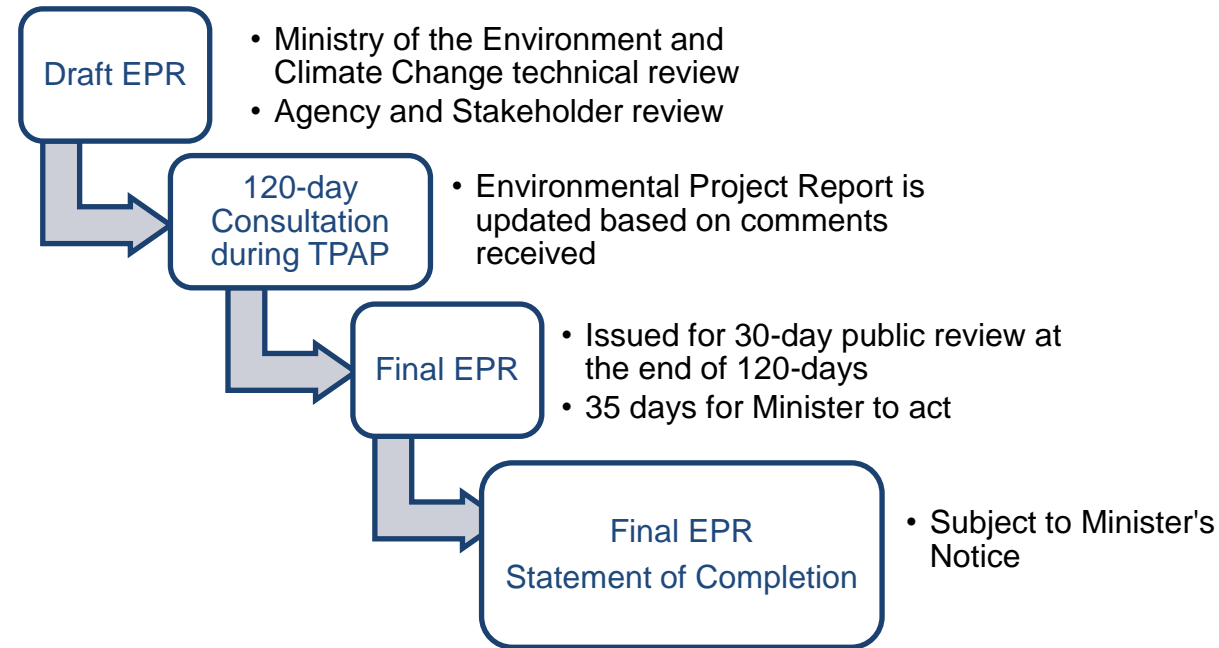


Draft Environmental Project Report (April 2018) – About this Document

This draft Environmental Project Report (EPR) has been prepared to satisfy the requirements of the Transit Project Assessment Process (TPAP, O. Reg. 231/08).

This document is a draft and will undergo technical review by the Ministry of Environment and Climate Change (MOECC), as illustrated in the **Exhibit 1** below.

Exhibit 1 – Process from Draft EPR to Final EPR



However, this report is written as if it is the Final EPR, at the end of the 6-month TPAP, with the intent of streamlining the review process during TPAP. As a result, certain sections are in-progress, and certain sections will be updated before and during TPAP, including:

- Section 5: Public consultation during the 120-day TPAP process will be conducted to allow the public more opportunity to review and provide input on the design. Comments from the public, stakeholders, regulatory agencies and Indigenous communities will be collected, considered and incorporated into the EPR during the 120-day period
- Sections 2, 4 and Appendix A: Design refinements may be incorporated based on feedback received from the public and technical agencies.
- Sections 6 and 7: Permits, approvals, and commitments to future work will be updated based on feedback received from the public and technical agencies.
- Appendices: A number of technical supporting studies were completed and are currently under review by the City of London's Advisory Committees and provincial Ministries. When comments from these bodies are received, the appendices will be updated.

At the end of the 120-day consultation period, the final EPR will be published and the 30-day public review period will commence. Interested persons will be able to review the final EPR and submit written objections to the Minister of MOECC on matters of provincial importance. This process is illustrated in the timeline below.

BRT Timeline

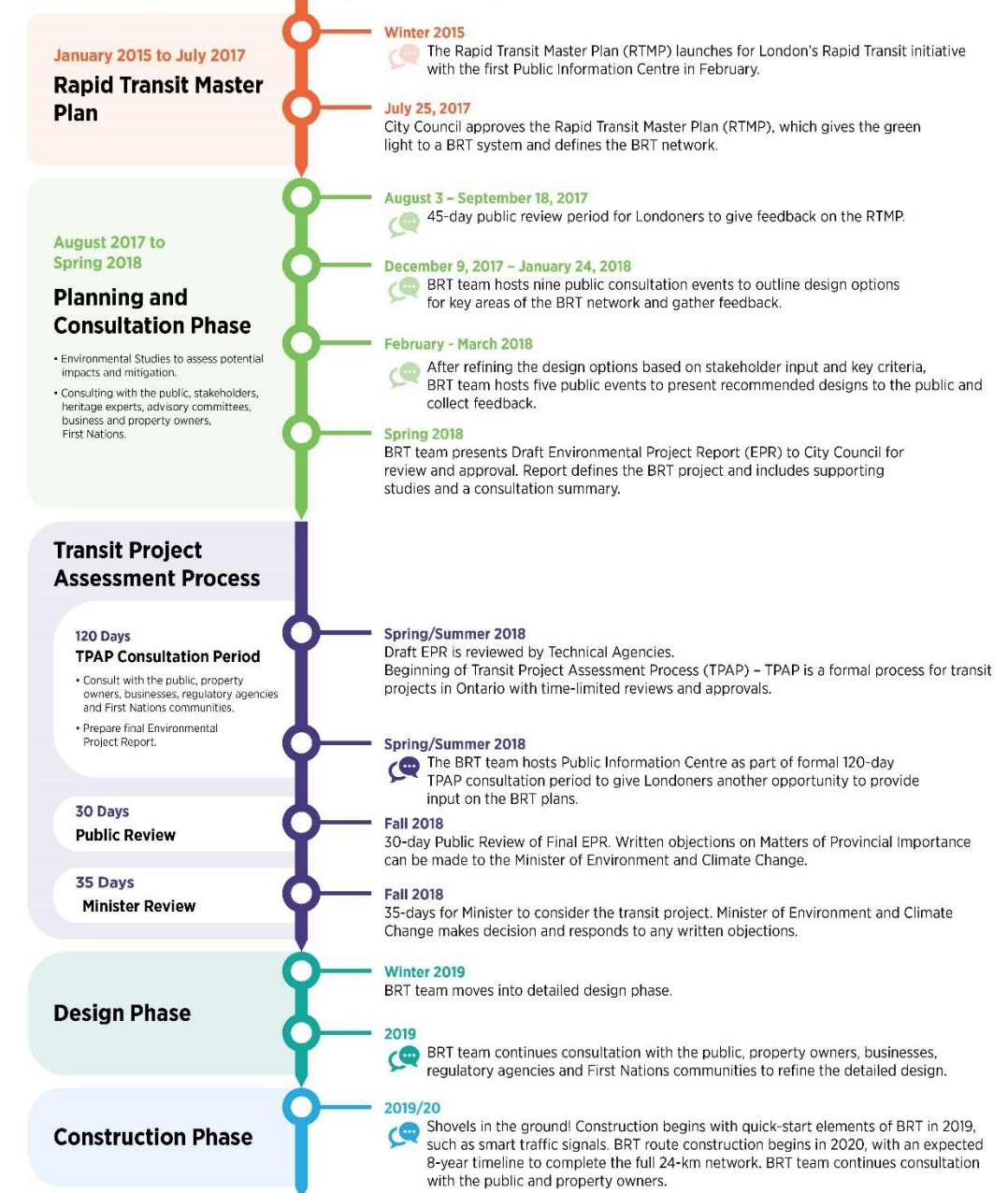


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Appendix L: Stormwater Quality/Quantity Control Strategy

GLOSSARY OF TERMS

Alighting:	When passengers exit the transit vehicle at a stop.	Crime Prevention Through Environmental Design (CPTED):	A proactive design philosophy built around a core set of principles that is based on the belief that the proper design and effective use of the built environment can lead to a reduction in the fear and incidence of crime as well as an improvement in the quality of life. CPTED goes well beyond conventional approaches to safeguarding the environment by exploiting natural forms of surveillance, access control and territorial reinforcement in a deliberate attempt to present a psychological deterrent for the purpose of positively influencing human behaviour as people interact with the environment.
Auxiliary Lane:	A lane in addition to, and placed adjacent to, a through lane intended for a specific manoeuvre such as turning, merging, diverging, weaving or for slow vehicles.	Crush Capacity:	The maximum feasible passenger capacity of a transit vehicle, where one additional passenger cannot enter without causing serious discomfort to passengers already on board.
Annual Average Daily Traffic (AADT):	The total volume of traffic passing a point or segment of a roadway, in both directions for one year, divided by the number of days in the year.	Curbside Transit Lanes:	Dedicated transit lane on one side of the road paved surface immediately adjacent to the curb, typically placed to the right of general traffic lane(s). Stop platforms are integrated with the sidewalk and other street edge features, located at signalized intersections to provide protected access.
Area of Natural Scientific Interest (ANSI):	Lands and waters with features that are important for natural heritage protection, appreciation, scientific study or education in Ontario.	Variable Message Signs (VMS):	Electronic signs which can display live information and alerts for transit riders on changes, interruptions, or delays to service. These signs can also be used to aid drivers at decision points to allow for informed decisions about travel routes – particularly during construction activities for the BRT network, where there may be road closures or restrictions.
Articulated:	Transit vehicles that have a flexible joint approximately mid-length. Articulated transit vehicles can be longer than a rigid-body bus, with increased passenger capacity.	Endangered Species:	A Species at Risk that lives in the wild in Ontario but is facing imminent extinction or extirpation.
Boarding:	When passengers enter a transit vehicle at a stop.	Environmental Assessment (EA):	A process used to determine the possible impacts that proposed projects may have on the environment so that the best possible decisions can be made on if, where, when and how to construct such projects. Types of Environmental Assessment processes include the Municipal Class Environmental Assessment and the Transit Project Assessment Process. See MCEA and TPAP definitions.
Bus Rapid Transit (BRT):	A bus-based Rapid Transit system to deliver fast, high-frequency, comfortable, and cost-effective services at the municipal level. Bus Rapid Transit operates predominantly in dedicated lanes, fully or partially separated from other traffic, with stops typically located in the centre of the road at signalized intersections with off-board fare collection. Buses can be higher-capacity and articulated with low-floors and other accessible features, and are powered by on-board fuel/energy.		
Centre-Running Transit Lanes:	Dedicated transit lanes located along the centreline of the road paved surface, with general traffic lanes on either side. Typically two transit lanes, one in each direction of travel. Stop platforms are located at signalized intersections to provide protected access.		
Comfort Capacity:	The passenger load of a transit vehicle, based on vehicle seated capacity plus approximately 20% additional passengers standing.		

Environmentally Sensitive Area (ESA): A natural area identified by a municipality or conservation authority as fulfilling certain criteria for ecological significance or sensitivity. ESAs, regardless of type, tend to be treated in much the same manner from a policy perspective. In some cases, a region will assign policy associated with the ESA.

Extirpated Species: A Species at Risk that lives somewhere in the world, and at one time lived in the wild in Ontario, but no longer lives in the wild in Ontario.

Geographic Information System (GIS): A system designed to capture, store, manipulate, analyze, manage, and present spatial or geographic data.

Grade: The rate of rise or fall with respect to the horizontal distance.

Grade Separation: Vertical separation of two intersecting roadways or a roadway and a railway.

Headway: The scheduled time between successive transit vehicles on a given route, usually measured in minutes.

High-Occupancy Vehicle (HOV): A roadway lane designated for use only by vehicles with a specified minimum number of occupants, usually two or three. HOV lanes can also be opened to buses, taxis, motorcycles and/or scooters.

Intelligent Transportation Systems (ITS): The use of real-time computer/communications/information technology for advanced, traffic-responsive, area-wide traffic control; also, to provide information which allows transportation providers to optimize transportation system operations and enable travellers to use the system more safely, efficiently and effectively, while increasing their convenience and ease of travelling.

Last Mile Connections: The connection by other modes of travel which connect passengers from their origin to Rapid Transit, then from Rapid Transit to their destinations at the start and end of their trip, respectively. These modes could include, but are not limited to: walking, cycling and other transit routes. The quality of this last mile trip is dependent on the integration of Rapid Transit with the active transportation network and connections to conventional transit services. This is a critical component of a successful Rapid Transit system.

Master Plan: A detailed long range planning document that determines infrastructure requirements for existing and future land uses with environmental assessment principles. At a minimum, a Master Plan addresses Phases 1 and 2 of the Municipal Class EA process.

Multi-Use Path (MUP): An active transportation path shared between pedestrians and cyclists.

Municipal Class Environmental Assessment (MCEA): A planning process that must be applied to all municipal infrastructure projects. It is a proponent-driven assessment of potential environmental impacts of a project and includes public consultation and the development of mitigate measures.

Policy Headway: A minimum service frequency for a particular route set by a transit agency.

Proof-of-Payment System: A system where riders pay their fare through the purchase of a ticket or pass which they must present only when prompted by a fare inspector. Under this system riders do not make payments or show passes or transfers to drivers when entering transit vehicle. This system also allows for all-door entry on to transit vehicles with more than one point of entry.

Quick Start Capital Improvements: Improvements that can be made in advance of Rapid Transit construction, which will ultimately be integrated with the BRT network.

Rapid Transit (RT): Transit service separated partially or completely from general traffic and able to maintain higher levels of reliability and vehicle productivity than can be achieved by transit operating in mixed traffic.

Revenue vehicle hours per capita: The number of hours each year that transit vehicles are in service and collecting fares, in relation to the population served.

Ridership: Revenue Passengers: The number of passengers that pay a fare to board a transit vehicle.
Boardings: The number of passengers that enter a transit vehicle at a station or stop, including both fare-paying and transferring passengers.

Right-of-Way (ROW): The area of land acquired for or devoted to the provision of a road.

Service Frequency: See Headway

Species at Risk (SAR): Species identified as Endangered, Threatened and/or Extirpated under the Endangered Species Act (Ontario).

Transportation Demand Management (TDM): A program of incentives which influence whether, when, where and how people travel, and encourage them to make more efficient use of the transportation system. TDM programs can be applied on a city-wide basis or in a localized area, and can be focused during construction.

Transit Oriented Development (TOD): A form of development that focuses on inward growth through intensification. Major characteristics include: sufficient density to encourage public transit use; location of residences, jobs, and retail destinations close to public transit; mixed uses, with retail and employment within walking distance of residential areas; and urban design guidelines and design features to encourage a safe pedestrian orientation.

Transit Project Assessment Process (TPAP): A decision-making process used to determine the advantages and disadvantages to the environment of proceeding with a proposed transit project. This process was approved by the Province of Ontario in June 2008, based on the new regulation named “Transit Projects and Metrolinx Undertakings, Ontario Regulation 231/08.” The TPAP Regulation provides a framework for an accelerated, focused consultation and objection process for completing the assessment of potential environmental impacts of a transit project, so that decision-making can be completed within six months.

Transit Signal Priority (TSP): A set of techniques designed to provide priority to transit vehicles at signalized intersections.

Thames Valley Parkway (TVP): A paved mixed-use path which runs along all three branches of the Thames River.

Threatened Species: A Species at Risk that lives in the wild in Ontario, is not endangered, but is likely to become endangered if steps are not taken to address factors threatening it.

LIST OF ACRONYMS

AADT Annual Average Daily Traffic	dB Decibel (sound measurement)	MTCS Ministry of Tourism, Culture and Sport	TVP Thames Valley Parkway (trail system along the Thames River)
A.M. Peak Morning rush hour	EA Environmental Assessment	MUP Multi-Use Path	UTRCA Upper Thames River Conservation Authority
ANSI Area of Natural Scientific Interest	EPR Environmental Project Report	NHIC MNRF’s Natural Heritage Information Centre	VMS Variable Messaging System
APC Automatic Passenger Counters	ESA Environmentally Sensitive Area	OPA Official Plan Amendment	
AODA Accessibility for Ontarians with Disabilities Act	GIS Geographic Information System	PIC Public Information Centre	
ASA Automated Stop Announcement	GGH Greater Golden Horseshoe	P.M. Peak afternoon rush hour	
BAU Business as Usual	GHG Greenhouse Gas	PPHPD Passengers per hour per direction	
BIA Business Improvement Association	HCM Highway Capacity Manual	ROW Right-of-Way	
BRT Bus Rapid Transit	HOV High-Occupancy Vehicle	R.S.O. Revised Statutes of Ontario	
CAD/AVL Computer Aided Dispatch and Automatic Vehicle Location System	ITS Intelligent Transportation Systems	RT Rapid Transit	
CIP Community Improvement Plans	LRT Light Rail Transit	RTIWG Rapid Transit Implementation Working Group	
CIPA Community Improvement Plan Area	LTC London Transit Commission	RTMP Rapid Transit Master Plan	
CN Canadian National Railway	MCEA Municipal Class Environmental Assessment	TCRP Transit Cooperative Research Program	
CPR Canadian Pacific Railway	MNRF Ministry of Natural Resources and Forestry	TDM Transportation Demand Management	
CPTED Crime Prevention Through Environmental Design	MOECC Ministry of Environment and Climate Change	TMP 2030 Transportation Master Plan Smart Moves (May 2013)	
CUTA Canadian Urban Transit Association	MSF Maintenance and Storage Facility	TOD Transit Oriented Development	
	MTO Ministry of Transportation Ontario	TPAP Transit Project Assessment Process	
		TSP Transit Signal Priority	