300 Dufferin Avenue
P. O. Box 5035
London, ON
N6A 4L9

Wood Environment & Infrastructure Solutions
a Division of Wood Canada Limited
3450 Harvester Road, Suite 100
Burlington, ON L7N 3W5, Canada
T: 905-335-2353
www.woodplc.com

RE: Notice of Study Commencement and Online Public Information Centre (PIC): Addendum to the Bradley Avenue Extension Municipal Class Environmental Assessment

Dear Sir/Madam,

The City of London is undertaking an addendum to the Municipal Class Environmental Assessment (MCEA) study for improvements to Bradley Avenue from White Oak Road to Jalna Boulevard (West Leg). In 2005, the City completed a MCEA that recommended a preferred alignment to extend Bradley Avenue from White Oak Road to Bostwick Road, but the orginal 2005 study did not include the associated improvements to Bradley Avenue from White Oak Road easterly to Jalna Boulvard (West Leg).

This addendum to the MCEA study will document the investigations and recommendations that will support the continued residential growth and industrial transportation needs in the City. The Notice of Study Commencement and Public Information Centre (PIC) has been attached for your reference.

A PIC will be held on November 19th 2020 in an online format. The PIC material will be available online for two weeks. The Online PIC will present the project, investigations and recommendations for the study area. https://getinvolved.london.ca/bradley-ave

Should you have any questions or require additional information about this project, please do not hesitate to contact the undersigned.

Sincerely,

Wood Environment & Infrastructure Solutions
a Division of Wood Canada Limited



Felix Wong, P.Eng.
Consultant Project Manager
Tel: 905-335-2353
E-mail: felix.wong@woodplc.com

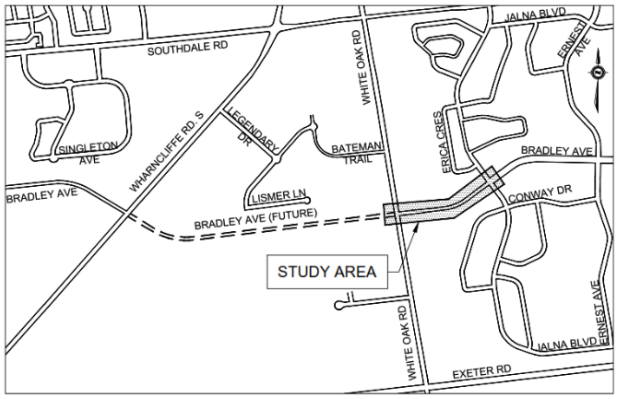
Attachments: Notice of Study Commencement and Online Public Information Centre

cc: Michelle Morris, City of London
Aniqa Shams, Wood
Councillor Elizabeth Peloza (Ward 12), City of London

'Wood' is a trading name for John Wood Group PLC and its subsidiaries

Joint Notice of Study Commencement and Online Public Information Centre (PIC)
Addendum to the Bradley Avenue Extension
Municipal Class Environmental Assessment (MCEA)

The Study



The new Mobility Transportation Master Plan for London - 2030 Transportation Master Plan: SmartMoves, identified the need for extension of Bradley Avenue, from Bostwick Road east to White Oak Road and improvements to Bradley Avenue from White Oak Road to Jalna Boulevard (West Leg), to manage continued growth in the city's southwest.

In 2005, the City completed a MCEA that recommended a preferred alignment for Bradley Avenue from White Oak Road to Bostwick Road. The study did not include the associated improvements to Bradley Avenue from White Oak Road easterly to Jalna Boulevard (West Leg). The associated improvements will allow for continuous vehicle, cyclist, and pedestrian infrastructure along the Bradley Avenue corridor.

As the need for these improvements has been confirmed, the City is completing an Addendum to the 2005 MCEA to include this work in the project. The Addendum will consider existing and future conditions, will assess alternate designs, potential impacts and mitigation and will only provide recommendations for the section of Bradley Avenue between White Oak Road and Jalna Boulevard (West Leg). The previously approved recommendations for Bradley Avenue from White Oak Road to Wharncliffe Road South will not be reconsidered.

The Process

This study is being undertaken as an Addendum to the 2005 MCEA in accordance with the process outlined in the Municipal Engineers Association's MCEA document (October 2000, as amended in 2007, 2011 and 2015), which is approved under the Ontario *Environmental Assessment Act*.

We want your input!

Public consultation is an important part of this study. A Public Information Centre (PIC) will be held on November 19, 2020 in an online format. The PIC material will be available online for two weeks. The PIC will present the project, investigations and recommendations for the study area. https://getinvolved.london.ca/bradley-ave

A Notice of Filing of Addendum will be provided upon completion of the study and will be made available for public review for a 30-day period. Subject to comments received and the receipt of necessary approvals, the city intends to proceed with detailed design and construction.

For further information on this study or to provide comments, please contact one of the following project managers:

Michelle Morris, P. Eng.
Project Manager
City of London
300 Dufferin Ave, P.O. Box 5035
London, ON N6A 4L9
Tel: 519-661-2489 ext. 5806
E-mail: mmorris@london.ca

Felix Wong, P. Eng.
Consultant Project Manager
Wood Environment & Infrastructure Solutions
3450 Harvester Road
Burlington, ON L7N 3W5
Tel: 905-335-2353
E-mail: felix.wong@woodplc.com

Information will be collected in accordance with the Freedom of Information and Protection of Privacy Act. With the exception of personal information, all comments will become part of the public record

This notice first issued on November 12, 2020.

Public Notices & BIDDING OPPORTUNITIES



NOTICE OF PUBLIC MEETING

The Planning and Environment Committee will consider the following matters at a Public Participation Meeting to be held **Monday, November 30, 2020**. During the COVID-19 emergency, Standing Committee and Council Meetings are virtual meetings hosted in City Hall, Council Chambers. Participation of some Council Members and staff will be virtual. Meetings can be viewed via live-streaming on YouTube and the City website. There is additional information on the City of London website www.london.ca about Public Participation Meetings, during the Covid-19 emergency. Information regarding the matter being considered at the Public Participation Meeting will be posted on the City of London website at www.london.ca on Wednesday, November 25, 2020. Written submissions regarding this matter to be included on the Planning and Environment Committee Added Agenda are to be submitted no later than 9:00 AM on Friday, November 27, 2020 either delivered or mailed to the City Clerk's Office, Room 308, 300 Dufferin Avenue, P.O. Box 5035, London, ON N6A 4L9 or by email to pec@london.ca. Those who wish to attend in person should pre-register by contacting PPMClerks@london.ca or 519-661-2489 ext. 7100.

Items not to be heard before 4:00 p.m.

1284 Sunningdale Road West – The purpose and effect of this zoning change is to implement the proposed red-line revisions to the draft approved subdivision 39T-04510 which would result in the extension of a draft approved cul-de-sac (Shields Place) as well as rezone portions of the subdivision to provide alternative forms of housing (townhomes, cluster townhomes, single detached dwellings). Possible change to Zoning By-law Z.-1 **FROM** Residential R1 Special Provision (R1-3(8)) Zone and Holding Residential R6/Neighbourhood Facility (h-71*h-95*h-109*R6-3/NF1) Zone **TO** Holding Residential Special Provision R1/R5/R6 (h-71*h-95*h-109*R1-3/R5-7(_)/R6-3) Zone; **FROM** Open Space (OS1) Zone **TO** Holding Residential R1 (h*h100*R1-5) Zone; **FROM** Holding Residential R1 Special Provision (h*h-100*R1-3(8)) Zone **TO** Holding Residential R1/R4 Special Provision (h*h-100*R1-3(8)/R4-6(_)) Zone; **FROM** Holding Residential R6 (h*h-54*h-71*h-95*h-100*R6-5) Zone **TO** Holding Residential R1/R4/R6 (h*h-54*h-71*h-95*h-100*R1-1/R4-6(_)/R6-5) Zone; and **FROM** Holding Residential R6/R7/R8 (h*h-54*h-71*h-95*h-100*R6-5/R7*h15*D75/R8*H15*D75) **TO** Holding Residential R4/R6/R7/R8 Special Provision (h*h-54*h-71*h-95*h-100*R4-6(_)/R6-5/R7*h15*D75/R8*H15*D75) Zone. Special provisions for the proposed R4-6(_) zone would include an exterior side yard setback to a collector of 4.5m where rear lots abut and 3.5m front and exterior side yard adjacent to a roundabout. File: Z-9216 Planner: M.Corby ext. 4657

Items not to be heard before 4:30 p.m.

Protected Major Transit Station Areas – The purpose and effect of this Official Plan amendment to The London Plan, 2016, is to identify Protected Major Transit Station Areas (PMTSAs) that align with the Downtown, Transit Village, and Rapid Transit Corridor Place Types and add policies pertaining to these PMTSAs in accordance with section 16 (15) of the *Planning Act*. PMTSAs are the areas surrounding and including an existing or planned higher order transit station or stop. PMTSAs are planned to accommodate increased residential and employment density with highly urban, mixed-use, transit-supportive forms of development. The Downtown, Transit Village, and Rapid Transit Corridor Place Types are envisioned as higher density, mixed-use, and transit-oriented communities that are centrally located around planned higher order transit stops. Identifying these Place Types as PMTSAs in the London Plan will assist in implementing the City Structure Plan. Identifying PMTSAs will also allow for the future consideration of Inclusionary Zoning to create affordable housing units in London. File: O-9208 Planner: J. Lee ext. 4980

Items not to be heard before 5:00 p.m.

820 Cabell Street - The purpose and effect of this requested zoning change is to change the zoning from a Light Industrial (LI1) Zone to a Light Industrial Special Provision (LI2 ( )) Zone to recognize the existing marijuana growing and processing facility and allow an increase in the gross floor area permitted for ancillary retail sales to increase to a maximum of 400m^2 for the entire building. File: Z-9196 Planner: C.Parker ext.4648

City-wide – Implementing Additional Residential Unit Requirements of the Planning Act
The purpose and effect of these London Plan and/or zoning changes is to implement recent changes to the Planning Act made by Bill 108/Regulation 299 of the Province of Ontario *(More Homes, More Choice Act, 2019)* which was given Royal Assent on June 6, 2019. Changes to the Act require that the City permit up to two additional dwelling units on a property containing a single detached, semi-detached or street townhouse residential dwelling. Possible amendments to the London Plan to change Policy 939 to 942 and Policy 949 to change wording from "Secondary Dwelling Units" to "Additional Residential Units" and add/modify language to implement Provincial policy and/or regulations for additional residential units. Possible changes to the 1989 Official Plan similar to the above changes to the London Plan. Possible change to Zoning By-law Z.-1 to delete the definition of "Secondary Dwelling Unit" and replace with a new definition of "Additional Residential Unit" in Section 2 (Definitions), make changes to Section 4.37 (General Provisions) to change references from secondary dwelling units to additional residential units and make changes to implement Provincial policies and/or regulations such as number of units permitted, number of bedrooms permitted and parking requirements. File: OZ-9176
Planner: C.Parker ext. 4648

PROVIDING COMMENT

Your comments on these matters are important. You may comment by phone, mail or emailing the planner assigned to the file you are interested in. Mail should be directed to: The City of London, Development Services or City Planning, P.O. Box 5035, 300 Dufferin Ave., London, ON, N6A 4L9.
Please note: *Personal information collected and recorded at the Public Participation Meeting, or through written submissions on this subject, is collected under the authority of the Municipal Act, 2001, as amended, and the Planning Act, 1990 R.S.O. 1990, c.P.13 and will be used by Members of Council and City of London staff in their consideration of this matter. The written submissions, including names and contact information and the associated reports arising from the public participation process, will be made available to the public, including publishing on the City's website. Video recordings of the Public Participation Meeting may also be posted to the City of London's website. Questions about this collection should be referred to Cathy Saunders, City Clerk, 519-661-2489 ext. 4937.*
Please also note that these applications are being circulated during the State of Emergency issued by the Province of Ontario.
If a person or public body would otherwise have an ability to appeal the decision of the Corporation of the City of London or of the Approval Authority to the Local Planning Appeal Tribunal but the person or public body does not make oral submissions at a public meeting or make written submissions to the City of London before the application is adopted or approved, the person or public body is not entitled to appeal the decision. If a person or public body does not make oral submissions at a public meeting or make written submissions to the City of London before the proposed amendment is adopted or approved, the person or public body may not be added as a party to the hearing of an appeal before the Local Planning Appeal Tribunal unless, in the opinion of the Tribunal, there are reasonable grounds to add the person or public body as a party.

ADDITIONAL INFORMATION
Please note that this application is being circulated during the COVID-19 State of Emergency issued by the Province of Ontario. Opportunities to view any file materials in-person can be arranged through the file Planner. For more information about these matters, including information about appeal rights, contact Development Services at developmentservices@london.ca and/or 519-930-3500.
****Please ensure you reference the File Number or address in all communications.***

MINOR VARIANCES

The Committee of Adjustment for the City of London will meet on **Thursday December 3, 2020,** commencing at 1:30 p.m., on the second floor of City Hall, 300 Dufferin Avenue, London, Ontario for the purpose of hearing the following applications for Minor Variance to Zoning By-law Z.-1.

1:30 p.m. – A.104/20 - 789 Lorne Avenue, PLAN 416 BLK V PT LOT 41, south side of Lorne Avenue, east of English Street. To permit front yard parking. To permit parking in the front yard, whereas parking is only permitted in the rear or interior side yard. To permit a parking area to project 4.8m to the front of the dwelling, whereas 2.0m is the maximum permitted. To permit a parking area 0.0m from the required road allowance, whereas 1.0m is the minimum required.

1:50 p.m. – A.099/20 - 557 Wellington Road, CON 1 PT LOT 25 RP 33R3118 PART 4, southwest corner of Wellington Road and Waterman Avenue. To expand a patio. To permit 49 parking spaces, whereas 54 parking spaces are the minimum required.

2:10 p.m. – A.105/20 - 3736 Homewood Lane, CON WTR PT LOT 74, east side of Homewood Lane, north of Longwoods Road. To construct a drive shed. To permit a north interior side yard setback of 1.2m, whereas 15.0m is the minimum required.

2:30 p.m. – A.106/20 - 515 Adelaide Street North, PLAN 41 PT LOT 11 S/S PRINCESS, 591 Princess Avenue, PLAN 41 PT LOT 10, southwest corner of Adelaide Street North and Princess Avenue. To create a lot. Severed Lands: To permit a lot coverage of 40.4%, whereas 40% is the maximum permitted.

If you wish to be notified of a decision of the Committee of Adjustment, you must appear in person or by Counsel at the hearing **and** *file a written request with the Secretary-Treasurer of the Committee of Adjustment. An appeal from a decision of the Committee of Adjustment to the Local Planning Appeal Tribunal (LPAT) shall be filed within 20 days of making the decision. Any appeal must be filed with the Secretary-Treasurer of the Committee of Adjustment, in person at 6th Floor, City Hall, 300 Dufferin Ave., London, ON, or Mail to City of London, P.O. Box 5035, ON N6A 4L9. 519-661-2489 ext. 4988.*

NOTICE OF REVISED APPLICATION

Notice of the 2021 update to the 2020-2023 Multi-Year Budget (Property Tax Supported, Water and Wastewater & Treatment), Public Participation Meeting The draft 2021 update to the 2020-2023 Multi-Year Budget (Property Tax Supported Budget (Operating and Capital), Water Budget and Wastewater & Treatment Budget) was tabled at the Strategic Priorities and Policy Committee (SPPC) meeting held on Tuesday, November 17, 2020. The draft 2021 update to the 2020-2023 Multi-Year Budget may be viewed at the City Clerk's Office, 3rd Floor, City Hall, 300 Dufferin Avenue and on the City's website at www.london.ca/budget and getinvolved.london.ca. Members of the public are encouraged to become involved in the process related to the 2021 update to the 2020-2023 Multi-Year Budget through the following public engagement opportunity:
Public Participation Meeting – Monday, December 7, 2020 at 4 PM – The Public Participation Meeting will be hosted in the Council Chambers, with participation of some members and staff virtually. There is additional information on the City of London's website about Public Participation Meetings during the COVID-19 emergency. Those who wish to attend in person should pre-register by contacting PPMClerks@london.ca or 519-661-2489 ext. 7100. The draft 2021 update to the 2020-2023 Multi-Year Budget may be viewed on the City's website at www.london.ca/budget and getinvolved.london.ca or in the City Clerk's Office. If you have any questions regarding this matter please e-mail budget@london.ca or by calling 519-661-4638. Written submissions regarding the above-noted matter to be included on the Strategic Priorities and Policy Committee Added Agenda should be submitted by no later than 9:00 AM on Friday, December 4, 2020 either delivered or mailed to the City Clerk's Office, Room 308, 300 Dufferin Avenue, P.O. Box 5035, London, ON N6A 4L9. Submissions in accordance with the above-noted deadline may also be e-mailed to sppc@london.ca.

Public Notices & BIDDING OPPORTUNITIES



London CANADA

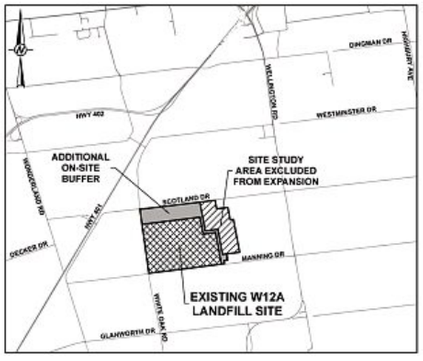
Notice is hereby given that the Council of The Corporation of the City of London intends to adopt the 2021 update to the 2020-2023 Multi-Year Budget (Property Tax Supported Budget, Water Budget and Wastewater & Treatment Budget) at the Council Meeting to be held on, Tuesday, January 12, 2021, commencing at 4:00 PM in the Council Chambers. If you have any questions regarding this matter please e-mail budget@london.ca or by calling 519-661-4638. Personal information collected and recorded through this public participation process, or through written submissions on this subject, is collected under the authority of the Municipal Act, 2001, as amended, and will be used by Members of Council and City of London staff in their consideration of this matter. The written submissions, including names and contact information and the associated reports arising from the public participation process, will be made available to the public, including publishing on the City's website. Video recordings of the public participation opportunities may also be posted to the City of London's website. Questions about this collection should be referred to Cathy Saunders, City Clerk, 519-661-CITY (2489) ext. 4937.

Joint Notice of Study Commencement and Online Public Information Centre (PIC)
Addendum to the Bradley Avenue Extension - Municipal Class Environmental Assessment (MCEA)

The new Mobility Transportation Master Plan for London - 2030 Transportation Master Plan: SmartMoves, identified the need for extension of Bradley Avenue, from Bostwick Road east to White Oak Road and the associated improvements to Bradley Avenue from White Oak Road to Jalna Boulevard (West leg), to manage continued growth in the city's southwest. In 2005, the City completed a MCEA that recommended a preferred alignment for Bradley Avenue from White Oak Road to Bostwick Road. The study did not include the associated improvements of Bradley Avenue from White Oak Road easterly to Jalna Boulevard (West Leg). The associated improvements will allow for continuous vehicle, cyclist, and pedestrian infrastructure along the Bradley Avenue corridor. As the need for these improvments has been confirmed, the City is completing an Addendum to the 2005 MCEA to include Bradley Avenue between White Oak Road and Jalna Boulevard (West Leg) in the project. The previously approved recommendations for Bradley Avenue from White Oak Road to Wharncliffe Road South will not be reconsidered.
This study is being undertaken as an Addendum to the 2005 MCEA in accordance with the process outlined in the Municipal Engineers Association's MCEA document (October 2000, as amended in 2007, 2011 and 2015), which is approved under the Ontario *Environmental Assessment Act.* A Public Information Centre (PIC) will be held on November 19, 2020 in an online format. The PIC material will be available online for two weeks. The Online PIC will present the project, investigations and recommendations for the study area. https://getinvolved.london.ca/bradley-ave
A Notice of Filing of Addendum will be provided upon completion of the study and will be made available for public review for a 30-day period. Subject to comments received and the receipt of necessary approvals, the city intends to proceed with detailed design and construction.
Comments or concerns can be directly sent to the project website or feel free to contact Michelle Morris, City of London, Tel: 519-661-2489 ext. 5806, Email: mmorris@london.ca or Felix Wong, Wood, Tel: 905-335-2353, Email: felix.wong@woodplc.com

Notice of the Fourth Series of Open Houses
City of London Residual Waste Disposal Strategy
Environmental Assessment of the Proposed W12A Landfill Expansion

The City of London (the City) has initiated a study under the *Environmental Assessment (EA) Act* for a proposed expansion of the City's existing landfill (W12A), which is expected to reach capacity in 2024. The service area for the landfill expansion is proposed to be enlarged to a regional area, which would include: the City of London, County of Huron, County of Perth, County of Elgin, County of Lambton, and County of Middlesex.
The City wants community feedback on the proposed expansion of the W12A Landfill and is hosting this fourth series of open houses. In response to the COVID-19 pandemic and to abide by provincial government restrictions and other public health safety measures, this open house is by appointment only as follows:
November 18 and 19, 2020
Hellenic Community Centre
133 Southdale Road West, London
4:00 p.m. to 8:00 p.m.
(by appointment only)
To book an appointment to attend please contact Tracey Lee by phone at 519-661-CITY (2489) ext. 8413 or by e-mail at tlee@london.ca.
COVID-19 protection measures will be in place including limiting the number of attendees at one time, physical distancing, mandatory masks, regular disinfection of touch points (e.g., door handles), etc. Details of all COVID-19 protection measures for the open houses can be found at the project website (getinvolved.london.ca/WhyWasteDisposal).
It is proposed that the landfill expansion will occur vertically (upwards) within the existing waste footprint and the on-site buffer area expanded to the north and east onto existing City property as shown on the map below.



At these open houses the public will be presented with the findings of the EA studies and provided information on how the landfill would be expanded if approved. The public will learn about the individual environmental component results of the existing conditions studies, the predicted effects of the proposed expansion on the environment, and the commitments London is making to mitigate any adverse effects. Additionally, information on the development of the City's Resource Recovery Strategy and potential changes to the W12A Landfill Community Enhancement and Mitigative Measures Program (CEMMP) will also be available to the public. The CEEMP will go through a parallel process with a separate feedback and engagement schedule. Attendees will have the opportunity to have discussions with City staff and the project consultant. All material from the open houses will be on the City's website, after November 18 with opportunities to ask questions (via email, phone, virtual meeting or in-person meeting with appropriate COVID-19 safety measures) and provide comments.
If you wish to be added to the project contact list, or have questions, please contact City staff/project consultant as noted below or visit the City's website at **getinvolved.london.ca/WhyWasteDisposal.**

Jay Stanford, M.A., M.P.A.
Director - Environment, Fleet and Solid Waste
Phone: 519-661-CITY (2489) ext. 5411
Fax: 519-661-2354
E-mail: jstanfor@london.ca
Wesley Abbott, P. Eng.
Project Manager
Phone: 226-376-2311
Fax: 519-661-2354
E-mail: wabbott@london.ca
Mailing Address for the above contacts is:
Solid Waste Management Division
City Hall, 8th Floor
300 Dufferin Avenue, P.O. Box 5035
London, ON N6A 4L9
All personal information included in a submission – such as name, address, telephone number and property location – is collected, maintained and disclosed by the MECP for the purpose of transparency and consultation. The information is collected under the authority of the *Environmental Assessment* Act or is collected and maintained for the purpose of creating a record that is available to the general public as described in s.37 of the *Freedom of Information and Protection of Privacy Act.* Personal information you submit will become part of a public record that is available to the general public unless you request that your personal information remain confidential. For more information, please contact the MECP's Freedom of Information and Privacy Coordinator at 416-314-4075.
Veuillez noter qu'il vous est possible de nous communiquer vos commentaires ou vos questions sur le projet en français en les adressant à Trish Edmond dont les coordonnées sont indiquées ci-dessus.
Trish Edmond, P. Eng., EA Manager
Golder Associates Ltd
1931 Robertson Road
Ottawa, ON K2H 5B7
Telephone: 613-592-9600
Fax: 613-592-9601
E-mail: trish_edmond@golder.com

Ministry of Heritage, Sport, Tourism and Culture Industries

Programs and Services Branch
401 Bay Street, Suite 1700
Toronto, ON M7A 0A7
Tel: 416.728.3494

Ministère des Industries du Patrimoine, du Sport, du Tourisme et de la Culture

Direction des programmes et des services
401, rue Bay, Bureau 1700
Toronto, ON M7A 0A7
Tél: 416. 728.3494

Ontario

October 26, 2020 Email Only

Felix Wong, P. Eng.
Consultant Project manager
Wood Environment and Infrastructure Solution
3450 Harvester Road
Burlington, ON L7N 3W5
felix.wong@woodplc.com

MHSTCI File	**:**	**005482**
Proponent	**:**	**City of London**
Subject	**:**	**Notice of Commencement – EA Addendum**
Project	**:**	**Bradley Avenue Extension**
Location	**:**	**Bradley Avenue, between White Oak Road and Jalna Boulevard, City of London**

Dear Mr. Wong:

Thank you for circulating the Ministry of Heritage, Sport, Tourism and Culture Industries (MHSTCI) with the Notice of Commencement for the above-referenced project. MHSTCI's interest in this environmental assessment (EA) project relates to its mandate of conserving Ontario's cultural heritage.

Project Summary
The City of London completed a Municipal Class EA in 2005 for the extension and preferred alignment of Bradley Avenue, from White Oak Road to Bostwick Road. The 2013 New Mobility Transportation Master Plan confirmed the need for this extension as well as the need to widen Bradley Avenue from two lanes to four lanes in the segment between White Oak Road and Jalna Boulevard. This widening is the basis of an addendum to the 2005 EA, which is mentioned in the Notice of Commencement.

Comments
The email of October 16, 2020 to MHSTCI enclosing the Notice of Commencement also included a copy of the display boards to be used at the online Public Information Centre (PIC), which is set for November 19, 2020. MHSTCI has reviewed this material and offers the following comments:

Existing Conditions
On page five, it is noted that a Stage 1 archaeological assessment will be undertaken to identify any potential archaeological resources. This aligns with MHSTCI's expectations, not only as part of the due diligence for an EA, but also because the study area is within 300 m of a known site, establishing archaeological potential for the study area.

MHSTCI recommends that the archaeological assessment be completed prior to the issuance of the Notice of Completion

Page five also contains the information that MHSTCI's checklist *Criteria for Evaluation Potential for Built and Cultural Heritage Landscapes* was completed, finding no built heritage resources or cultural heritage landscapes are within the study area.

Please provide a copy of the completed checklist to MHSTCI and ensure that is also included in the final EA addendum report.

Thank you for providing the Notice of Commencement and for the opportunity to review and comment on the PIC display boards. Should you have any questions, please contact the undersigned.

Sincerely,

Katherine Kirzati
Heritage Planner
Heritage Planning Unit
katherine.kirzati@ontario.ca

c: Michelle Morris, Project Manager, City of London

It is the sole responsibility of proponents to ensure that any information and documentation submitted as part of their EA report or file is accurate. MHSTCI makes no representation or warranty as to the completeness, accuracy or quality of any checklists, reports or supporting documentation submitted as part of the EA process and in no way shall MHSTCI be liable for any harm, damages, costs, expenses, losses, claims or actions that may result if any checklists, reports or supporting documents are discovered to be inaccurate, incomplete, misleading or fraudulent.

Please notify MHSTCI if archaeological resources are impacted by EA project work. All activities impacting archaeological resources must cease immediately and a licensed archaeologist is required to carry out an archaeological assessment in accordance with the *Ontario Heritage Act* and the *Standards and Guidelines for Consultant Archaeologists*.

If human remains are encountered, all activities must cease immediately and the local police as well as the Registrar, Burials of the Ministry of Government and Consumer Services (416.326.8800) must be contacted. In situations where human remains are associated with archaeological resources, MHSTCI should also be notified to ensure that the site is not subject to unlicensed alterations which would be a contravention of the *Ontario Heritage Act*.

From:	Slattery, Barbara (MECP)
To:	Shams, Aniqa
Subject:	RE: Addendum to the Bradley Avenue Extension Municipal Class Environment Assessment: Agency Review
Date:	Friday, October 16, 2020 2:51:17 PM
Attachments:	image001.png Notice of Completion Wording 08-28.docx

CAUTION: External email. Please do not click on links/attachments unless you know the content is genuine and safe.

Thank you for the circulation and request for comments. I have no comments on the presentation boards, and would suggest that if not already contemplated, the social/land use impacts should also include costs associated with any private property acquisition if any is needed. I take the opportunity to also remind you of some changes that have occurred in the EA program. Royal Assent was given on July 22nd to Bill 197 which made changes to the provincial Environmental Assessment process. Proponents are still required to submit a Notice of Completion providing a minimum 30-day period during which documentation may be reviewed and comment and input can be submitted to the Proponent. Now however, the Notice of Completion is to advise that outstanding concerns are to be directed to the proponent for a response, and that in the event there are outstanding concerns regarding **potential adverse impacts to constitutionally protected Aboriginal and treaty rights,** Part II Order requests on those matters should be addressed in writing to:

Minister Jeff Yurek
Ministry of Environment, Conservation and Parks
777 Bay Street, 5th Floor
Toronto ON M7A 2J3
minister.mecp@ontario.ca

and

Director, Environmental Assessment Branch
Ministry of Environment, Conservation and Parks
135 St. Clair Ave. W, 1st Floor
Toronto ON, M4V 1P5

ClassEAnotices@ontario.ca

Please note that you cannot proceed with the project until at least 30 days after the end of the comment period provided for in the Notice of Completion. Further, you may not proceed after this time if:

- a Part II Order request has been submitted to the ministry regarding **potential adverse impacts to constitutionally protected Aboriginal and treaty rights**, or
- the Director has issued a Notice of Proposed Order regarding the project.

If other concerns with the project file and/or EA process are made known to the minister, or determined following a review of the document, the Ministry reserves the right to issue an order on his or her own initiative within a specified time period. Within the 30 days following the Notice of Completion, the Director would first issue a Notice of Proposed Order to you if the Minister is considering an order for the project. At this time, the Director may request additional information from you. Once the requested information has been received, the Minister will have 30 days within which to make a decision or impose conditions on your project. A template with wording for the Notice of Completion has also been appended to assist

If there are any questions, please do not hesitate to contact me.

Barb Slattery, EA/Planning Coordinator
Ministry of the Environment, Conservation and Parks
Project Review Unit, Environmental Assessment Branch
(365) 366-8185

We want to hear from you. How was my service? You can provide feedback at 1-888-745-8888.

From: Shams, Aniqa <aniqa.shams@woodplc.com>
Sent: October 16, 2020 1:19 PM
To: EA Notices to SWRegion (MECP) <eanotification.swregion@ontario.ca>; Slattery, Barbara (MECP)

<barbara.slattery@ontario.ca>; Barboza, Karla (MHSTCI) <Karla.Barboza@ontario.ca>; annettt@thamesriver.on.ca; creightonc@thamesriver.on.ca; Hines, Emilee (MNRF) <Emilee.Hines@ontario.ca>; verscheureb@thamesriver.on.ca
Cc: Morris, Michelle <mmorris@london.ca>; Patel, Jiten <jpatel@London.ca>; Wong, Felix <felix.wong@woodplc.com>; Talpur, Mir <mir.talpur@woodplc.com>
Subject: Addendum to the Bradley Avenue Extension Municipal Class Environment Assessment: Agency Review

CAUTION -- EXTERNAL E-MAIL - Do not click links or open attachments unless you recognize the sender.

Good afternoon,

The City of London is undertaking an addendum to the 2005 Bradley Avenue Municipal Class Environment Assessment (MCEA) from White Oak Road to Bostwick Road. The addendum area will focus on Bradley Avenue, from White Oak Road to Jalna Boulevard and will not revisit the approved recommendations from the 2005 MCEA. The Notice of Study Commencement and Online Public Information Centre (PIC) is attached to this email, as well as the presentation slides and roll plan for the upcoming PIC (November 19, 2020). We request your review of the PIC slides and roll plan. Should you have any comments or concerns, please let us know by **October 30, 2020**.

Thank you,
Aniqa

Aniqa Shams, B.E.S. RPP, MCIP
Environmental Planner
2020 Winston Park Drive, Suite #600
Oakville, Ontario, Canada, L6H 6X7
Office: +1 (905) 568-2929 ext. 4149
Mobile: (416) 357-2093
www.woodplc.com



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SAMPLE NOTICE OF COMPLETION TEMPLATE – FOR REFERENCE

Interested persons may provide written comments to our project team by DATE. All comments and concerns should be sent directly to PROPONENT CONTACT at the COMPANY/MUNICIPALITY.

In addition, a request may be made to the Ministry of the Environment, Conservation and Parks for an order requiring a higher level of study (i.e. requiring an individual/comprehensive EA approval before being able to proceed), or that conditions be imposed (e.g. require further studies), only on the grounds that the requested order may prevent, mitigate or remedy adverse impacts on constitutionally protected Aboriginal and treaty rights. Requests on other grounds will not be considered. Requests should include the requester contact information and full name for the ministry.

Requests should specify what kind of order is being requested (request for additional conditions or a request for an individual/comprehensive environmental assessment), how an order may prevent, mitigate or remedy those potential adverse impacts, and any information in support of the statements in the request. This will ensure that the ministry is able to efficiently begin reviewing the request.

The request should be sent in writing or by email to:

Minister of the Environment, Conservation and Parks
Ministry of Environment, Conservation and Parks
777 Bay Street, 5th Floor
Toronto ON M7A 2J3
minister.mecp@ontario.ca

and

Director, Environmental Assessment Branch
Ministry of Environment, Conservation and Parks
135 St. Clair Ave. W, 1st Floor
Toronto ON, M4V 1P5
EABDirector@ontario.ca

Requests should also be sent to the PROPONENT by mail or by e-mail.

This Notice issued DATE.

Information will be collected in accordance with the Municipal Freedom of Information and Protection of Privacy Act. With the exception of personal information, all comments will become part of the public record.

Shams, Aniqa

From: Morris, Michelle <mmorris@london.ca>
Sent: Wednesday, November 4, 2020 9:53 AM
To: Peloza, Elizabeth; Scherr, Kelly; Saunders, Cathy
Cc: Councillors Admin; Mathers, Scott; Barrett, Gregg; MacRae, Doug; Dales, Garfield; Maguire, Shane; DeCandido, Ugo; Yeoman, Paul; Rammeloo, Ashley; Dann, Jennie; Macpherson, Andrew; O'Hagan, Britt; Pedlow, Rick; Parsons, John; DeCandido, Ugo; Simon, John; Bruin, Jeff; MacKay, James; Lysynski, Heather; Bunn, Jerri-Joanne; Burns, Katie; Grabowski, Karl; Koza, Ted; Kavcic, Peter; Patel, Jiten; McNeely, Heather; Feldberg, Matt; Chambers, Shawna; Alikakos, Mary; Wong, Felix; Shams, Aniqa
Subject: Notice of Study Commencement and Online PIC - Bradley Avenue from White Oak Road to Jalna Boulevard
Attachments: Bradley Ave ext. Letter and Notice of Study Commencement and Online PIC.PDF

CAUTION: External email. Please do not click on links/attachments unless you know the content is genuine and safe.

Re: Notice of Study Commencement and Online Public Information Centre (PIC)
Addendum to the Bradley Avenue Extension Municipal Class Environmental Assessment (MCEA)

Please find attached the Joint Notice of Study Commencement and Online Public Information Centre (PIC) for the Addendum to the Bradley Avenue Extension Municipal Class Environmental Assessment (MCEA). The MCEA Addendum will evaluate potential improvements to Bradley Avenue, from White Oak Road to Jalna Boulevard (West Leg).

In 2005, the City of London completed a MCEA that recommended a preferred alignment to extend Bradley Avenue from White Oak Road westerly to Bostwick Road, but the original 2005 study did not include the associated improvements to Bradley Avenue from White Oak Road easterly to Jalna Boulvard (West Leg). The City of London has retained Wood Environmental & Infrastructure to undertake this MCEA Addendum which will evaluate the associated improvements to Bradley Avenue, from White Oak Road to Jalna Boulevard (West Leg).

The Public Information Centre (PIC) will present the project, investigations, and recommendations for the study area. The **November 19, 2020** PIC will be presented in a **online format** with material available on the City of London's Get Involved website: https://getinvolved.london.ca/bradley-ave

The Notice of Study Commencement and Online Public Information Centre is being sent to agency contacts, area property owners, and Indigenous Communities. The notice will also appear in the Londoner on November 12, 2020 and November 19, 2020.

By copy of this information to the Clerk's Department, I would request that this information be circulated to other elected officials, as appropriate.

Regards,

Michelle Morris, P.Eng.
Transportation Design Engineer
Transportation Planning & Design
City of London

300 Dufferin Ave., London, ON N6A 4L9
P: 519.661.CITY(2489) x5806 | Fax: 519.661.2354
mmorris@london.ca | www.london.ca

As part of our ongoing efforts to stop the spread of COVID-19, the City of London has made changes to many City services. Visit our website for the latest information about City services and COVID-19.

Shams, Aniqa

From: MNRF Ayl Planners (MNRF) <MNRF.Ayl.Planners@ontario.ca>
Sent: Monday, November 2, 2020 9:21 AM
To: mmorris@london.ca; Wong, Felix
Cc: Shams, Aniqa
Subject: [Attachment Removed] RE: Addendum to the Bradley Avenue Extension Municipal Class Environment Assessment: Agency Review
Attachments: Bradley Avenue_Notice of Commencement (Addendum) and Online PIC.pdf; Addendum_PIC_Roll Plan PIC.pdf; Bradley Ave Addendum PIC Boards_Agency Review.pdf; NHGuide_MNRF_ 2019-04-01.pdf

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Ministry of Natural Resources and Forestry

Ministère des Richesses naturelles et des Forêts

Ontario

615 John Street North
Aylmer, ON N5H 2S8
Tel: 519-773-9241
Fax: 519-773-9014

615, rue John Nord
Aylmer ON N5H 2S8
Tél: 519-773-9241
Téléc: 519-773-9014

November 2, 2020

Michelle Morris, P. Eng.
Project Manager
City of London
300 Dufferin Ave, P.O. Box 5035
London, ON N6A 4L9
Tel: 519-661-2489 ext. 5806
E-mail: mmorris@london.ca

Felix Wong, P. Eng.
Consultant Project Manager
Wood Environment & Infrastructure Solutions
3450 Harvester Road
Burlington, ON L7N 3W5
Tel: 905-335-2353
E-mail: felix.wong@woodplc.com

Subject: Addendum to the Bradley Avenue Extension Municipal Class Environment Assessment: Agency Review

The Ministry of Natural Resources and Forestry (MNRF) Aylmer District received the notice for the proposed Bradley Avenue Extension project. Thank you for circulating this information to our office, however, please note that we have not completed a screening of natural heritage or other resource

values for the project at this time. Please also note that it is your responsibility to be aware of and comply with all relevant federal or provincial legislation, municipal by-laws or other agency approvals.

This response provides information to guide you in identifying and assessing natural features and resources as required by applicable policies and legislation, and engaging with MNRF Aylmer District for advice as needed.

Natural Heritage & Endangered Species Act

In order to provide the most efficient service possible, the attached Natural Heritage Information Request Guide has been developed to assist you with accessing natural heritage data and values from convenient online sources.

It remains the proponent's responsibility to complete a preliminary screening for each project, to obtain available information from multiple sources, to conduct any necessary field studies, and to consider any potential environmental impacts that may result from an activity. We wish to emphasize the need for the proponents of development activities to complete screenings prior to contacting the Ministry or other agencies for more detailed technical information and advice.

The Ministry continues to work on updating data housed by Land Information Ontario and the Natural Heritage Information Centre, and ensuring this information is accessible through online resources. Species at risk data is regularly being updated. To ensure access to reliable and up to date information, please contact the Ministry of the Environment, Conservation and Parks at SAROntario@ontario.ca.

Petroleum Wells & Oil, Gas and Salt Resource Act

There may be petroleum wells within the proposed project area. Please consult the Ontario Oil, Gas and Salt Resources Library website (www.ogsrlibrary.com) for the best known data on any wells recorded by MNRF. Please reference the 'Definitions and Terminology Guide' listed in the publications on the Library website in order to better understand the well information available. Any oil and gas wells in your project area are regulated by the *Oil, Gas and Salt Resource Act*, and the supporting regulations and operating standards. If any unanticipated wells are encountered during development of the project, or if the proponent has questions regarding petroleum operations, the proponent should contact the Petroleum Operations Section at POSRecords@ontario.ca or 519-873-4634.

Public Lands Act & Lakes and Rivers Improvement Act

Some projects may be subject to the provisions of the *Public Lands Act* or *Lakes and Rivers Improvement Act*. Please review the information on MNRF's web pages provided below regarding when an approval is required or not. Please note that many of the authorizations issued under the *Lakes and Rivers Improvement Act* are administered by the local Conservation Authority.

- For more information about the *Public Lands Act*: https://www.ontario.ca/page/crown-land-work-permits
- For more information about the *Lakes and Rivers Improvement Act*: https://www.ontario.ca/document/lakes-and-rivers-improvement-act-administrative-guide

After reviewing the information provided, if you have not identified any of MNRF's interests stated above, there is no need to circulate any subsequent notices to our office.

If you have any questions or concerns, please feel free to contact me.

Sincerely,
Karina

Karina Černiavskaja, District Planner
Ministry of Natural Resources and Forestry
Email: MNRF.Ayl.Planners@ontario.ca

Ontario

As part of providing accessible customer service, please let me know if you have any accommodation needs or require communication supports or alternate formats.

From: Shams, Aniqa <aniqa.shams@woodplc.com>
Sent: October 16, 2020 1:19 PM
To: EA Notices to SWRegion (MECP) <eanotification.swregion@ontario.ca>; Slattery, Barbara (MECP) <barbara.slattery@ontario.ca>; Barboza, Karla (MHSTCI) <Karla.Barboza@ontario.ca>; annettt@thamesriver.on.ca; creightonc@thamesriver.on.ca; Hines, Emilee (MNRF) <Emilee.Hines@ontario.ca>; verscheureb@thamesriver.on.ca
Cc: Morris, Michelle <mmorris@london.ca>; Patel, Jiten <jpatel@London.ca>; Wong, Felix <felix.wong@woodplc.com>; Talpur, Mir <mir.talpur@woodplc.com>
Subject: Addendum to the Bradley Avenue Extension Municipal Class Environment Assessment: Agency Review

CAUTION -- EXTERNAL E-MAIL - Do not click links or open attachments unless you recognize the sender.

Good afternoon,

The City of London is undertaking an addendum to the 2005 Bradley Avenue Municipal Class Environment Assessment (MCEA) from White Oak Road to Bostwick Road. The addendum area will focus on Bradley Avenue, from White Oak Road to Jalna Boulevard and will not revisit the approved recommendations from the 2005 MCEA. The Notice of Study Commencement and Online Public Information Centre (PIC) is attached to this email, as well as the presentation slides and roll plan for the upcoming PIC (November 19, 2020). We request your review of the PIC slides and roll plan. Should you have any comments or concerns, please let us know by **October 30, 2020**.

Thank you,
Aniqa

Aniqa Shams, B.E.S. RPP, MCIP
Environmental Planner
2020 Winston Park Drive, Suite #600
Oakville, Ontario, Canada, L6H 6X7
Office: +1 (905) 568-2929 ext. 4149
Mobile: (416) 357-2093
www.woodplc.com

wood.

Shams, Aniqa

From: Morris, Michelle <mmorris@london.ca>
Sent: Tuesday, November 17, 2020 2:46 PM
To: Brent Verscheure
Cc: Shams, Aniqa; Wong, Felix; Patel, Jiten
Subject: RE: EXTERNAL EXTERNAL RE: [EXTERNAL] Re: EXTERNAL EXTERNAL Addendum to the Bradley Avenue Extension Municipal Class Environment Assessment: Agency Review

CAUTION: External email. Please do not click on links/attachments unless you know the content is genuine and safe.

Hi Brent,

We will connect with you directly in regards to the White Oaks Drain. The format of the PIC will be PDFs of the display boards uploaded on the webpage for review and comment, so there is no specific time to note. The PIC officially begins on November 19, as you noted, and the comment deadline is two weeks after that, on December 3. We have uploaded the PIC materials early so they are available now if you are interested: https://getinvolved.london.ca/bradley-ave.

Thank you,
Michelle

Michelle Morris, P.Eng.
Transportation Design Engineer
Transportation Planning & Design
City of London

300 Dufferin Ave., London, ON N6A 4L9
P: 519.661.CITY(2489) x5806 | Fax: 519.661.2354
mmorris@london.ca | www.london.ca

As part of our ongoing efforts to stop the spread of COVID-19, the City of London has made changes to many City services. Visit our website for the latest information about City services and COVID-19.

From: Brent Verscheure [mailto:verscheureb@thamesriver.on.ca]
Sent: Monday, November 16, 2020 4:32 PM
To: Morris, Michelle <mmorris@london.ca>
Cc: Aniqa Shams <aniqa.shams@woodplc.com>; Felix Wong <felix.wong@woodplc.com>; Patel, Jiten <jpatel@London.ca>
Subject: EXTERNAL EXTERNAL RE: [EXTERNAL] Re: EXTERNAL EXTERNAL Addendum to the Bradley Avenue Extension Municipal Class Environment Assessment: Agency Review

Thank you for the update, Michelle.
Will there be any updates made available at the online PIC November 19th?

Our office received the notice, however, there wasn't a time associated to the PIC.

Can you please let me know the specific time?

Regards,

UPPER THAMES RIVER
CONSERVATION AUTHORITY

Brent Verscheure
Land Use Regulations Officer
1424 Clarke Rd, London, ON N5V 5B9
Tel: 519-451-2800 Ext. 318
Email:verscheureb@thamesriver.on.ca
Web:www.thamesriver.on.ca

All UTRCA offices and buildings are closed to the public to help protect the public and staff from COVID-19. I am working remotely during this time and will be monitoring all messages and emails. We apologize for any inconvenience this may cause.

>>> "Morris, Michelle" <mmorris@london.ca> 11/16/2020 4:12 PM >>>
Hi Brent,

We hope you are doing well as well. We want to thank you for your email regarding Bradley Ave and the White Oaks Drain and we want to assure you that we haven't forgotten about it. You raised the White Oaks Drain during a meeting earlier this year as well and we are working with our consultant, Wood, to provide a more comprehensive response to your question soon.

Thank you,
Michelle

Michelle Morris, P.Eng.
Transportation Design Engineer
Transportation Planning & Design
City of London

300 Dufferin Ave., London, ON N6A 4L9
P: 519.661.CITY(2489) x5806 | Fax: 519.661.2354
mmorris@london.ca | www.london.ca

As part of our ongoing efforts to stop the spread of COVID-19, the City of London has made changes to many City services. Visit our website for the latest information about City services and COVID-19.

From: Brent Verscheure [mailto:verscheureb@thamesriver.on.ca]
Sent: Monday, November 2, 2020 10:11 AM

To: Aniqa Shams <aniqa.shams@woodplc.com>; Morris, Michelle <mmorris@london.ca>
Subject: [EXTERNAL] Re: EXTERNAL EXTERNAL Addendum to the Bradley Avenue Extension Municipal Class Environment Assessment: Agency Review

Aniqa, Michelle:

Hope you're doing well.
Just returning from two weeks of vacation and wanted to follow up regarding this email.

Is the City and WoodPLC considering the drainage an hydrology of the White Oaks Drain in this addendum? I see that it has been referenced but the information is vague and my interpretation suggests that the channel and single culvert adequately conveys the minor and major flows - however, it does not.

Is the HEC-RAS model being reviewed and assessed to incorporate any improvements?

Thanks,
Brent

UPPER THAMES RIVER
CONSERVATION AUTHORITY

Brent Verscheure
Land Use Regulations Officer
1424 Clarke Rd, London, ON N5V 5B9
Tel: 519-451-2800 Ext. 318
Email:verscheureb@thamesriver.on.ca
Web:www.thamesriver.on.ca

>>> "Shams, Aniqa" <aniqa.shams@woodplc.com> 10/16/2020 1:18 PM >>>
Good afternoon,

The City of London is undertaking an addendum to the 2005 Bradley Avenue Municipal Class Environment Assessment (MCEA) from White Oak Road to Bostwick Road. The addendum area will focus on Bradley Avenue, from White Oak Road to Jalna Boulevard and will not revisit the approved recommendations from the 2005 MCEA. The Notice of Study Commencement and Online Public Information Centre (PIC) is attached to this email, as well as the presentation slides and roll plan for the upcoming PIC (November 19, 2020). We request your review of the PIC slides and roll plan. Should you have any comments or concerns, please let us know by **October 30, 2020**.

Thank you,
Aniqa

Aniqa Shams, B.E.S. RPP, MCIP
Environmental Planner
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Oakville, Ontario, Canada, L6H 6X7
Office: +1 (905) 568-2929 ext. 4149
Mobile: (416) 357-2093
www.woodplc.com

wood.

Online Public Information Centre

Addendum to the Environmental Study Report for Bradley Avenue Extension (Between White Oak Road and Jalna Boulevard (West Leg))

Date: November 19, 2020

woodplc.com

Project Overview and Objective

- In 2005, the City completed a Municipal Class Environmental Assessment (MCEA) to determine the preferred alignment to extend Bradley Avenue between White Oak Road and Bostwick Road with four lanes of traffic (two lanes each direction).
- In 2013, the City completed the New Mobility Transportation Master Plan for London - 2030 Transportation Master Plan: Smart Moves, which confirmed the need for the extension of Bradley Avenue, from Bostwick Road east to White Oak Road and improvements of Bradley Avenue from White Oak Road to Jalna Boulevard (West Leg), to manage continued growth in the City's southwest. The central section of Bradley Avenue between Wonderland Road South and Wharncliffe Road South was constructed in 2017.



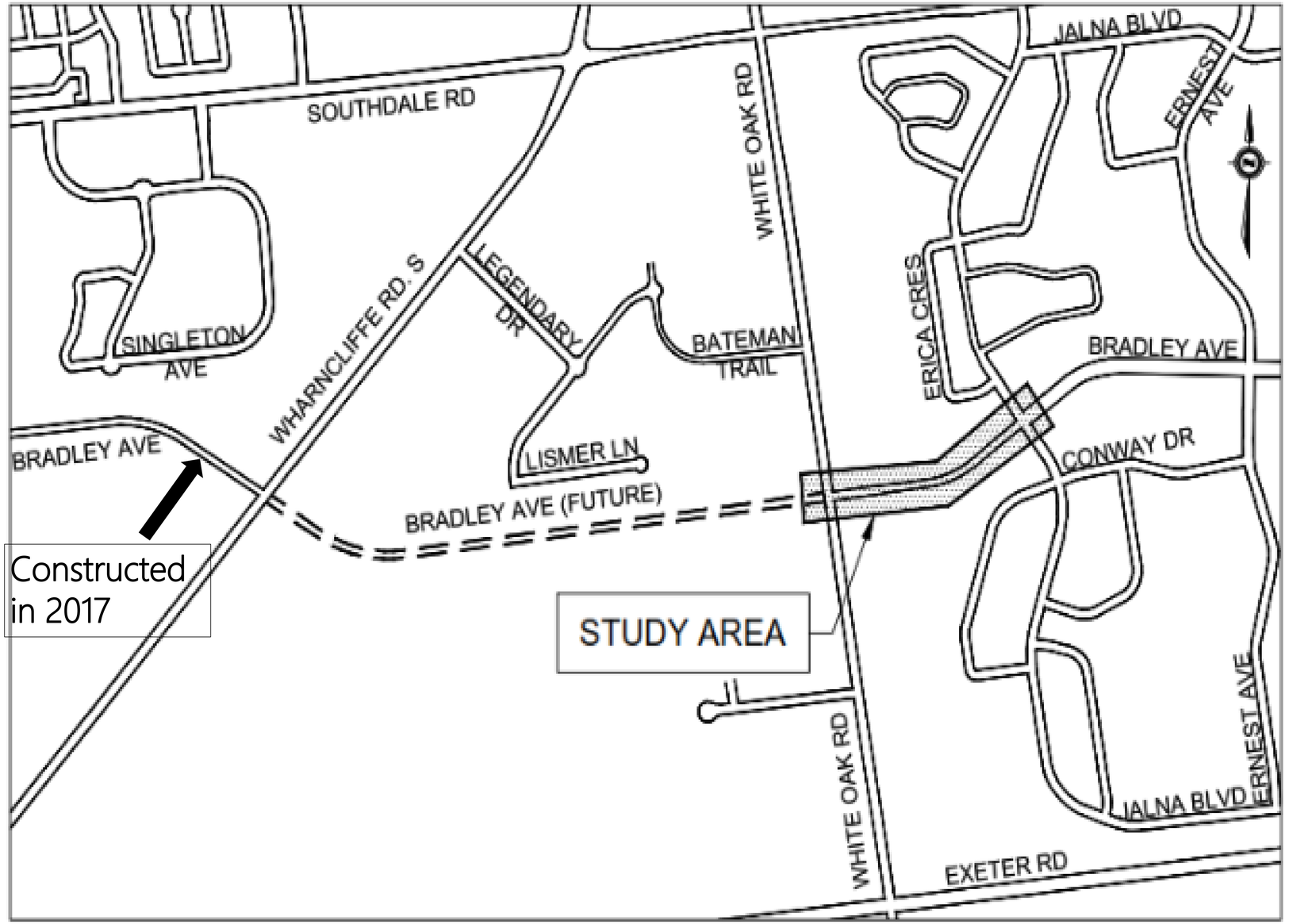
Improve traffic operations and ensure lane continuity.

- The City is completing an Addendum to the 2005 MCEA to consider, evaluate and document improvement alternatives to Bradley Avenue, from White Oak Road to Jalna Boulevard (West Leg). The EA Addendum will evaluate providing continuous cyclist, pedestrian, and vehicle infrastructure along the Bradley Avenue corridor. Existing Bradley Avenue carries one lane of vehicular traffic each direction (two lanes total) from White Oak Road to Jalna Boulevard (West Leg). One of the goals of the EA Addendum is to evaluate providing continuity between the existing four lane Bradley Avenue to the east and the four-lane extension to the west.
- The Addendum will consider existing and future conditions, assess alternate designs, potential impacts and mitigation and will only provide recommendations for the section of Bradley Avenue from White Oak Road to Jalna Boulevard (West Leg). The previously approved recommendations for Bradley Avenue from White Oak Road to Wharncliffe Road South will not be reconsidered.



Improve and provide consistent pedestrian and cyclists facilities.

Study Area



The study area for the MCEA Addendum includes Bradley Avenue from White Oak Road to Jalna Boulevard (West Leg), approximately 550 metres east of White Oak Road.

Overview of the Environmental Assessment Addendum Process

ESR for Bradley Avenue Extension from White Oak Road to Bostwick Road – Notice of Completion

Need for Project changes identified

- Information Gathering
- Technical studies to assess potential impact of project changes
- Consult with public and stakeholders

- Assessment and evaluation of impacts
- Proposed measures to mitigate impacts

Public Review of ESR Addendum

Notice of Addendum

We Are Here

Existing Conditions



Traffic and Transportation

- Bradley Avenue is a two-lane arterial road, between Jalna Blvd (West Leg) and White Oak Rd, serving east/west traffic flows with an Average Annual Daily Traffic of approximately 19,390 vehicles per day with a posted speed limit of 60 km/h along the study area.
- There are no bike facilities along the study area, but continuous facilities are recommended on Bradley Avenue, extending to the east and west of the study area. Pedestrian facilities are provided on the north and south side of Bradley Avenue.
- As part of the 2030 TMP and the 2016 Cycling Master Plan, Bradley Avenue is identified as part of the City's Bicycle Route.



Drainage and Hydrology

- The existing Bradley Avenue right-of-way consists of a semi-urban cross-section with ditches along the north and south sides. The right-of-way conveys the major and minor stormwater flows toward the White Oak Channel, which intersects the study area midway between White Oak Road and Jalna Boulevard (West Leg). The White Oak Channel drains north to south and conveys an upstream drainage area of approximately 294 ha beneath Bradley Avenue via a twin 2.42 m x 1.65 m concrete box culvert crossing. The culvert is currently undergoing an assessment to determine if it needs to be replaced.



Soil and Groundwater

- A geotechnical investigation will be completed to explore the subsurface soil and groundwater conditions by drilling boreholes, and conducting laboratory tests on selected samples, which will help provide recommendations for the improvements to Bradley Avenue between White Oak Road and Jalna Boulevard (West Leg). The investigation will also provide recommendations for new infrastructure, such as Stormwater related components.



Noise

- A Noise Assessment will be completed to assess the noise impacts in three different scenarios: (1) Existing (2) Future "No Build" and (3) Future "Build". The results of the study can be shared with the homeowners who have properties backing onto Bradley Avenue.



Archaeological Resources

- The Study Area is situated in a highly developed area that appears to be comprehensively disturbed, effectively removing archaeological potential. A Stage 1 Archaeological Assessment of this area will be completed to identify any potential archaeological resources.



Cultural Heritage

- The Ministry of Heritage, Sport, Tourism and Culture Industries Criteria for Evaluation Potential for Built and Cultural Heritage Landscapes: A Checklist for the Non-Specialist was completed and identified no cultural or built heritage resources or landscapes within the Study Area.



Natural Environment

- There is one pocket of naturalized area associated with White Oak Channel. This drainage feature contains flowing water through one concrete culvert. The floodplain is densely vegetated upstream and downstream of Bradley Avenue, including Cattails, European Reed and herbaceous vegetation. This drainage feature may provide fish habitat, however water levels at various times of the year may limit the habitat potential.
- Several street trees and three open fields line the road corridor. All three fields do not exhibit any significant habitat characteristics.

Need and Justification

The MCEA Addendum is examining the need and feasibility for improvements to Bradley Avenue in order to address the 2030 TMP requirements of:

1. SMART MOVE 1 - Rethinking Growth to Support the TMP
2. SMART MOVE 2 - Taking Transit to the Next Level
3. SMART MOVE 3 – Greater Investment in Cycling and Walking Infrastructure
4. SMART MOVE 4 – More Actively Managing Transportation Demand
5. SMART MOVE 5 – More Strategic Program of Road Network Improvements

A. *Improve traffic operations* - The improvements are required to ensure lane continuity and improve traffic operations from the existing four lane configuration east of Jalna Boulevard (West Leg) and to the future four lane Bradley Avenue, west of White Oak Road.

B. *Provide continuous pedestrian and cyclists facilities* - Existing and future residential development in the area will generate both cyclist and pedestrian traffic along the road corridor. The section of Bradley Avenue from White Oak Road to Jalna Boulevard (West Leg) is identified as part of the City's 2016 Cycling Master Plan and through consultation, a need was identified for continuous pedestrian and cyclist facilities along the balance of the corridor.

C. *Improve traffic, pedestrian and cyclist safety* – As per the City's 2030 TMP roadway improvements labelled as "Optimization/Transit Priority", a need to optimize intersection improvements at White Oak Road and Bradley Avenue is identified.

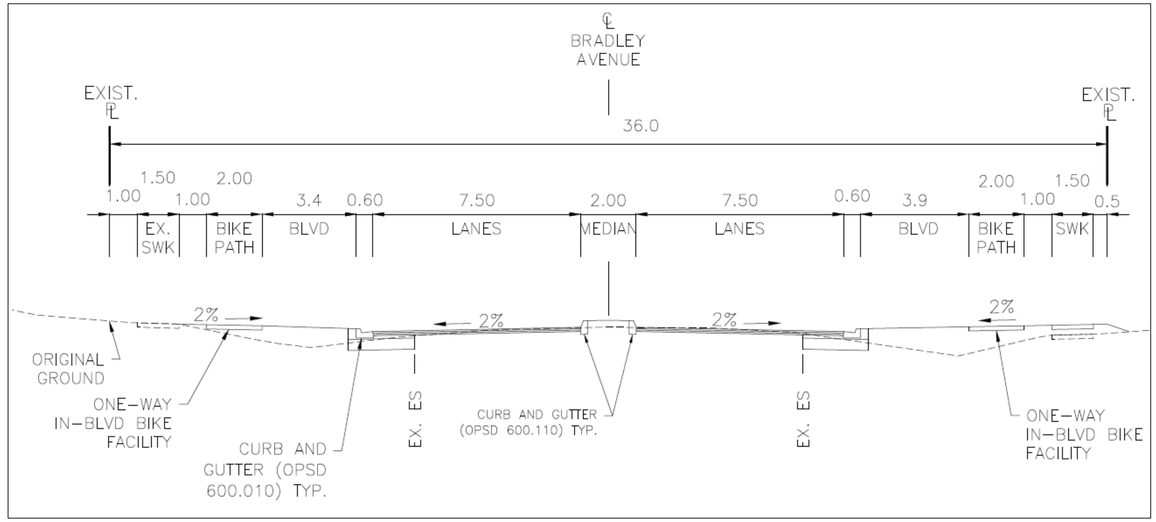
D. *Improve pavement condition* - A pavement investigation was completed and determined that the road is in need of repair. Improvements are needed to address the poor existing pavement conditions.

E. *Accommodate future municipal services and utilities within the ultimate right-of-way* - Impacts to existing utilities are anticipated with the proposed work and relocation strategies are to be determined. Future municipal services will need to be accommodated.

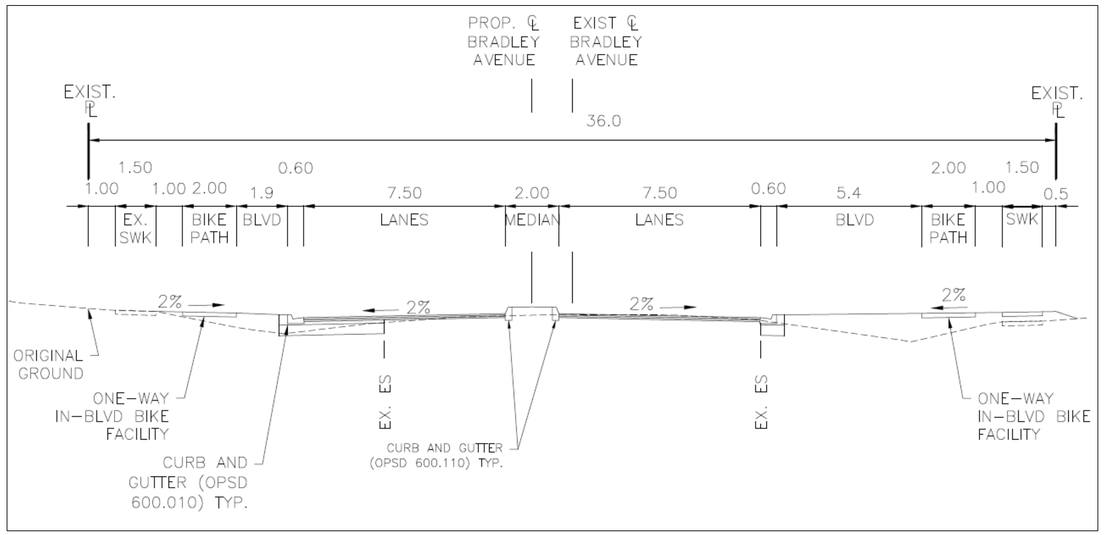
Cross-Sections of Design Alternatives

- **Alternative 1:** Widen Bradley Avenue along the Centerline (both North and South)
- **Alternative 2:** Widen Bradley Avenue along the North Side
- **Alternative 3:** Widen Bradley Avenue along South Side

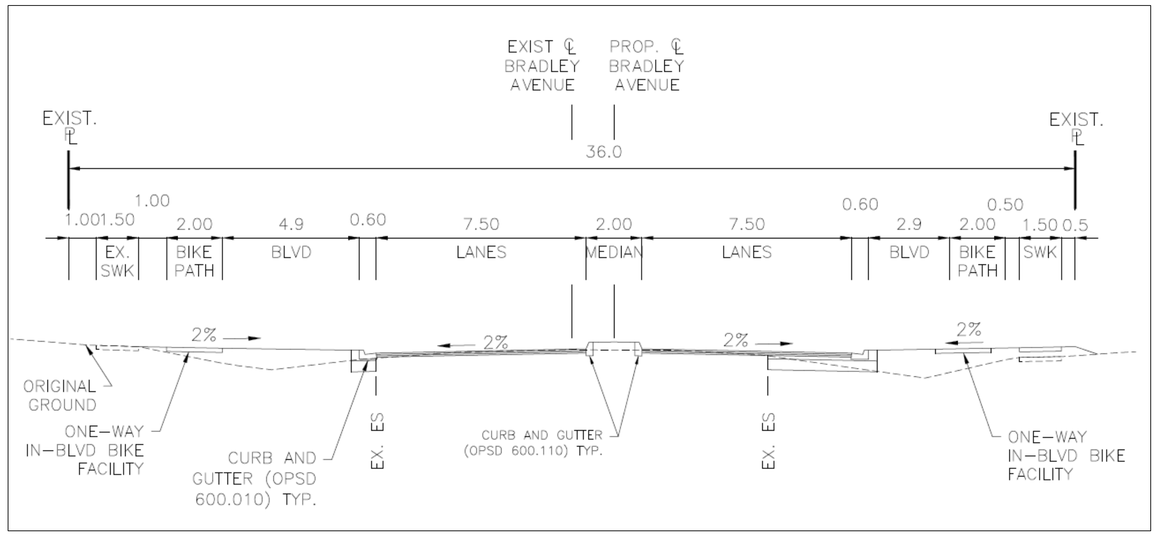
All improvements will include bike path and sidewalks.



Alternative 1: Widen North and South of Bradley Avenue



Alternative 2: Widen Bradley Avenue Along the North Side



Alternative 3: Widen Bradley Avenue Along the South Side

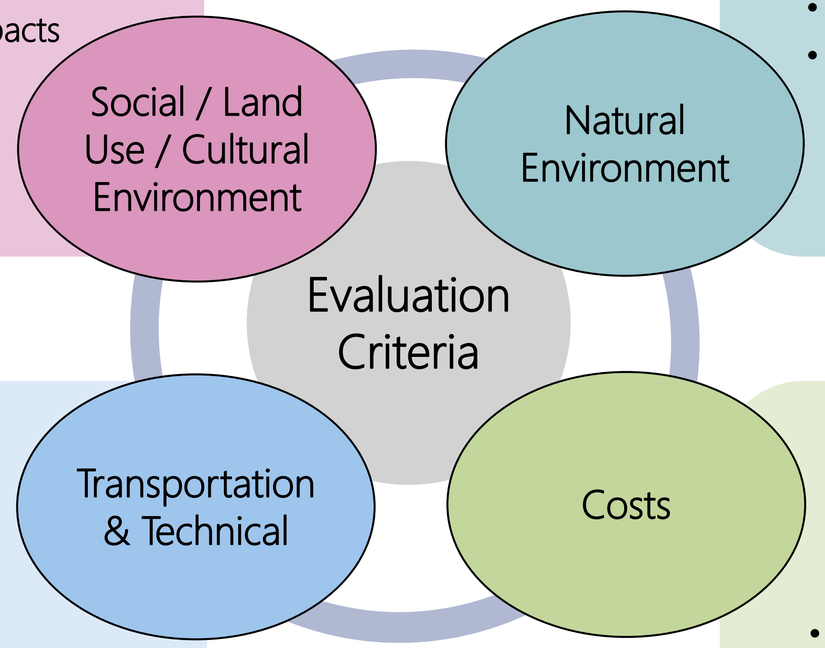
A PDF of the above cross-sections of design alternatives is provided on the study website.

Evaluation Criteria

The evaluation criteria is used to evaluate the positive or negative impacts of possible design alternatives for Bradley Avenue.

- Impacts to Existing Property
- Compatibility with City Plans and Policies
- Construction Disruptions
- Archaeological and Cultural Heritage Impacts
- Noise Impacts
- Air Quality

- Vegetation
- Wildlife
- Fish and Aquatic Habitat
- Surface Water Quality and Quantity



- Access Considerations
- Travel Delay / Traffic Capacity
- Geometrics & Safety
- Active Transportation
- Utility Relocation

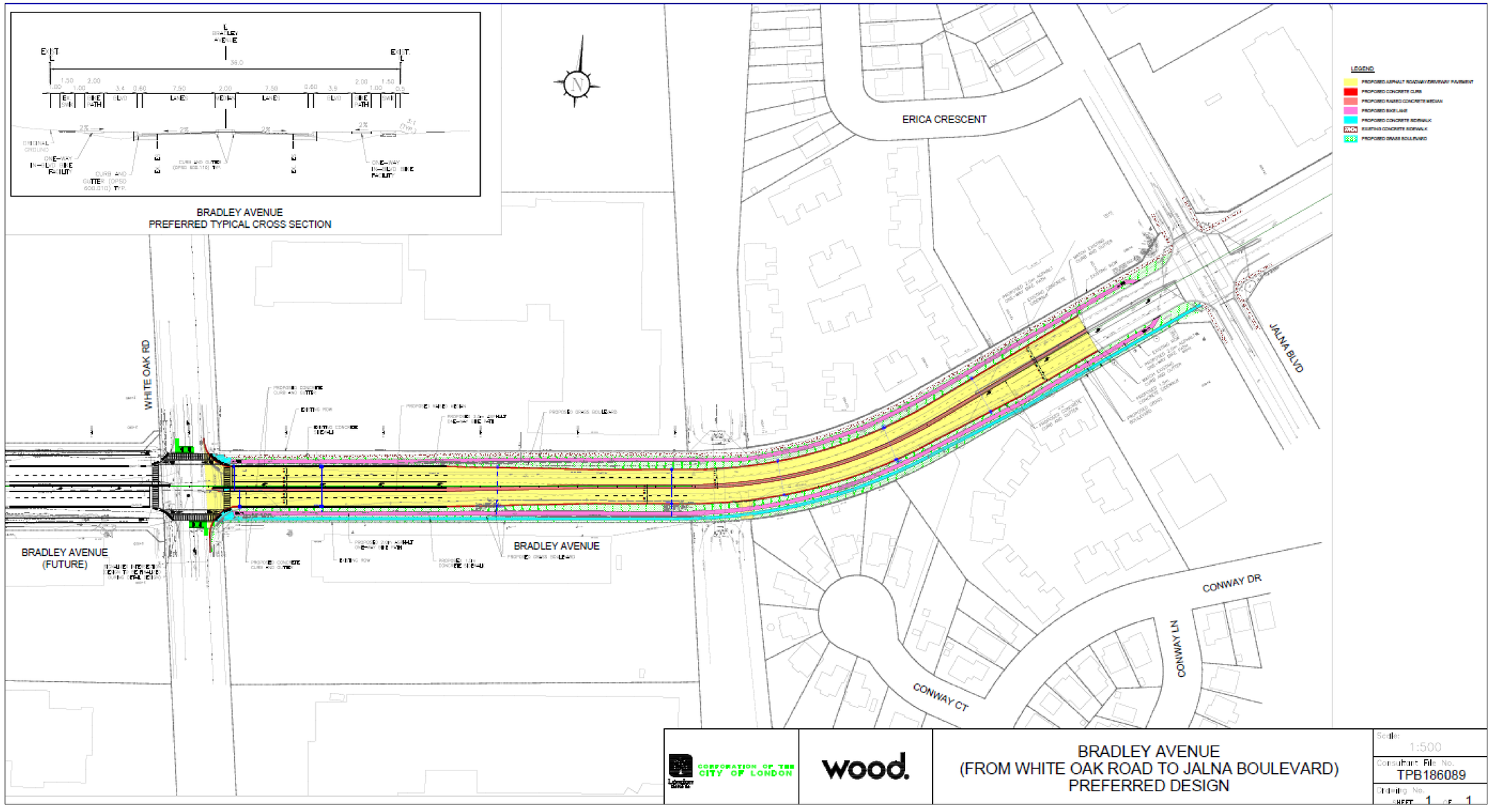
- Capital Cost (Including Maintenance/Life Cycle Cost)

Evaluation of Alternatives

Category	Criteria	Alternative 1: Widen Bradley Avenue Along the Centerline (both North & South)	Alternative 2: Widen Bradley Avenue Along the North Side	Alternative 3: Widen Bradley Avenue Along the South Side
Social / Land Use / Cultural Environment	Impacts to Existing Property			
	Compatibility with City Plans and Policies			
	Construction Disruptions			
	Archaeology and Cultural Heritage Impacts			
	Noise Impacts			
	Air Quality			
Natural Environment	Vegetation			
	Wildlife			
	Fish and Aquatic Habitat			
	Surface Water Quality and Quantity			
Transportation and Technical	Access Considerations			
	Travel Delay / Traffic Capacity			
	Geometric & Safety			
	Active Transportation			
	Utility Relocation			
Costs	Capital Cost			

Most Preferred → Least Preferred

Preferred Alternative



The Preferred Alternative was selected based on safety, geometric considerations (ability to maintain the existing centreline) and the lowest cost alternative.

A PDF of the Preferred Alternative is provided on the Study website.

Climate Change Considerations

The Ministry of Environment, Conservation and Park's requires all Municipal Class Environmental Assessments to consider climate change. On April 23, 2019, the City declared a climate emergency for the purposes of naming, framing and deepening its commitment to protecting its economy, ecosystems and its communities from climate change.

Two approaches for considering and addressing climate change include:

- Reducing a project's effect on climate change (climate change mitigation).
- Increasing the project's and local ecosystem's resilience to climate change (climate change adaptation).

The climate change impacts to this project are considered minimal as the improvements are occurring within an existing corridor. Removal of any naturalized vegetation within the corridor can result in a reduction of carbon sequestration capacity which has been taken into consideration for this study. Improvements to active transportation facilities produce positive benefits to air quality and climate change effects by reducing automobile reliance. As such, improving active transportation facilities such as paved bike paths and sidewalks has been considered and incorporated into the design alternatives for this study. Climate change mitigation has been considered in the preliminary scoping of stormwater management features.

Next Steps

The Project Team will undertake the following next steps:

- Review and incorporate comments received, as applicable
- Confirm Preferred Alternative
- Complete Preliminary Design of the Preferred Alternative
- Prepare the Environmental Study Report Addendum
- Publish Notice of ESR Addendum
- Release the ESR Addendum for 30-Day Public Review
- Proceed to Detailed Design and Construction, if no Part II Order Requests are received

Thank You!

We thank you for your participation.

If you would like to submit any questions or comments, please submit your comments on the project webpage.
getinvolved.london.ca/bradley-ave

Comments can be sent to the Project Team Members identified below.

Michelle Morris, P. Eng.
Project Manager
City of London
300 Dufferin Avenue
London, ON N6A 4L9
519-661-CITY (2489) x 5806
mmorris@london.ca

Felix Wong, P. Eng.
Consultant Project Manager
Wood Environment & Infrastructure Solutions
3450 Harvester Road
Burlington, ON L7N 3W5
226-376-3941
felix.wong@woodplc.com

Comment Deadline is December 3, 2020

Survey Responses

03 November 2020 - 02 December 2020

Share comments or ask questions

Get Involved London

Project: Bradley Avenue Extension - Environmental Assessment (EA) Addendum

BANG THE TABLE engagementHQ

VISITORS
32

CONTRIBUTORS			RESPONSES		
16			17		
0 Registered	0 Unverified	16 Anonymous	0 Registered	0 Unverified	17 Anonymous

Respondent No: 1
Login: Anonymous
Email: n/a

Responded At: Nov 04, 2020 13:29:00 pm
Last Seen: Nov 04, 2020 13:29:00 pm
IP Address: n/a

Q1. **Share your comment or question below.**

There is a barrier to fish movement just north of where the road crosses the Drain. This was identified in the Dingman SWM EA for the Phase 1 lands. It is shown on Figure 3-25 of the EA. A recommendation to remove the barrier should be included in the Addendum.

Q2. **First Name**



Q3. **Last Name**

Q4. **Would you like a response to your comment or question? If so, please provide your email or phone number.**

Respondent No: 2
Login: Anonymous
Email: n/a

Responded At: Nov 12, 2020 17:45:57 pm
Last Seen: Nov 12, 2020 17:45:57 pm
IP Address: n/a

Q1. **Share your comment or question below.**

This is a welcome improvement to our neighborhood with fewer drivers jockeying for pole position at Jalna westbound. I have a concern with I assume will be increased east/west traffic through the intersection of Bradley and Ernest. At the present time a mistiming of the east/west traffic control lights' has the eastbound traffic arriving on mass at Ernest just as the lights are changing to east/west. It sounds perfect except for turning left from Bradley onto Ernest. It can take up to 6 light changes to make that left turn. The last cars turning south are on a full red signal just to get through the intersection. As the westbound drivers wait for the next green light there are no cars waiting to go east. As the light is nearing a change to allow them to turn, all the traffic arrives from Whiteoaks Rd. It is all a matter of timing changing one half a sequence at Ernest. I hope this traffic flow trouble will be addressed in the plan of action Thank you for your time John Meron 49 Finch Cr

Q2. **First Name**

Q3. **Last Name**

Q4. **Would you like a response to your comment or question? If so, please provide your email or phone number.**



Respondent No: 3
Login: Anonymous
Email: n/a

Responded At: Nov 13, 2020 14:28:50 pm
Last Seen: Nov 13, 2020 14:28:50 pm
IP Address: n/a

Q1. **Share your comment or question below.**

Thank you for keeping us informed. It is my understanding, that Bradley Ave will be extended to Wharncliffe Road from White Oak Road, with the addition of improvements between White Oak and Jalna. Is this correct? Thanks [redacted]

Q2. **First Name** [redacted]

Q3. **Last Name**

Q4. **Would you like a response to your comment or question? If so, please provide your email or phone number.**

Respondent No: 4
Login: Anonymous
Email: n/a

Responded At: Nov 14, 2020 21:33:24 pm
Last Seen: Nov 14, 2020 21:33:24 pm
IP Address: n/a

Q1. **Share your comment or question below.**

Does the city plan on building a sound barrier wall along Bradley Ave, in order to compensate home owners such as myself who will be impacted by the increase in traffic & noise as a result of this extension?

Q2. **First Name**

Q3. **Last Name**

Q4. **Would you like a response to your comment or question? If so, please provide your email or phone number.**



Respondent No: 5
Login: Anonymous
Email: n/a

Responded At: Nov 15, 2020 09:57:48 am
Last Seen: Nov 15, 2020 09:57:48 am
IP Address: n/a

Q1. **Share your comment or question below.**

This should have been done 15 years ago prior to copperfield subdivision being put in. this would avilate all the congestion of traffic in that area and espically on white oak road where my friend lives on. london is growing by bounds everyday and if don't get a handle on traffic moving then we will becoming worse then toronto for getting around in the city. we need proactive not have cars idling every red light.

Q2. **First Name**



Q3. **Last Name**

Q4. **Would you like a response to your comment or question? If so, please provide your email or phone number.**

Respondent No: 6
Login: Anonymous
Email: n/a

Responded At: Nov 16, 2020 09:41:17 am
Last Seen: Nov 16, 2020 09:41:17 am
IP Address: n/a

Q1. **Share your comment or question below.**

of course that section need to be expanded like the rest of Bradley but the extension between Wharncliff ave and White Oaks road is much more important and needs to be done. White Oaks people need to go around the block just to get to Wonderland rd. and that needs to be opened asap

Q2. **First Name**

Q3. **Last Name**

Q4. **Would you like a response to your comment or question? If so, please provide your email or phone number.**



Respondent No: 7
Login: Anonymous
Email: n/a

Responded At: Nov 18, 2020 19:05:01 pm
Last Seen: Nov 18, 2020 19:05:01 pm
IP Address: n/a

Q1. **Share your comment or question below.**

We love the plan to include dedicated bike paths between Jalna and WO Road.

Q2. **First Name** [redacted]

Q3. **Last Name**

Q4. **Would you like a response to your comment or question? If so, please provide your email or phone number.** not answered

Respondent No: 8
Login: Anonymous
Email: n/a

Responded At: Nov 19, 2020 08:34:48 am
Last Seen: Nov 19, 2020 08:34:48 am
IP Address: n/a

Q1. **Share your comment or question below.**

I have a few comments regarding this study: - I'm not sure if the sidewalks will be replaced or the existing sidewalks will be left unchanged. If they are replaced, or if there's an easy way to add to the existing sidewalks, I'd recommend widening them to 1.8 or 2.0m. This allows people to walk side by side more comfortably, allows passing if people are in a mobility device etc. - I assume this project will figure out connecting to any proposed in-boulevard cycle lanes on the east side of Jalna during detailed design - At the intersection of White Oaks Road and Bradley, we have these nice in-boulevard cycling lanes on Bradley meeting a bike lane on White Oaks, we should definitely have a protected intersection design to encourage turning movements and protection for straight-thru traffic. Bike boxes do not feel safe. Currently there is no plan for turns from Bradley onto White Oak Road for cyclists. - The presentation slides talk about Climate Change mitigation but fail to mention the largest impact of this project: more driving. Traffic volumes are not static, by widening the road, we will encourage more driving. This has to be stated and accounted for. In 2005 we weren't as worried about climate change as the emergency we've declared now. Maybe the new section of Bradley west of White Oak Road should only be a two-lane road rather than 4-lanes. By increasing our walking, cycling and transit capacity, we can accommodate growth. The impacts of making it easier to drive far outweigh the benefits of adding bike lanes.

Q2. **First Name**

Q3. **Last Name**

Q4. **Would you like a response to your comment or question? If so, please provide your email or phone number.**



Respondent No: 9
Login: Anonymous
Email: n/a

Responded At: Nov 19, 2020 15:10:55 pm
Last Seen: Nov 19, 2020 15:10:55 pm
IP Address: n/a

Q1. **Share your comment or question below.**

This area has been way busier than a few years ago with population growth. Bradley ave. extension definitely will benefit for people who traffic through this area.

Q2. **First Name** [redacted]

Q3. **Last Name**

Q4. **Would you like a response to your comment or question? If so, please provide your email or phone number.** not answered

Respondent No: 10
Login: Anonymous
Email: n/a

Responded At: Nov 19, 2020 18:18:10 pm
Last Seen: Nov 19, 2020 18:18:10 pm
IP Address: n/a

Q1. **Share your comment or question below.**

Widening this street to four lanes doesn't seem consistent with the City of London's declaration of a climate emergency---the only way in which our city meets its GHG reduction goals is by reducing road traffic, so we shouldn't be adding lanes to any roads in the city. The protected bike infrastructure is a great addition, as we need to move towards having more people use active transit as a means of reducing car traffic---but please make sure to build intersections that are safe for cyclists and pedestrians to cross.

Q2. **First Name**

[redacted]

Q3. **Last Name**

Q4. **Would you like a response to your comment or question? If so, please provide your email or phone number.**

Respondent No: 11
Login: Anonymous
Email: n/a

Responded At: Nov 19, 2020 18:21:49 pm
Last Seen: Nov 19, 2020 18:21:49 pm
IP Address: n/a

Q1. **Share your comment or question below.**

Great idea to add a cycling connection to Bradley. The White Oaks bike lane is already a big favourite so this creates a logical connection to the southwest.

Q2. **First Name** [redacted]

Q3. **Last Name**

Q4. **Would you like a response to your comment or question? If so, please provide your email or phone number.** No

Respondent No: 12
Login: Anonymous
Email: n/a

Responded At: Nov 19, 2020 21:43:01 pm
Last Seen: Nov 19, 2020 21:43:01 pm
IP Address: n/a

Q1. **Share your comment or question below.**

You need to provide protection for cyclists at the intersections. Bike lanes look great. It's insane to be widening roads during a climate emergency however.

Q2. **First Name**

Q3. **Last Name**

Q4. **Would you like a response to your comment or question? If so, please provide your email or phone number.**



Respondent No: 13
Login: Anonymous
Email: n/a

Responded At: Nov 21, 2020 08:28:09 am
Last Seen: Nov 21, 2020 08:28:09 am
IP Address: n/a

Q1. **Share your comment or question below.**

Absolutely in favour of this improvement

Q2. **First Name**

[redacted]

Q3. **Last Name**

Q4. **Would you like a response to your comment or question? If so, please provide your email or phone number.**

Respondent No: 14
Login: Anonymous
Email: n/a

Responded At: Nov 21, 2020 09:37:53 am
Last Seen: Nov 21, 2020 09:37:53 am
IP Address: n/a

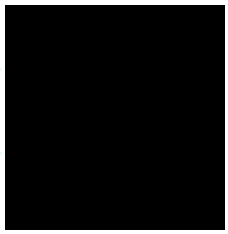
Q1. **Share your comment or question below.**

Could this project include the creation of a pedestrian pathway along the north-south drainage way? It could extend on the north end from Devon Cres. to the south end near CanPar on White Oak Road. Additional access points may be added from Josselyn Dr., Erica Cres. and Conway Dr. where possible. It would serve to reduce pedestrian traffic along a busy White Oak Road and if access points are added, create more direct routes to business and employment on along White Oak Road. I could be similar to the pathways that exist extending south from White Oak Park to Jalna and the newer one that extends from Singleton Ave., south to Bradley Ave.

Q2. **First Name**

Q3. **Last Name**

Q4. **Would you like a response to your comment or question? If so, please provide your email or phone number.**



Respondent No: 15
Login: Anonymous
Email: n/a

Responded At: Nov 21, 2020 10:07:14 am
Last Seen: Nov 21, 2020 10:07:14 am
IP Address: n/a

Q1. **Share your comment or question below.**

After viewing the documentation, I think the recommended alternative #1 is the best choice. It has the least impact on ground water and costs the least. Regarding the 2m median between lanes of traffic. May it be one that also serves as a barrier to random pedestrian crossing? Like the one that has been recently built on Hyde Park Road north of Gainsborough. Except, provide a substantial pedestrian crossing at the storm water drainage ditch to connect the new pedestrian path that (hopefully) will be created along that drainage basin. The pedestrian crossing could be one like the one recently created on Bradley Ave. just west of Wonderland near Morgan Ave.

Q2. **First Name** [redacted]

Q3. **Last Name**

Q4. **Would you like a response to your comment or question? If so, please provide your email or phone number.**

Respondent No: 16
Login: Anonymous
Email: n/a

Responded At: Nov 21, 2020 10:41:01 am
Last Seen: Nov 21, 2020 10:41:01 am
IP Address: n/a

Q1. **Share your comment or question below.**

Have you considered putting a traffic circle at the Bradley Ave-White Oaks Road intersection?

Q2. **First Name**

Q3. **Last Name**

Q4. **Would you like a response to your comment or question? If so, please provide your email or phone number.**



Respondent No: 17
Login: Anonymous
Email: n/a

Responded At: Dec 01, 2020 15:41:19 pm
Last Seen: Dec 01, 2020 15:41:19 pm
IP Address: n/a

Q1. **Share your comment or question below.**

I live in Whiteoaks and remember when the extension from Bradley Ave. to Whiteoak Rd. was completed. My husband and I were thrilled to have that improvement made to our neighbourhood road system. We are now excited to learn about the widening of this section as well as the planned extension of Bradley to Bostwick Rd. We are hoping there will be safe bicycle lanes included in the work.

Q2. **First Name** [redacted]

Q3. **Last Name**

Q4. **Would you like a response to your comment or question? If so, please provide your email or phone number.** No response necessary. Thanks.

Shams, Aniqa

From: Morris, Michelle <mmorris@london.ca>
Sent: Monday, November 16, 2020 11:40 AM
To: [redacted]
Cc: Wong, Felix; Shams, Aniqa; Patel, Jiten
Subject: RE: [EXTERNAL] Bradley extension

CAUTION: External email. Please do not click on links/attachments unless you know the content is genuine and safe.

Hello [redacted]

Thank you for your email regarding the Bradley Avenue project and your concern regarding noise levels. We will add your comment to the project file. A noise assessment will be completed as part of the current Environmental Assessment Addendum study. The results of the noise assessment can be shared when complete. The results will help inform what options are available.

The online Public Information Centre officially begins on November 19, as you noted. We want to share with you that the "PIC Presentation Slides" document has been uploaded early, so it is available now if you would like to more time to review. As noted on the webpage, the deadline for comments is December 3.

Thank you again for your participation in the important infrastructure project.

Michelle Morris, P.Eng.
Transportation Design Engineer
Transportation Planning & Design
City of London

300 Dufferin Ave., London, ON N6A 4L9
P: 519.661.CITY(2489) x5806 | Fax: 519.661.2354
mmorris@london.ca | www.london.ca

As part of our ongoing efforts to stop the spread of COVID-19, the City of London has made changes to many City services. Visit our website for the latest information about City services and COVID-19.

From [redacted]
Sent: Friday, November 13, 2020 3:08 PM
To: Morris, Michelle <mmorris@london.ca>
Subject: [EXTERNAL] Bradley extension

Michelle Morris
Project Manager, City of London,

Dear Michelle Morris

I'm writing you in regards to the study planned by the City of London for improvements to Bradley Avenue from White Oak Road to Jalna Blvd

As the owner of a condo unit which backs onto this particular section of Bradley Ave I would firmly request that a high noise barrier (or sound barrier) be erected along the city/and MCC121 property line by the city.

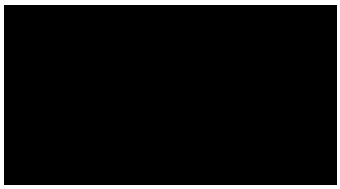
Those of us having condo units backing onto Bradley cannot enjoy our back yards, decks and back patios during the summer because of the traffic noise. As well, the overall traffic noise throughout the year forces us to keep our doors and windows closed to have normal conversations or watch TV.

I want to point out that such noise barriers have been erected in other parts of London for homeowners. For example, adjacent to Veterans Memorial Parkway (south of Dundas Street).

I hope you take into account our noise problem, which will definitely exceed present levels when Bradley goes from two to four lanes.

FYI: I have alerted our Property Manager about the city's study and the Public Information Centre set for Nov. 19. She advises she will share the information with the Board of Directors of .Middlesex Condo Corp 121.

Thanks,



Shams, Aniqa

From: Morris, Michelle <mmorris@london.ca>
Sent: Friday, November 13, 2020 3:11 PM
To: [redacted]
Cc: [redacted]l, Jiten
Subject: RE: FEEDBACK ON BRADLEY/ WHITE OAK ROAD STUDY

CAUTION: External email. Please do not click on links/attachments unless you know the content is genuine and safe.

Hello [redacted]

Thank you for your email regarding the Bradley Avenue Extension project. We appreciate you sharing your support for this important infrastructure project and we will add your comment to the project file.

As you can appreciate for this major project, there are legislated steps that we are required to follow in advance of construction and the letter you received about the current study addendum is one of those steps. Of course, having residents like you share their support for the project allows us to complete these steps more efficiently.

Thank you again for your email,

Michelle Morris, P.Eng.
Transportation Design Engineer
Transportation Planning & Design
City of London

300 Dufferin Ave., London, ON N6A 4L9
P: 519.661.CITY(2489) x5806 | Fax: 519.661.2354 mmorris@london.ca | www.london.ca

As part of our ongoing efforts to stop the spread of COVID-19, the City of London has made changes to many City services. Visit our website for the latest information about City services and COVID-19.

-----Original Message-----
From: [redacted]
Sent: Thursday, November 12, 2020 8:53 PM
To: Morris, Michelle <mmorris@london.ca>
Subject: [EXTERNAL] FEEDBACK ON BRADLEY/ WHITE OAK ROAD STUDY

Hello,

This email is In regards to feedback requested from a mailer that came To us in regards to the Bradley Road Extension.

I am going to make this REAL SIMPLE...

The fact that this has been going on since 2005 is laughable. Is anyone even from the original study still working anymore?

Furthermore and this will be getting to my point...

JUST DO IT!!!

Make 8 Roads if you have too...Just start digging. This whole city is beyond congested and ever since that Tim Hortons went in on White Oak Road/Southdale we might as well Be on the Gardiner Expressway.

EXTEND IT!! AS FAR AS YOU CAN!

NO MORE STUDYING!!!
Just do it.

(If you can't tell this is subtle or maybe not so subtle way of giving some feedback in a humorous manner to brighten your day...god only knows what insane emails you get from people thinking they know what they are taking about...so I hope this brought some joy to your day in this Insane New World we live in)

But all joking aside EXTEND IT

CASE CLOSED bring out the machines the pylons and traffic controller guys that have their Stop & Slow signs dump trucks make enough dust so that it looks like we are in the middle of a Sandstorm in the Sahara Desert!

PLEASE we need it done.

Start the project raise our taxes do whatever...Just start!

Hope this made you
Smile and have great day!

Sincerely

A long time citizen.

Sent from my iPhone

Shams, Aniqa

From: Morris, Michelle <mmorris@london.ca>
Sent: Monday, November 16, 2020 11:40 AM
To: [redacted]
Cc: [redacted] iqa; Patel, Jiten
Subject: RE: [EXTERNAL] Bradley extension

CAUTION: External email. Please do not click on links/attachments unless you know the content is genuine and safe.

Hello [redacted]

Thank you for your email regarding the Bradley Avenue project and your concern regarding noise levels. We will add your comment to the project file. A noise assessment will be completed as part of the current Environmental Assessment Addendum study. The results of the noise assessment can be shared when complete. The results will help inform what options are available.

The online Public Information Centre officially begins on November 19, as you noted. We want to share with you that the "PIC Presentation Slides" document has been uploaded early, so it is available now if you would like to more time to review. As noted on the webpage, the deadline for comments is December 3.

Thank you again for your participation in the important infrastructure project.

Michelle Morris, P.Eng.
Transportation Design Engineer
Transportation Planning & Design
City of London

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mmorris@london.ca | www.london.ca

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From: [redacted]
Sent: Friday, November 13, 2020 3:08 PM
To: Morris, Michelle <mmorris@london.ca>
Subject: [EXTERNAL] Bradley extension

Michelle Morris
Project Manager, City of London,

Dear Michelle Morris

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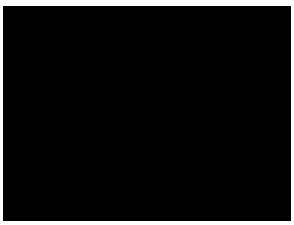
As the owner of a condo unit which backs onto this particular section of Bradley Ave I would firmly request that a high noise barrier (or sound barrier) be erected along the city/and MCC121 property line by the city.

Those of us having condo units backing onto Bradley cannot enjoy our back yards, decks and back patios during the summer because of the traffic noise. As well, the overall traffic noise throughout the year forces us to keep our doors and windows closed to have normal conversations or watch TV.

I want to point out that such noise barriers have been erected in other parts of London for homeowners. For example, adjacent to Veterans Memorial Parkway (south of Dundas Street).

I hope you take into account our noise problem, which will definitely exceed present levels when Bradley goes from two to four lanes.

FYI: I have alerted our Property Manager about the city's study and the Public Information Centre set for Nov. 19. She advises she will share the information with the Board of Directors of .Middlesex Condo Corp 121.



Shams, Aniqa

From: Morris, Michelle <mmorris@london.ca>
Sent: Thursday, November 19, 2020 2:37 PM
To: Shams, Aniqa
Cc: Patel, Jiten; Wong, Felix; Ledger, Buddy
Subject: Bradley Ave EA Addendum - [redacted]
Attachments: VoiceMessage.wav

CAUTION: External email. Please do not click on links/attachments unless you know the content is genuine and safe.

Hi Aniqa,

For the Bradley Ave EA Addendum project file, I responded to the attached voicemail from a resident along Bradley Ave and below is a summary of our discussion. As always, thank you for your support on this.

[redacted]

Concerns:
- Noise during construction and noise as a result of increased traffic
- Dust during construction
- Tree in his backyard with branches that overhang the existing fence. Concerned about trimming being required
- Drainage – wanted to confirm surface water would not be directed towards his property

Action:
- Asked to have the results of the noise report shared with him when complete

Thank you,

Michelle Morris, P.Eng.
Transportation Design Engineer
Transportation Planning & Design
City of London

300 Dufferin Ave., London, ON N6A 4L9
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As part of our ongoing efforts to stop the spread of COVID-19, the City of London has made changes to many City services. Visit our website for the latest information about City services and COVID-19.

Shams, Aniqa

From: Shams, Aniqa
Sent: Thursday, February 25, 2021 11:41 AM
To: [redacted]
Cc: Patel, Jiten; Morris, Michelle; Wong, Felix
Subject: Bradley Avenue Extension (Between White Oak Road and Jalna Boulevard (West Leg)): Response to PIC Comment

Hi [redacted]

Thank you for your comments regarding the Bradley Avenue Extension (Between White Oak Road and Jalna Boulevard (West Leg)) Municipal Class Environmental Assessment Addendum Public Information Centre held on November 19th, 2020. We appreciate the time you took to review the material and provide input.

Input from stakeholders such as yourself, as well as all information gathered throughout the study from various sources, is considered when completing the environmental assessment phase. Factors including, but not limited to safety (motorist and pedestrian), traffic delay, impact to properties, vegetation, fisheries and wildlife habitat, noise, archaeology, utilities, and accessibility are evaluated and assessed in the process.

In your comment you expressed concern with traffic light timing at Bradley Avenue and Ernest Avenue. The study area for this study is from White Oak Road to Jalna Boulevard (West Leg), along Bradley Avenue. Ernest Avenue is not within the study area and cannot be investigated as part of the current study. However, we have passed along your comment to the City's Road Lighting and Traffic Control Division.

We encourage you to keep checking the project website for updates on the progress of the study - https://getinvolved.london.ca/bradley-ave

Again, thank you for expressing your comments and concerns. If you have any further questions or comments, please do not hesitate to contact the undersigned. We look forward to further correspondence with you as the study progresses.

Felix Wong, P.Eng.
Consultant Project Manager
Wood Environment & Infrastructure Solutions
Tel: 905-335-2353
Email: felix.wong@woodplc.com

Shams, Aniqa

From: Shams, Aniqa
Sent: Thursday, February 25, 2021 11:41 AM
To: [redacted]
Cc: Patel, Jiten; Morris, Michelle; Wong, Felix
Subject: Bradley Avenue Extension (Between White Oak Road and Jalna Boulevard (West Leg)): Response to PIC Comment

Hi [redacted]

Thank you for your comments regarding the Bradley Avenue Extension (Between White Oak Road and Jalna Boulevard (West Leg)) Municipal Class Environmental Assessment (MCEA) Addendum Public Information Centre held on November 19th, 2020. We appreciate the time you took to review the material and provide input.

Input from stakeholders such as yourself, as well as all information gathered throughout the study from various sources, is considered when completing the environmental assessment phase. Factors including, but not limited to safety (motorist and pedestrian), traffic delay, impact to properties, vegetation, fisheries and wildlife habitat, noise, archaeology, utilities, and accessibility are evaluated and assessed in the process.

In your comment you expressed concern for noise as a result of increased traffic from the improvements to Bradley Avenue. A noise assessment will be completed as part of the current MCEA Addendum study. The results of the noise assessment will determine if a sound barrier or other noise measure is warranted. The noise assessment report will be available at completion of this MCEA Addendum.

We encourage you to keep checking the project website for updates on the progress of the study - https://getinvolved.london.ca/bradley-ave

Again, thank you for expressing your comments and concerns. If you have any further questions or comments, please do not hesitate to contact the undersigned. We look forward to further correspondence with you as the study progresses.

Sincerely,

Felix Wong, P.Eng.
Consultant Project Manager
Wood Environment & Infrastructure Solutions
Tel: 905-335-2353
Email: felix.wong@woodplc.com

Shams, Aniqa

From: Shams, Aniqa
Sent: Thursday, February 25, 2021 11:41 AM
To: [redacted]
Cc: Patel, Jiten; Morris, Michelle; Wong, Felix
Subject: Bradley Avenue Extension (Between White Oak Road and Jalna Boulevard (West Leg)): Response to PIC Comment

Hi [redacted]

Thank you for your comments regarding the Bradley Avenue Extension (Between White Oak Road and Jalna Boulevard (West Leg)) Municipal Class Environmental Assessment Addendum Public Information Centre held on November 19th, 2020. We appreciate the time you took to review the material and provide input.

Input from stakeholders such as yourself, as well as all information gathered throughout the study from various sources, is considered when completing the environmental assessment phase. Factors including, but not limited to safety (motorist and pedestrian), traffic delay, impact to properties, vegetation, fisheries and wildlife habitat, noise, archaeology, utilities, and accessibility are evaluated and assessed in the process.

In your comment you expressed concern with the delay in completing this study. We appreciate your support for this important infrastructure project, and we will add your comment to the project file. As you can appreciate for this major project, there are legislated steps that we are required to follow in advance of construction, which can become a lengthy process. Of course, having residents like you share their support for the study allows us to complete these steps more efficiently.

We encourage you to keep checking the project website for updates on the progress of the study - https://getinvolved.london.ca/bradley-ave

Again, thank you for expressing your comments and concerns. If you have any further questions or comments, please do not hesitate to contact the undersigned. We look forward to further correspondence with you as the study progresses.

Sincerely,

Felix Wong, P.Eng.
Consultant Project Manager
Wood Environment & Infrastructure Solutions
Tel: 905-335-2353
Email: felix.wong@woodplc.com

Shams, Aniqa

From: Shams, Aniqa
Sent: [redacted] 11:41 AM
To: [redacted]
Cc: Patel, Jiten; Morris, Michelle; Wong, Felix
Subject: Bradley Avenue Extension (Between White Oak Road and Jalna Boulevard (West Leg)): Response to PIC Comment

Hi [redacted]

Thank you for your comments regarding the Bradley Avenue Extension (Between White Oak Road and Jalna Boulevard (West Leg)) Municipal Class Environmental Assessment Addendum Public Information Centre held on November 19th, 2020. We appreciate the time you took to review the material and provide input.

Input from stakeholders such as yourself, as well as all information gathered throughout the study from various sources, is considered when completing the environmental assessment phase. Factors including, but not limited to safety (motorist and pedestrian), traffic delay, impact to properties, vegetation, fisheries and wildlife habitat, noise, archaeology, utilities, and accessibility are evaluated and assessed in the process.

In your comment you requested confirmation on your understanding of the study area. There is a current detailed design study underway for Bradley Avenue, from Wharncliffe Road South to White Oak Road. This environmental assessment study analyzes the need for widening and other improvements only for Bradley Avenue from White Oak Road to Jalna Boulevard (West Leg). You are ultimately correct in your understanding as Bradley Avenue from Wharncliffe Road South to White Oak Road and the additional improvements between White Oak Road and Jalna Boulevard (West Leg) will be constructed as a single project.

We encourage you to keep checking the project website for updates on the progress of the study - https://getinvolved.london.ca/bradley-ave

Again, thank you for expressing your comments and concerns. If you have any further questions or comments, please do not hesitate to contact the undersigned. We look forward to further correspondence with you as the study progresses.

Sincerely,

Felix Wong, P.Eng.
Consultant Project Manager
Wood Environment & Infrastructure Solutions
Tel: 905-335-2353
Email: felix.wong@woodplc.com

Shams, Aniqa

From: Shams, Aniqa
Sent: Thursday, February 25, 2021 11:40 AM
To: [redacted]
Cc: Wong, Felix
Subject: Bradley Avenue Extension (Between White Oak Road and Jalna Boulevard (West Leg)): Response to PIC Comment

Hi[redacted]

Thank you for your comments regarding the Bradley Avenue Extension (Between White Oak Road and Jalna Boulevard (West Leg)) Municipal Class Environmental Assessment Addendum Public Information Centre held on November 19th, 2020. We appreciate the time you took to review the material and provide input.

Input from stakeholders such as yourself, as well as all information gathered throughout the study from various sources, is considered when completing the environmental assessment phase. Factors including, but not limited to safety (motorist and pedestrian), traffic delay, impact to properties, vegetation, fisheries and wildlife habitat, noise, archaeology, utilities, and accessibility are evaluated and assessed in the process.

We appreciate you sharing your support for this important infrastructure project and we will add your comment to the project file.

We encourage you to keep checking the project website for updates on the progress of the study - https://getinvolved.london.ca/bradley-ave

Again, thank you for expressing your comments and concerns. If you have any further questions or comments, please do not hesitate to contact the undersigned. We look forward to further correspondence with you as the study progresses.

Sincerely,

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Tel: 905-335-2353
Email: felix.wong@woodplc.com

Shams, Aniqa

From: Shams, Aniqa
Sent: Thursday, February 25, 2021 11:41 AM
To: [redacted]
Cc: [redacted]ng, Felix
Subject: Bradley Avenue Extension (Between White Oak Road and Jalna Boulevard (West Leg)): Response to PIC Comment

Hi [redacted]

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In your comment you expressed concern regarding climate change considerations and active transportation infrastructure. The improvements to Bradley Avenue are required to ensure lane continuity and improved traffic conditions. The improvements from 2 to 4 lanes ensure lane continuity to the adjacent sections of Bradley Avenue, eliminate the potential for bottlenecking, that could be a cause for traffic congestions with adverse effects to climate change. In addition, the study will aim to consider how to integrate climate change considerations, such as through enhancements of the natural environment and stormwater management features. This will be outlined in the final Environmental Study Report Addendum, which will be available publicly.

The intersection designs as presented took into consideration of safety for all road users, including cyclists and pedestrians. A dedicated lane and facilities at intersections are provided for cyclists, which will enhance safety for cyclists. The details of these features will be further reviewed during the detailed design phase. Sidewalks will be reviewed during detailed design and replaced as part of this project as required. The proposed sidewalk width is 1.5 m, which is consistent with accessibility standards based on the Ontario Traffic Manual and City of London Specifications. This width is also consistent with the adjacent sections of Bradley Avenue. The proposed design also includes an additional 1.0 m buffer between the bike lane and sidewalk, providing separation between cyclists and pedestrians in efforts to further enhances safety. Your comment on the cycling turning movement is noted and will further be taken into consideration. The use of bike box with the proper signal timing is a proven a safe facility for use at intersections, allowing dedicated space for bicycle turning. Further considerations for bicycle turning movements, including addition of turning facility from Bradley Avenue onto White Oak Road, will be further reviewed and considered during the detailed design phase.

We encourage you to keep checking the project website for updates on the progress of the study - https://getinvolved.london.ca/bradley-ave

Again, thank you for expressing your comments and concerns. If you have any further questions or comments, please do not hesitate to contact the undersigned. We look forward to further correspondence with you as the study progresses.

Sincerely,

Felix Wong, P.Eng.

Shams, Aniqa

From: Shams, Aniqa
Sent: Thursday, February 25, 2021 11:41 AM
To: [redacted]
Cc: Patel, Jiten; Morris, Michelle; Wong, Felix
Subject: Bradley Avenue Extension (Between White Oak Road and Jalna Boulevard (West Leg)): Response to PIC Comment

Hi [redacted]

Thank you for your comments regarding the Bradley Avenue Extension (Between White Oak Road and Jalna Boulevard (West Leg)) Municipal Class Environmental Assessment (MCEA) Addendum Public Information Centre held on November 19th, 2020. We appreciate the time you took to review the material and provide input.

Input from stakeholders such as yourself, as well as all information gathered throughout the study from various sources, is considered when completing the environmental assessment phase. Factors including, but not limited to safety (motorist and pedestrian), traffic delay, impact to properties, vegetation, fisheries and wildlife habitat, noise, archaeology, utilities and accessibility are evaluated and assessed in the process.

In your comment you expressed concern with the fish movement barrier at White Oak Channel. The location of the fish barrier is outside the study area of this MCEA addendum. However, your comment has been documented and will be further investigated during the detailed design of the overall Bradley Avenue project.

We encourage you to keep checking the project website for updates on the progress of the study - https://getinvolved.london.ca/bradley-ave

Again, thank you for expressing your comments and concerns. If you have any further questions or comments, please do not hesitate to contact the undersigned. We look forward to further correspondence with you as the study progresses.

Sincerely,

Felix Wong, P.Eng.
Consultant Project Manager
Wood Environment & Infrastructure Solutions
Tel: 905-335-2353
Email: felix.wong@woodplc.com

Shams, Aniqa

From: Shams, Aniqa
Sent: [redacted], 2021 11:41 AM
To: [redacted]
Cc: [redacted] helle; Wong, Felix
Subject: Bradley Avenue Extension (Between White Oak Road and Jalna Boulevard (West Leg)): Response to PIC Comment

Hi [redacted]

Thank you for your comments regarding the Bradley Avenue Extension (Between White Oak Road and Jalna Boulevard (West Leg)) Municipal Class Environmental Assessment Addendum Public Information Centre held on November 19th, 2020. We appreciate the time you took to review the material and provide input.

Input from stakeholders such as yourself, as well as all information gathered throughout the study from various sources, is considered when completing the environmental assessment phase. Factors including, but not limited to safety (motorist and pedestrian), traffic delay, impact to properties, vegetation, fisheries and wildlife habitat, noise, archaeology, utilities, and accessibility are evaluated and assessed in the process.

In your comment you expressed concern regarding climate change considerations and support for cycling infrastructure. The improvements to Bradley Avenue are required to ensure lane continuity and improved traffic conditions. The lane continuity would eliminate the potential for bottlenecking, which could be a potential factor for traffic congestions with adverse effects to climate change. In addition, the study will aim to consider how to integrate climate change considerations, such as through enhancements of the natural environment and stormwater management features. This will be outlined in the final Environmental Study Report Addendum, which will be available publicly. In addition, the intersection design will take into consideration safety for all road users, including cyclists and pedestrians. A dedicated cycling facility is provided for cyclists, which will enhance safety for cyclists at the intersection.

We encourage you to keep checking the project website for updates on the progress of the study - https://getinvolved.london.ca/bradley-ave

Again, thank you for expressing your comments and concerns. If you have any further questions or comments, please do not hesitate to contact the undersigned. We look forward to further correspondence with you as the study progresses.

Sincerely,

Felix Wong, P.Eng.
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Tel: 905-335-2353
Email: felix.wong@woodplc.com

Shams, Aniqa

From: Shams, Aniqa
Sent: [redacted] 2021 11:41 AM
To: [redacted]
Cc: [redacted] helle; Wong, Felix
Subject: Bradley Avenue Extension (Between White Oak Road and Jalna Boulevard (West Leg)): Response to PIC Comment

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In your comment you expressed concern with the need to prioritize the extension of Bradley Avenue from Wharncliffe Road South to White Oak Road. This segment of Bradley Avenue is currently already under the detailed design phase, where we are completing various technical studies and finalizing the design to support construction. The current study, Bradley Avenue, from White Oak Road to Jalna Boulevard (West Leg) is at an earlier stage, which is the environmental assessment stage. The need to complete this environmental assessment addendum will not impact the progress on the Bradley Avenue extension, from Wharncliffe Road South to White Oak Road. It is anticipated that the extension of Bradley Avenue between White Oak Road and Wharncliffe Road will be constructed at the same time as the improvements to Bradley Avenue between White Oak Road and Jalna Boulevard (West Leg).

We encourage you to keep checking the project website for updates on the progress of the study - https://getinvolved.london.ca/bradley-ave

Again, thank you for expressing your comments and concerns. If you have any further questions or comments, please do not hesitate to contact the undersigned. We look forward to further correspondence with you as the study progresses.

Sincerely,

Felix Wong, P.Eng.
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Tel: 905-335-2353
Email: felix.wong@woodplc.com

Shams, Aniqa

From: Shams, Aniqa
Sent: [redacted]0 AM
To: [redacted]
Cc: [redacted]ng, Felix
Subject: Bradley Avenue Extension (Between White Oak Road and Jalna Boulevard (West Leg)): Response to PIC Comment

Hi [redacted]

Thank you for your comments regarding the Bradley Avenue Extension (Between White Oak Road and Jalna Boulevard (West Leg)) Municipal Class Environmental Assessment Addendum Public Information Centre held on November 19th, 2020. We appreciate the time you took to review the material and provide input.

Input from stakeholders such as yourself, as well as all information gathered throughout the study from various sources, is considered when completing the environmental assessment phase. Factors including, but not limited to safety (motorist and pedestrian), traffic delay, impact to properties, vegetation, fisheries and wildlife habitat, noise, archaeology, utilities, and accessibility are evaluated and assessed in the process.

In your comment you suggested the inclusion of a roundabout at the intersection of Bradley Avenue and White Oak Road. Although there are many benefits with a roundabout, roundabout designs require a much larger design footprint, which have significant property impacts. For this reason, a roundabout is not ideal for a property constrained intersection location, such as Bradley Avenue and White Oak Road.

We encourage you to keep checking the project website for updates on the progress of the study - https://getinvolved.london.ca/bradley-ave

Again, thank you for expressing your comments and concerns. If you have any further questions or comments, please do not hesitate to contact the undersigned. We look forward to further correspondence with you as the study progresses.

Sincerely,

Felix Wong, P.Eng.
Consultant Project Manager
Wood Environment & Infrastructure Solutions
Tel: 905-335-2353
Email: felix.wong@woodplc.com

Shams, Aniqa

From: Shams, Aniqa
Sent: [redacted] 1 11:40 AM
To: [redacted]
Cc: [redacted] e; Wong, Felix
Subject: Bradley Avenue Extension (Between White Oak Road and Jalna Boulevard (West Leg)): Response to PIC Comment

Hi [redacted]

Thank you for your comments regarding the Bradley Avenue Extension (Between White Oak Road and Jalna Boulevard (West Leg)) Municipal Class Environmental Assessment Addendum Public Information Centre held on November 19th, 2020. We appreciate the time you took to review the material and provide input.

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In your comment you suggested a pedestrian pathway along White Oak Channel and a pedestrian crossing. Although your idea for a pedestrian pathway is interesting, it is not included in the scope of this environmental assessment. However, your comment has been forwarded to the City's Parks Planning department for future consideration. Opportunities to provide provisions for future pathways and crossing will be reviewed with the City during detailed design and the provisions, if feasible, will be incorporated into the project.

The median as shown in the PIC is currently designed for vehicular delineation. However, your comment regarding provision for pedestrian barrier is noted and will be considered during the detailed design phase, at which time the median will be further reviewed and finalized.

We encourage you to keep checking the project website for updates on the progress of the study - https://getinvolved.london.ca/bradley-ave

Again, thank you for expressing your comments and concerns. If you have any further questions or comments, please do not hesitate to contact the undersigned. We look forward to further correspondence with you as the study progresses.

Sincerely,

Felix Wong, P.Eng.
Consultant Project Manager
Wood Environment & Infrastructure Solutions
Tel: 905-335-2353
Email: felix.wong@woodplc.com

Shams, Aniqa

From: [redacted]
Sent: Thursday, February 25, 2021 12:14 PM
To: Shams, Aniqa
Cc: Patel, Jiten; Morris, Michelle; Wong, Felix
Subject: Re: Bradley Avenue Extension (Between White Oak Road and Jalna Boulevard (West Leg)): Response to PIC Comment

CAUTION: External email. Please do not click on links/attachments unless you know the content is genuine and safe.

Hi All,

Thank you for your feedback, but the idea that reducing congestion somehow has a positive effect on GHG emissions is entirely false. Reducing congestion leads to induced demand, causing increased vehicle kilometers to be travelled. The difference in emissions due to reduced idling is very much negligible, especially when viewed in comparison that road widening always leads to more driving.

[redacted]

—

[redacted]

On Feb 25, 2021, at 11:40 AM, Shams, Aniqa <aniqa.shams@woodplc.com> wrote:

Hi [redacted]

Thank you for your comments regarding the Bradley Avenue Extension (Between White Oak Road and Jalna Boulevard (West Leg)) Municipal Class Environmental Assessment Addendum Public Information Centre held on November 19th, 2020. We appreciate the time you took to review the material and provide input.

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In your comment you expressed concern regarding climate change considerations and support for cycling infrastructure. The improvements to Bradley Avenue are required to ensure lane continuity and improved traffic conditions. The lane continuity would eliminate the potential for bottlenecking, which could be a

potential factor for traffic congestions with adverse effects to climate change. In addition, the study will aim to consider how to integrate climate change considerations, such as through enhancements of the natural environment and stormwater management features. This will be outlined in the final Environmental Study Report Addendum, which will be available publicly. In addition, the intersection design will take into consideration safety for all road users, including cyclists and pedestrians. A dedicated cycling facility is provided for cyclists, which will enhance safety for cyclists at the intersection.

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Again, thank you for expressing your comments and concerns. If you have any further questions or comments, please do not hesitate to contact the undersigned. We look forward to further correspondence with you as the study progresses.

Sincerely,

Felix Wong, P.Eng.
Consultant Project Manager
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Tel: 905-335-2353
Email: felix.wong@woodplc.com

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As a recipient of an email from a John Wood Group Plc company, your contact information will be on our systems and we may hold other personal data about you such as identification information, CVs, financial information and information contained in correspondence. For more information on our privacy practices and your data protection rights, please see our privacy notice at https://www.woodplc.com/policies/privacy-notice

Shams, Aniqa

From: [redacted]
Sent: Thursday, February 25, 2021 12:55 PM
To: Shams, Aniqa
Cc: Patel, Jiten; Morris, Michelle; Wong, Felix
Subject: Re: Bradley Avenue Extension (Between White Oak Road and Jalna Boulevard (West Leg)): Response to PIC Comment

CAUTION: External email. Please do not click on links/attachments unless you know the content is genuine and safe.

Hi Felix,

Thanks for your reply. I'm glad to hear there will be an opportunity in the detailed design to make things safer for people on bikes.

I'd like to add a comment about climate change. In a recent report called Driving Down Emissions by Transport for America, two of their top strategies to reduce emissions relating to transportation are:

- Making safety the top priority for street design to encourage more short trips;
- Instituting GHG reduction and **less driving** as goals of the transportation system;

Widening roads may increase continuity but it also increases driving and therefore emissions. If reducing emissions is one aim of the project, safe bike facilities and discouraging driving should be design goals.

Thanks for your consideration,

[redacted]

On Thu, Feb 25, 2021 at 11:40 AM Shams, Aniqa <aniqa.shams@woodplc.com> wrote:

> Hi [redacted]
>
> Thank you for your comments regarding the Bradley Avenue Extension (Between White Oak Road and Jalna Boulevard (West Leg)) Municipal Class Environmental Assessment Addendum Public Information Centre held on November 19th, 2020. We appreciate the time you took to review the material and provide input.
>
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> In your comment you expressed concern regarding climate change considerations and active transportation infrastructure. The improvements to Bradley Avenue are required to ensure lane continuity and improved traffic conditions. The improvements from 2 to 4 lanes ensure lane continuity to the adjacent sections of Bradley Avenue, eliminate the potential for bottlenecking, that could be a cause for traffic congestions with adverse effects to climate

change. In addition, the study will aim to consider how to integrate climate change considerations, such as through enhancements of the natural environment and stormwater management features. This will be outlined in the final Environmental Study Report Addendum, which will be available publicly.

The intersection designs as presented took into consideration of safety for all road users, including cyclists and pedestrians. A dedicated lane and facilities at intersections are provided for cyclists, which will enhance safety for cyclists. The details of these features will be further reviewed during the detailed design phase. Sidewalks will be reviewed during detailed design and replaced as part of this project as required. The proposed sidewalk width is 1.5 m, which is consistent with accessibility standards based on the Ontario Traffic Manual and City of London Specifications. This width is also consistent with the adjacent sections of Bradley Avenue. The proposed design also includes an additional 1.0 m buffer between the bike lane and sidewalk, providing separation between cyclists and pedestrians in efforts to further enhances safety. Your comment on the cycling turning movement is noted and will further be taken into consideration. The use of bike box with the proper signal timing is a proven a safe facility for use at intersections, allowing dedicated space for bicycle turning. Further considerations for bicycle turning movements, including addition of turning facility from Bradley Avenue onto White Oak Road, will be further reviewed and considered during the detailed design phase.

We encourage you to keep checking the project website for updates on the progress of the study - https://getinvolved.london.ca/bradley-ave

Again, thank you for expressing your comments and concerns. If you have any further questions or comments, please do not hesitate to contact the undersigned. We look forward to further correspondence with you as the study progresses.

Sincerely,

Felix Wong, P.Eng.
Consultant Project Manager

Wood Environment & Infrastructure Solutions

Tel: 905-335-2353

Email: felix.wong@woodplc.com

This message is the property of John Wood Group PLC and/or its subsidiaries and/or affiliates and is intended only for the named recipient(s). Its contents (including any attachments) may be confidential, legally privileged or otherwise protected from disclosure by law. Unauthorized use, copying, distribution or disclosure of any of it may be unlawful and is strictly prohibited. We assume no responsibility to persons other than the intended named recipient(s) and do not accept liability for any errors or omissions which are a result of email transmission. If you have received this message in error, please notify us immediately by reply email to the sender and confirm that the original message and any attachments and copies have been destroyed and deleted from your system.

Shams, Aniqa

From: [redacted]
Sent:
To: Shams, Aniqa
Cc: Wong, Felix
Subject: Re: Bradley Avenue Extension (Between White Oak Road and Jalna Boulevard (West Leg)): Response to PIC Comment

CAUTION: External email. Please do not click on links/attachments unless you know the content is genuine and safe.

Thank you for your response.

On Thu., Feb. 25, 2021, 11:41 a.m. Shams, Aniqa, <aniqa.shams@woodplc.com> wrote:

> Hi [redacted]
>
> Thank you for your comments regarding the Bradley Avenue Extension (Between White Oak Road and Jalna Boulevard (West Leg)) Municipal Class Environmental Assessment Addendum Public Information Centre held on November 19th, 2020. We appreciate the time you took to review the material and provide input.
>
> Input from stakeholders such as yourself, as well as all information gathered throughout the study from various sources, is considered when completing the environmental assessment phase. Factors including, but not limited to safety (motorist and pedestrian), traffic delay, impact to properties, vegetation, fisheries and wildlife habitat, noise, archaeology, utilities, and accessibility are evaluated and assessed in the process.
>
> In your comment you expressed concern with traffic light timing at Bradley Avenue and Ernest Avenue. The study area for this study is from White Oak Road to Jalna Boulevard (West Leg), along Bradley Avenue. Ernest Avenue is not within the study area and cannot be investigated as part of the current study. However, we have passed along your comment to the City's Road Lighting and Traffic Control Division.
>
> We encourage you to keep checking the project website for updates on the progress of the study - https://getinvolved.london.ca/bradley-ave
>
> Again, thank you for expressing your comments and concerns. If you have any further questions or comments, please do not hesitate to contact the undersigned. We look forward to further correspondence with you as the study progresses.
>
> **Felix Wong, P.Eng.**