.	Council approved London Plan policy language applies.
1350	<p>1350_ Significant valleylands are included in the Green Space Place Type on Map 1, and identified on Map 5 with the corridor width to be determined and delineated on the basis of the following criteria:</p> <p>1. The valleyland width shall be sufficient to accommodate the natural features and ecological functions that contribute to its significance including water resource functions such as flood plain and erosion hazards, riparian buffers for natural features, ecological functions and water quality and</p>	<p>Only changes as below, rest of policy unchanged.</p> <p>2. The minimum width of significant valleylands will be generally be comprised of 30 metres on each side of the watercourse measured from the high water mark, consistent with the Natural Heritage Reference Manual. The ultimate width of a corridor will be established on a case-by-case basis to address the impacts of the adjacent development and the sensitivity of the features and functions through the application of the Guidelines for Determining Setbacks and Ecological Buffers, as part of an environmental impact study and/or subject</p>	<p>Only changes as below, rest of policy unchanged.</p> <p>2. The minimum width of significant valleylands will generally be comprised of 30 metres on each side of the watercourse measured from the high water mark. The ultimate width of a corridor will be established on a case-by-case basis to address the impacts of the adjacent development and the sensitivity of the features and functions through the application of the Guidelines for Determining Setbacks and Ecological Buffers, as part of an environmental impact study and/or subject</p>

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	<p>quantity. This will be determined through the preparation of a secondary plan, environmental impact study and/or subject lands status report.</p> <p>2. The minimum width of significant valleylands will be generally comprised of 30 metres on each side of the watercourse measured from the high water mark, consistent with the Natural Heritage Reference Manual. The ultimate width of a corridor will be established on a case-by-case basis to address the impacts of the adjacent development and the sensitivity of the features and functions through the application of the Guidelines for Determining Setbacks and Ecological Buffers, as part of an environmental impact study and/or subject lands status report approved by the City.</p> <p>3. The valleyland width will be sufficient</p>	<p>lands status report approved by the City. <u>The City may also consider technical and/or scientific documents that reflect improvement in scientific knowledge regarding natural features.</u></p> <p>4. The width of the valleyland shall also consider the provision of pathways and trails, in accordance with the Planning Act and consistent with the policies of this Plan.</p>	<p>lands status report approved by the City. The City may also consider technical and/or scientific documents that reflect improvement in scientific knowledge regarding natural features.</p> <p>4. [doesn't exist – has been deleted]</p>

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	<p>to support and provide corridor functions.</p> <p>4.The width of the valleyland shall also consider the provision of pathways and trails, in accordance with the Planning Act and consistent with the policies of this Plan.</p>		
1355	<p>Areas of significant wildlife habitat outside of any other natural heritage features and areas will be included in the Green Space Place Type on Map 1.</p>	<p>Areas <u>confirmed as</u> of significant wildlife habitat outside of any other natural heritage features and areas will be included in the Green Space Place Type on Map 1.</p>	<p>Areas confirmed as significant wildlife habitat will be included in the Green Space Place Type on Map 1.</p>
1356	<p>Areas of natural and scientific interest (ANSIs) represent high-quality and unique life science and earth science features across a variety of landscapes throughout the province. Life science areas of natural and scientific interest are significant representative segments of Ontario’s biodiversity and natural landscapes including specific types of forests, valleys, prairies and wetlands, their native plants and animals, and their supporting environments. Earth</p>	<p>N/A. Appeal withdrawn.</p>	<p>Council approved London Plan policy language applies.</p>

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	<p>science areas of natural and scientific interest include the best representative of bedrock, fossils and glacial landforms.</p>		
1372	<p>Upland corridors are vegetated areas, or potentially revegetated areas, outside of significant valleylands and valleylands that link natural heritage features and areas of the Natural Heritage System, and are shown on Map 5. Not all upland corridors have been identified on Map 5.</p>	<p>Upland corridors are vegetated areas, or potentially revegetated areas, outside of significant valleylands and valleylands that <u>provide a link between</u> natural heritage features and areas of the Natural Heritage System. <u>Upland corridors may incorporate infrastructure (such as culverts or underpasses) to support connectivity.</u> and Upland corridors are shown identified on Map 5. Not all upland corridors have been identified on Map 5.</p>	<p>Upland corridors are vegetated areas, or potentially revegetated areas, that provide a link between natural heritage features and areas of the Natural Heritage System. Upland corridors may incorporate infrastructure (such as culverts or underpasses) to support connectivity. Upland corridors are identified on Map 5.</p>
1387	<p>In addition to significant valleylands and unevaluated valleylands that comprise part of the Natural Heritage System, the base map features on Map 5 also identify watercourses/ponds to identify the location of municipal or agricultural drains, intermittent or headwater streams and man-made or natural ponds. These features are identified</p>	<p>In addition to significant valleylands and unevaluated valleylands that comprise part of the Natural Heritage System, <u>The base map features on Map 5 also identify watercourses/ponds to identify the location of municipal or agricultural drains, intermittent or headwater streams and man-made or natural ponds. These features are identified for information purposes and may be added or removed from the base</u></p>	<p>The base map features on Map 5 also identify watercourses/ponds to identify the location of municipal or agricultural drains, intermittent or headwater streams and man-made or natural ponds. These features are identified for information purposes and may be added or removed from the base map amendment, to reflect changes over time in</p>

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	<p>for information purposes and may be added or removed from the base map without an official plan amendment, to reflect changes over time in drainage patterns and features on the ground. The ecological contribution of these drainage features as headwaters, recharge areas and riparian corridors or valleylands, will be addressed as part of a secondary plan, Environmental Assessment and/or environmental impact study process. Through the City's agreement with the Ministry of Natural Resources and Forestry, additional environmental study and mitigation efforts are required when carrying out works along Municipal Drains under the Drainage Act to protect significant features, functions and wildlife habitat.</p>	<p>map without an official plan amendment, to reflect changes over time in drainage patterns and features on the ground. The ecological contribution <u>significance</u> of these drainage features as headwaters, recharge areas and riparian corridors or valleylands, will be addressed as part of a secondary plan, Environmental Assessment and/or environmental impact study process. Through the City's agreement with the Ministry of Natural Resources and Forestry, additional environmental study and mitigation efforts are required when carrying out works along Municipal Drains under the <i>Drainage Act</i> to protect significant features, functions and wildlife habitat.</p>	<p>drainage patterns and features on the ground. The ecological significance of these drainage features as headwaters, recharge areas and riparian corridors or valleylands, will be addressed as part of a secondary plan, Environmental Assessment and/or environmental impact study process. Through the City's agreement with the Ministry of Natural Resources and Forestry, additional environmental study and mitigation efforts are required when carrying out works along Municipal Drains under the <i>Drainage Act</i> to protect significant features, functions and wildlife habitat.</p>
1401	<p>For the purposes of this Plan, mitigation shall mean the replacement of the natural heritage</p>	<p>For the purposes of this <u>Section Plan</u>, mitigation shall mean the replacement of the natural heritage feature</p>	<p>For the purposes of this Section, mitigation shall mean the replacement of the natural heritage feature</p>

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	<p>feature removed or disturbed on a one-for-one land area basis. Compensatory mitigation shall mean additional measures required to address impacts on the functions of the Natural Heritage System affected by the proposed works. The extent of the compensation required shall be identified in the environmental impact study, and shall be relative to both the degree of the proposed disturbance, and the component(s) of the Natural Heritage System removed and/or disturbed.</p>	<p>removed or disturbed on a one-for-one land area basis. Compensatory mitigation shall mean additional measures required to address impacts on the functions of the Natural Heritage System affected by the proposed works. The extent of the compensation required shall be identified in the environmental impact study, and shall be relative to both the degree of the proposed disturbance, and the component(s) of the Natural Heritage System removed and/or disturbed.</p>	<p>removed or disturbed on a one-for-one land area basis. Compensatory mitigation shall mean additional measures required to address impacts on the functions of the Natural Heritage System affected by the proposed works. The extent of the compensation required shall be identified in the environmental impact study, and shall be relative to both the degree of the proposed disturbance, and the component(s) of the Natural Heritage System removed and/or disturbed.</p>
1402	<p>Compensatory mitigation may be provided in forms such as, but not limited to:</p> <ol style="list-style-type: none"> 1. Additional rehabilitation and/or remediation beyond the area directly affected by the proposed works. 2. Off-site works to restore, replace or enhance the ecological functions 	<p>Compensatory mitigation may be provided in forms such as, but not limited to:</p> <ol style="list-style-type: none"> 1. Additional rehabilitation and/or remediation beyond the area directly affected by the proposed works. 2. Off-site <u>or on-site</u> works to restore, replace or enhance the ecological functions affected by the proposed works. 	<p>Compensatory mitigation may be provided in forms such as, but not limited to:</p> <ol style="list-style-type: none"> 1. Additional rehabilitation and/or remediation beyond the area directly affected by the proposed works. 2. Off-site or on-site works to restore, replace or enhance the ecological functions

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	<p>affected by the proposed works.</p> <p>3. Replacement ratios greater than the one-for-one land area required to mitigate the impacts of the proposed works</p>	<p>3. Replacement ratios greater than the one-for-one land area required to mitigate the impacts of the proposed works</p>	<p>affected by the proposed works.</p> <p>3. Replacement ratios greater than the one-for-one land area required to mitigate the impacts of the proposed works.</p>
1412	<p>Ecological buffers are required to protect natural heritage features and areas, and their ecological functions and processes, to maintain the ecological integrity of the Natural Heritage System.</p>	<p>Ecological buffers are required <u>serve</u> to protect natural heritage features and areas, and their ecological functions and processes, to maintain the ecological integrity of the Natural Heritage System.</p>	<p>Ecological buffers serve to protect natural heritage features and areas, and their ecological functions and processes, to maintain the ecological integrity of the Natural Heritage System.</p>
1413	<p>Ecological buffers will be required on lands contiguous to a specific natural heritage feature or area.</p>	<p>Ecological buffers will <u>generally</u> be required on lands contiguous to a specific natural heritage feature or area. <u>Ecological buffer requirements shall be determined as part of an Environmental Impact Study.</u></p>	<p>Ecological buffers will generally be required on lands contiguous to a specific natural heritage feature or area. Ecological buffer requirements shall be determined as part of an Environmental Impact Study.</p>
1414	<p>The location, width, composition and use of ecological buffers necessary to protect natural heritage areas from the impacts of development on adjacent lands will be specified through application of the City Council approved Guidelines for Determining Setbacks</p>	<p>The location, width, composition and use of ecological buffers necessary to protect natural heritage areas from the impacts of development on adjacent lands will be specified through application of the City Council approved Guidelines for Determining Setbacks and Ecological Buffers as</p>	<p>The location, width, composition and use of ecological buffers necessary to protect natural heritage areas from the impacts of development on adjacent lands will be specified through application of the City Council approved Guidelines for Determining Setbacks</p>

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	<p>and Ecological Buffers as part of an approved secondary plan and/or an environmental impact study.</p>	<p>part of an approved secondary plan and/or an environmental impact study. <u>The City may also consider technical and/or scientific documents that reflect improvements in scientific knowledge regarding natural features.</u></p>	<p>and Ecological Buffers as part of an approved secondary plan and/or an environmental impact study. The City may also consider technical and/ or scientific documents that reflect improvements in scientific knowledge regarding natural features.</p>
1415	<p>1415_ In addition to buffer lands, additional techniques may be required to assist in minimizing the impact of development on the Natural Heritage System, including all of the following:</p> <ol style="list-style-type: none"> 1. Discourage rear-lotting adjacent to the Natural Heritage System, and the use of site planning to orient the development away from natural heritage features and areas. 2. The acceptance of lands immediately adjacent to natural heritage areas as part of the required parkland dedication for the proposed development. 	<p>Only changes as below, rest of policy unchanged.</p> <ol style="list-style-type: none"> 6. Development and site alteration on lands identified and delineated as an ecological buffer shall be prohibited unless specified as a permitted use in the Zoning By-law. 9. Fencing (without gates) along all private lands abutting natural features. 	<p>Only changes as below, rest of policy unchanged.</p> <ol style="list-style-type: none"> 6. Development and site alteration on lands identified and delineated as an ecological buffer shall be prohibited unless permitted in the Zoning By-law. 9. Fencing (without gates) along private lands abutting natural features.

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	<p>3. The use of a geotechnical setback from the boundary of natural heritage areas or natural hazard areas for construction purposes.</p> <p>4. Restriction of public access by providing a limited number of access points to natural heritage areas.</p> <p>5. Lands identified and delineated as ecological buffers may be zoned to permit their inclusion in calculating and applying zoning regulations applicable for the lot.</p> <p>6. Development and site alteration on lands identified and delineated as an ecological buffer shall be prohibited unless specified as a permitted use in the Zoning By-law.</p> <p>7. Setbacks shall apply from any lands identified as an ecological buffer.</p> <p>8. The creation of individual lots that include lands</p>		

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	<p>identified and delineated as ecological buffers is not permitted.</p> <p>9. Fencing (without gates) along all private lands abutting natural features.</p> <p>10. Other measures, as determined through a detailed environmental study</p>		
1416	<p>Where different components of the Natural Heritage System overlap, the limit of development shall be set at the limit of the maximum ecological buffer as determined through an approved environmental impact study. Where the limits of a natural hazard overlap with the limits of an ecological buffer determined for a natural heritage feature, the development limit shall be set as the greater of the limit of the natural hazard corridor or the limit of the ecological buffer.</p>	N/A. Appeal withdrawn.	Council approved London Plan policy language applies.
Table 13	See Plan	<p>Three changes:</p> <ul style="list-style-type: none"> - Remove “and connecting lands in a wetland 	<p>Three changes:</p> <ul style="list-style-type: none"> - Remove “and connecting lands in a

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		<p>complex” from PSW;</p> <ul style="list-style-type: none"> - Move “Upland Corridors” to 30m; - “Wetland” moves to 30m, but “Unevaluated wetland” stays as 120m 	<p>wetland complex” from PSW;</p> <ul style="list-style-type: none"> - Move “Upland Corridors” to 30m; - “Wetland” moves to 30m, but “Unevaluated wetland” stays as 120m
1495	<p>The riverine erosion hazard limit for unconfined systems where there is no discernable valley slope or bank, as shown on Figure 26, is the combined limit of: 1. The meander belt allowance, which provides a limit to development within those areas where the river system is likely to shift. It is based on 20 times the bankfull channel width. 2. The erosion access allowance is a six metre allowance added to the meander belt. The erosion access allowance is required for the purpose of maintaining sufficient access for emergencies, maintenance, and construction activities.</p>	<p>The riverine erosion hazard limit for unconfined systems where there is no discernable valley slope or bank, as shown on Figure 26, is the combined limit of:</p> <ol style="list-style-type: none"> 1. The meander belt allowance, which provides a limit to development within those areas where the river system is likely to shift. It is based on 20 times the bankfull channel width. 2. The erosion access allowance is a six metre allowance added to the meander belt. The erosion access allowance, <u>which</u> is required for the purpose of maintaining sufficient access for emergencies, maintenance, and construction activities. 	<p>The riverine erosion hazard limit for unconfined systems where there is no discernable valley slope or bank, as shown on Figure 26, is the combined limit of:</p> <ol style="list-style-type: none"> 1. The meander belt allowance, which provides a limit to development within those areas where the river system is likely to shift. 2. The erosion access allowance, which is required for the purpose of maintaining sufficient access for emergencies, maintenance, and construction activities.

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1689	<p>The approval authority may require, as a condition of draft plan approval, that the property owner satisfy certain conditions prior to final approval and registration of the plan of subdivision, as in the opinion of the approval authority are reasonable, having regard to the nature of the development proposed for the subdivision. In granting a subdivision, the approval authority may attach conditions, as authorized under the provisions of the Planning Act, relating to the dedication of public amenities such as:</p> <ol style="list-style-type: none"> 1. Parkland or cash in-lieu-of such dedication. 2. Streets, street widenings and one foot reserves as may be required by the City. 3. Pedestrian pathways, bicycle pathways and public transit rights-of-way, as the approval authority considers necessary. 	<p>No change to (1), (3), (4), (5)</p> <p>(2) Streets, street widenings and one foot reserves as may be required by the City. A street includes the entire right-of-way and <u>may contain, in addition to the roadway, sidewalks, bicycle lanes, bicycle and pedestrian pathways and public transit rights of way.</u></p>	<p>No change to (1), (3), (4), (5)</p> <p>(2) Streets, street widenings and one foot reserves as may be required by the City. A street includes the entire right-of-way and may contain, in addition to the roadway, sidewalks, bicycle lanes, bicycle and pedestrian pathways and public transit rights of way.</p>

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	<p>4. Land for commuter parking lots, transit stations and related infrastructure for the use of the general public using highways, as the approval authority considers necessary.</p> <p>5. Municipal or other services required as the approval authority considers necessary.</p>		
1704	<p>1704_ In granting a consent, the consent authority may attach conditions, as authorized under the provisions of the Planning Act, including but not limited to:</p> <p>1. The dedication of parkland or cash in lieu-of such dedication.</p> <p>2. The dedication of any streets, street widenings and one foot reserves as may be required by the City.</p> <p>3. The dedication of pedestrian pathways, bicycle pathways and public transit rights-of-way, as the consent</p>	<p>No change to (1), (3)-(10)</p> <p>(2) The dedication of any streets, street widenings and one foot reserves as may be required by the City. <u>A street includes the entire right-of-way and may contain, in addition to the roadway, sidewalks, bicycle lanes, bicycle and pedestrian pathways and public transit rights of way.</u></p>	<p>No change to (1), (3)-(10)</p> <p>(2) The dedication of any streets, street widenings and one foot reserves as may be required by the City. A street includes the entire right-of-way and may contain, in addition to the roadway, sidewalks, bicycle lanes, bicycle and pedestrian pathways and public transit rights of way.</p>

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	<p>authority considers necessary.</p> <p>4. The dedication of land for commuter parking lots, transit stations and related infrastructure for the use of the general public using highways, as the consent authority considers necessary.</p> <p>5. Municipal or other services required as the consent authority considers necessary.</p> <p>6. Fulfillment of any financial requirements of the City.</p> <p>7. A servicing agreement between the property owner and the City pertaining to any extension or upgrading of municipal services required by the City to accommodate the development of a lot created by consent.</p> <p>8. Submission of a registered reference plan to the Consent Authority.</p> <p>9. That the property owner enter into one</p>		

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	<p>or more agreements with the City dealing with such matters as the Consent Authority may consider necessary. Such agreement(s) may be registered against the land to which it applies and the City is entitled to enforce the agreement against the owner and, subject to the Registry Act and the Land Titles Act, against any and all subsequent owners of the land.</p> <p>10. Confirmation that any corresponding zoning by-law amendment or minor variance application has been dealt with and is in full force and effect.</p>		
1739A	None- new policy		<p>Planned street widths are identified in Table 6. Alternative widths will be defined in the Zoning By-law and will be added to the Zoning By-law without the need for an amendment to this Plan. Street widths and street segment widths will be based on street character and conditions, including where one or more of</p>

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			<p>the following considerations applies:</p> <ol style="list-style-type: none"> 1. Widening would have an adverse impact on identified cultural heritage resources, archeological sites, natural heritage features, other defined features or topography; 2. Widening would have an adverse impact on an established street wall, streetscape character, parcel viability, or the ability to maintain consistent setbacks for new development, which applies where there is a policy basis to maintain and enhance existing street character; 3. An alternate street width has been identified through an Environmental

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			<p>Assessment, planning study, approved plan of subdivision, or through another approved study;</p> <p>4. Consideration of the City’s active transportation network in accordance with the Transportation Master Plan, and where nearby and adjacent streets are planned to integrate street design features;</p> <p>or</p> <p>5. Council is of the opinion that other constraints make it impractical to widen the street to the planned width of Table 6.</p>
1745	<p>In accordance with the Planning Act, through the planning process relating to plans of subdivision and consent, conditions may be established to require that highways, including streets,</p>	<p>In accordance with the Planning Act, through the planning process relating to plans of subdivision and consent, conditions may be established to require that highways, including streets, pedestrian pathways, cycling bicycle pathways,</p>	<p>In accordance with the Planning Act, through the planning process relating to plans of subdivision and consent, conditions may be established to require that highways, including pedestrian pathways, bicycle</p>

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	pedestrian pathways, cycling pathways, and public transit rights-of-way, be dedicated as the approval authority considers necessary. Map 4 - Active Mobility Network, may be consulted through the planning and development application process to assess such requirements.	and public transit rights-of-way, be dedicated as the approval authority considers necessary. Map 4 - Active Mobility Network, may be consulted through the planning and development application process to assess such requirements.	pathways, and public transit rights-of-way, be dedicated as the approval authority considers necessary. Map 4 - Active Mobility Network, may be consulted through the planning and development application process to assess such requirements.
1748	Dedication of lands for public transit rights-of-way, transit stations, and related infrastructure will conform with the street network shown on Map 3 and the associated design features identified in Table 6.	N/A. Appeal withdrawn.	Council approved London Plan policy language applies.
1749	Dedication of lands for cycling pathways and pedestrian pathways will conform with Map 4. These pathways will be considered Highways for the purposes of the Planning Act .	Dedication of lands for <u>cycling bicycle</u> pathways and pedestrian pathways will conform with Map 4. These pathways will be considered Highways for the purposes of the Planning Act.	Dedication of lands for bicycle pathways and pedestrian pathways will conform with Map 4.
1750	The width of lands to be dedicated for cycling pathways and pedestrian pathways shall be sufficient to accommodate a five metre traveled portion and up to five metres on either side for sight	The width of lands to be dedicated for cycling pathways and pedestrian pathways <u>that are not within a street</u> shall be sufficient to accommodate a five metre corridor of traveled portion <u>and shoulders</u>	The width of lands to be dedicated for cycling pathways and pedestrian pathways that are not within a street shall be sufficient to accommodate a five metre corridor of

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	lines, curves, drainage, and safety zones, where required.	and up to five metres on either side for sight lines, curves, drainage, and safety zones, where required.	traveled portion and shoulders and up to five metres on either side for sight lines, curves, drainage, and safety zones, where required.
1782	This map shows the active mobility network which facilitates human-powered travel throughout the city.		Council approved London Plan policy language applies.
1783	This map shows the components of the Natural Heritage System. It also shows a variety of natural heritage features and areas which remain to be evaluated for their significance to determine whether they should be included within the Natural Heritage System.		Council approved London Plan policy language applies.
1784	This map shows the natural resources existing in London and also illustrates our hazard lands.		Council approved London Plan policy language applies.
Figure 21	See Plan.	N/A. Appeal withdrawn.	Original London Plan figure applies.
Figure 22	See Plan.	N/A. Appeal withdrawn.	Original London Plan figure applies.
Figure 26	See Plan.	N/A. Appeal withdrawn.	Original London Plan figure applies.

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Map 1	See separate Appendix.		<p>Add the following areas to portions of map that are approved:</p> <ul style="list-style-type: none"> • Green Space Place Type; • Environmental Review Place Type; • Farmland Place Type; • Rural Neighbourhoods Place Type; • Future Community Growth Place Type; • Future Industrial Growth Place Type; • Light Industrial Place Type; • Heavy Industrial Place Type; • Commercial Industrial Place Type; • Institutional Place Type; • Downtown Place Type; • Certain sites within the Neighbourhoods Place Type (e.g. where recent decisions were made by the LPAT).
Map 4	See Plan.	N/A. Appeal Withdrawn.	Original London Plan map applies.

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Map 5	See Separate Appendix.		Approve entire map, except for certain properties/areas with site-specific appeals to be withheld from approval.
Map 6	See Plan.	N/A. Appeal withdrawn.	Original London Plan map applies.