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7 COMMITMENTS TO FUTURE WORKS

A number of commitments have been made to carry out work prior to, during and post construction in order to satisfy TPAP O. Reg. 231/08. The potential impacts, mitigation measures, and net effects have been described in other sections of this EPR. All commitments to future work should be reviewed during detail design and prior to project construction to confirm that the list of commitments is comprehensive.

A two-part Environmental Management and Monitoring Plan (EMMP) will be developed to document the implementation of the mitigation and compensation measures during and after construction. Part one of the EMMP will consist of a Construction Monitoring Plan to monitor construction-related impacts and to document the success or deficiency of the mitigation measures and provide guidance on remedial actions when mitigation is not successful. Part two will consist of a long-term Post-construction Monitoring Plan to evaluate the success of the restoration / compensation efforts and to assess cumulative impacts. The plan should include contingency / remedial provisions that will be triggered if effects exceed a pre-determined threshold. Both plans are to be developed during detail design.

A list of the future works related to the natural and cultural environment, to be completed during detail design and construction, is detailed in Exhibit 7-1.

This section will be updated based on the review of the draft EPR by technical agencies.

7.1 Property Acquisition

The London BRT project aims to stay within the municipal ROW, where possible. In constrained areas, property acquisition may be required. During detail design, property requirements will be refined and a property acquisition strategy will be developed. Property will be acquired through negotiations and/or expropriation, as necessary. Preliminary property requirements are shown in Appendix A.

7.2 Stop Design Recommendations

Future work related to stop design, to be completed during detail design, includes:

- Integrate rapid transit stops with development, where possible, to provide an easy and efficient transition between street, building and transit. The earlier in the design this is established, the better for City and developer with cost savings opportunities.
- Establish two or three shelter prototypes based on the different types of stops along the BRT network. Prototype testing will facilitate design, construction and prefabrication to generate budget savings and construction efficiencies.
- Establish a materials and colour palette involving a range of City divisions including maintenance. Consider engaging the public in this design process.
- Consider the early involvement of an artist and/or heritage specialists to define the scope and expectations of these elements on platforms and around stop locations. Early integration brings cost efficiencies and better design outcomes.
- Continue the design development by establishing different modules that can be prefabricated. Ideally the design development will be undertaken along with the chosen manufacturer to design according to their strengths.

7.3 Future Consultation

During the pre-planning and TPAP process, the consultation program described in Section 5 helped to inform the development of the project. The project team worked with a wide range of stakeholders and interested persons to identify and resolve issues and concerns. However, given the nature of planning and preliminary engineering design, there are issues that should be carried forward to the next design phase. The following commitments to future consultation are noted by the project team:

- Develop a Communications Plan for detail design and construction, which will include strategies for public engagement and stakeholder relations. The communications focus will be on providing frequent information and updates to the public throughout construction; working closely with partners and local businesses to mitigate impacts, while maintaining excitement and momentum for the project.
- On-going consultation with the public, property owners, business owners, Indigenous communities, and approval authorities to advance and finalize the project design and implementation plan.
- Work with business owners along the corridors to refine property access, parking and loading strategies. As part of the next design phase, delivery and loading/unloading areas will be reviewed for affected property and/or business owners.
- Coordination and consultation with other planned infrastructure improvements in the City of London.
- Presentations and updates through municipal committees and council.
- This list will be updated during the TPAP.

Exhibit 7-1: Commitments to Future Work

Matter of Importance	Phase	Environmental Concern	Location	Future Commitment
Archaeology	TPAP / Detail Design	Impacts to archaeological features	Study Area	Stage 2 Archaeological Assessments, and Stage 3 and 4 Archaeological Assessments if recommended by Stage 2 and 3, in advance of any activities that have the potential to disturb archaeological resources.
Cultural Heritage	Detail Design	Impacts to designated heritage properties and Heritage Conservation Districts (HCD)	1603 Richmond Street 1132 Richmond Street 1061 Richmond Street 1058 Richmond Street 986 Richmond Street 835 Richmond Street 805 Richmond Street 623 Richmond Street 850 Highbury Street 1156 Dundas Street 871 Dundas Street 866 Dundas Street 389 Dundas Street 163 Oxford Street West 138 Wellington Street 129-131 Wellington Street Blackfriars-Petersville HCD Downtown HCD West Woodfield HCD	Heritage Impact Assessments will be completed for the 16 properties and three Heritage Conservation Districts listed, as well as any properties identified during the Cultural Heritage Evaluation Report process.
	Detail Design	Impacts to properties with potential cultural heritage value or interest	469 properties detailed in Appendix K.	Cultural Heritage Evaluation Reports will be completed.
Natural Environment	Detail Design	Barn Swallows *(Hirundo rustica)*	Sites 2, 3, 4, and 5	Nest surveys for Barn Swallows (and other applicable species at risk present at the time) in the breeding season prior to construction activities on bridges.
	Detail Design	Chimney Swifts (*Chaetura pelagica*)	Where damage to suitable chimneys is scheduled to occur	Entry-exit surveys for Chimney Swifts where damage to suitable chimneys is scheduled to occur, to be completed during the breeding season prior to commencement of the demolition or construction activities.
	Detail Design	Little Brown Myotis *(Myotis lucifuga),* Northern Myotis *(Myotis septentrionalis)*, Tri-coloured Bat (*Perimyotis subflavus*), SAR mussles	Sites 3, 4, and 5	Screening for suitable bat cavity trees where removal of mature trees are proposed to permit road widening. The need for additional targeted surveys for SAR mussels will be discussed with MNRF and DFO at detailed design, once footprint impacts are known, to address potential permitting and related works issues. Mussel rescue/relocations will be required at all locations where mussels have been confirmed within the in-water footprint.

Matter of Importance	Phase	Environmental Concern	Location	Future Commitment
	Detail Design	Butternut (*Juglans cinerea)*	Lambton Drive	Completion of a Butternut Health Assessment for Butternut trees adjacent to Lambton Drive, if realignment or widening of the road is to occur within 50 m of the trees.
	Detail Design	Species at Risk	Study Area	Additional screening as required based on future changes to species' listings or habitat regulations of the ESA.
	Detail Design	Species at Risk	Study Area	Overall benefit permits will be obtained where required by the MNRF.
	Detail Design	Vegetation	Study Area	A tree removal, restoration and compensation plan will be developed.
	Construction	Vegetation	Study Area	Tree protection zones will be established and protective materials will be installed prior to construction to prevent damage including, but not limited to, root destruction and soil compaction.
	Construction	Species at Risk	Study Area	Vegetation clearing will take place outside of the bird timing window. An ecologist will confirm that nests are no longer active, if encountered during clearing.
	Construction	Species at Risk	Study Area	In-water works will be completed inside the appropriate timing windows.
Noise and Vibration	Detail Design	Noise	2 Kennon Place 13 Bond Street 484 Moore Street 226 Cooper Street	Noise barriers will be designed and installed to reduce the noise effects at identified locations.
	Construction	Noise	Study Area	Communication protocol will be developed to inform affected persons of timing and duration of construction activities including anticipated noise effects. Nighttime construction activities will be avoided to reduce the potential impact of construction noise. Noise emissions from construction equipment are to be in compliance with the limits set out in NPC-115 and NPC-118.
	Construction	Vibrations	Study Area	Vibration mitigation measures will be constructed to mitigate potential impacts.
Air Quality	Construction	Air Quality	Study Area	Dust suppressant measures will be used and disturbed areas will be re-vegetated to mitigate potential impacts. Equipment will be washed and mud mats used where practical at construction site exits to limit the migration of soil and dust. Soil and other friable materials will be stockpiles in locations that are less exposed to wind and away from sensitive receptors, where possible. Dust-generating activities will be minimized during conditions of high wind.
Drainage and Stormwater Management	Detail Design / Construction	Increase in erosion and sedimentation during construction	Study Area	An Erosion and Sediment Control plan will be developed prior to construction. Best management practices will be implemented during construction.
	Construction	Increase in stormwater runoff quantity	Study Area	Low Impact Development measures will be implemented to promote infiltration.