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.



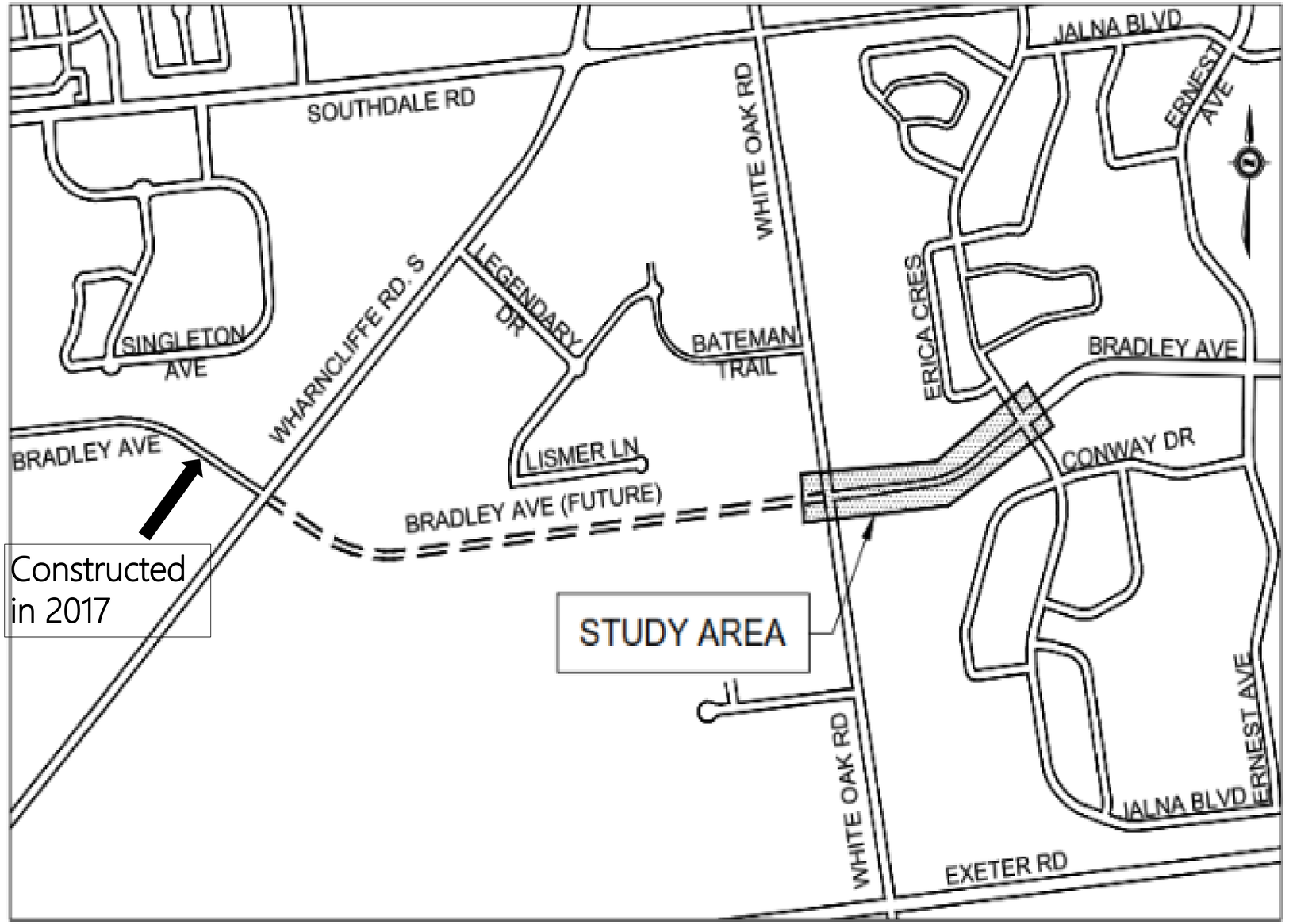
Improve traffic operations and ensure lane continuity.

- 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.

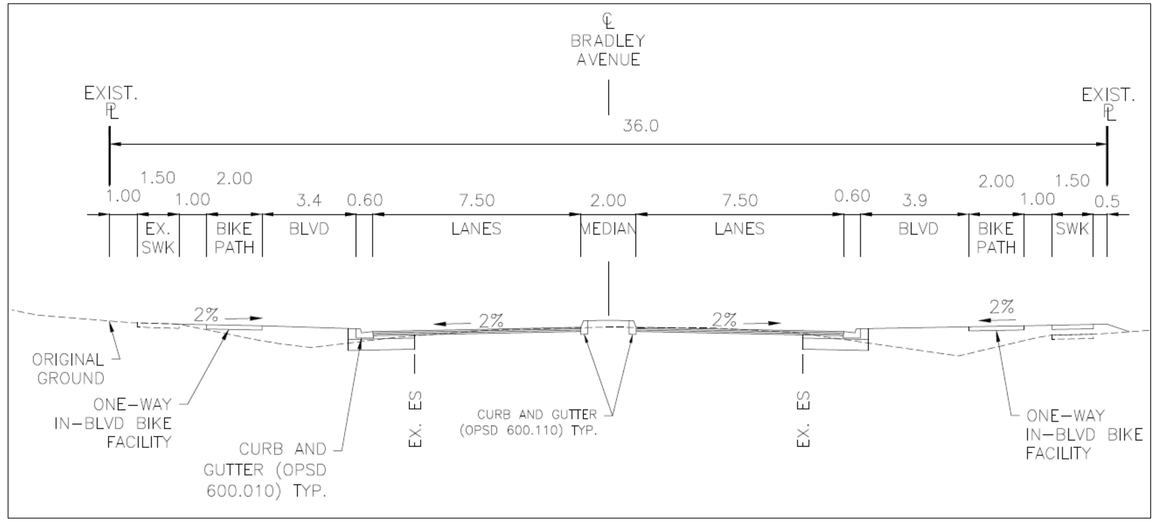
D. *Improve pavement condition* - A pavement investigation was completed and determined that the road is in need of repair. Improvements are needed to address the poor existing pavement conditions.

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.

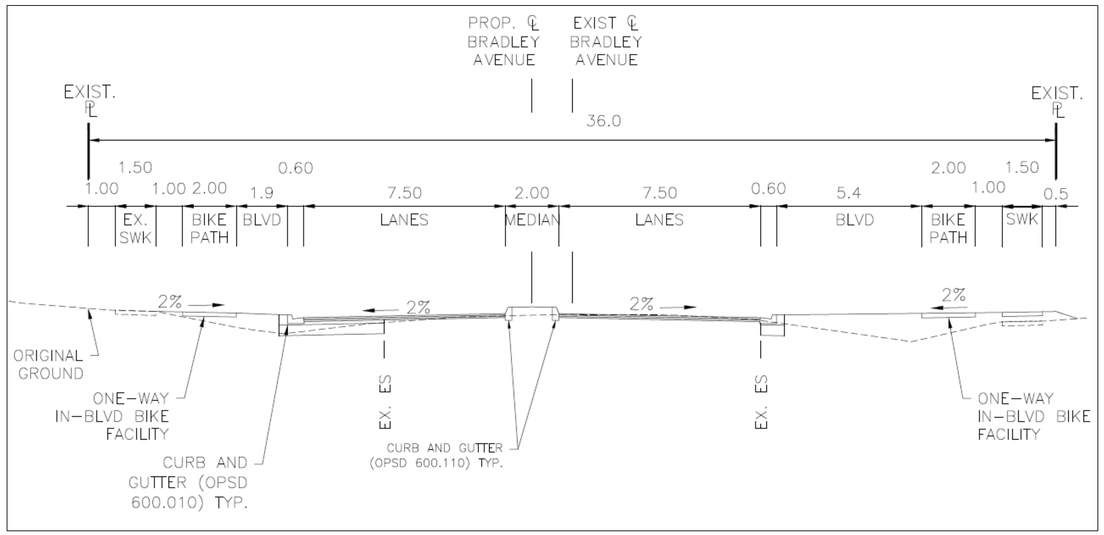
Cross-Sections of Design Alternatives

- **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

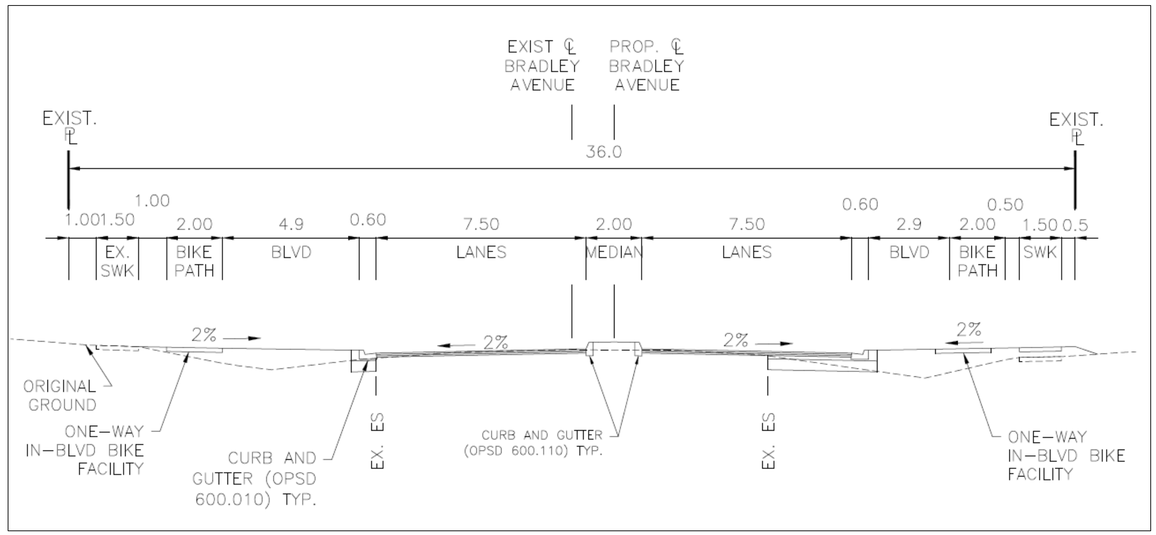
All improvements will include bike path and sidewalks.



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

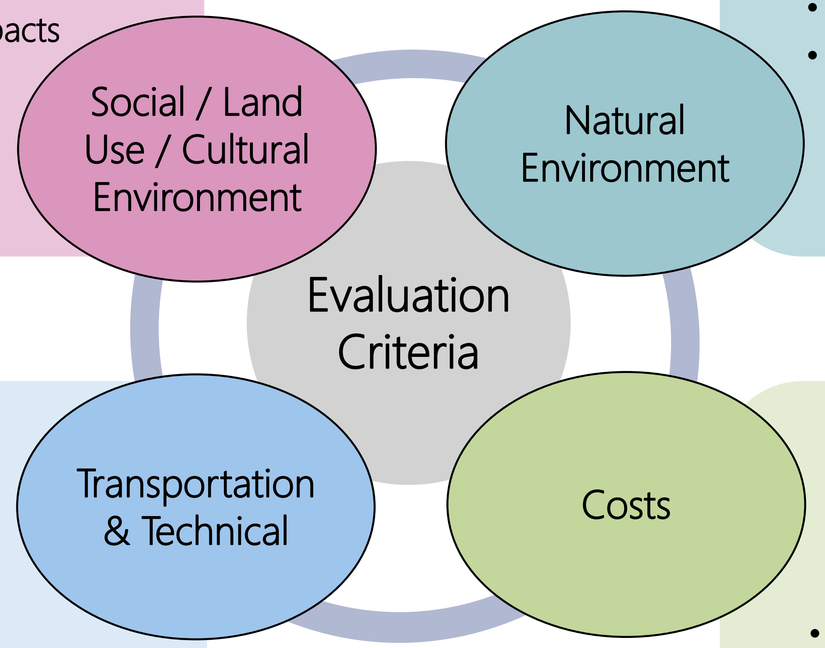
A PDF of the above cross-sections of design alternatives is provided on the study website.

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

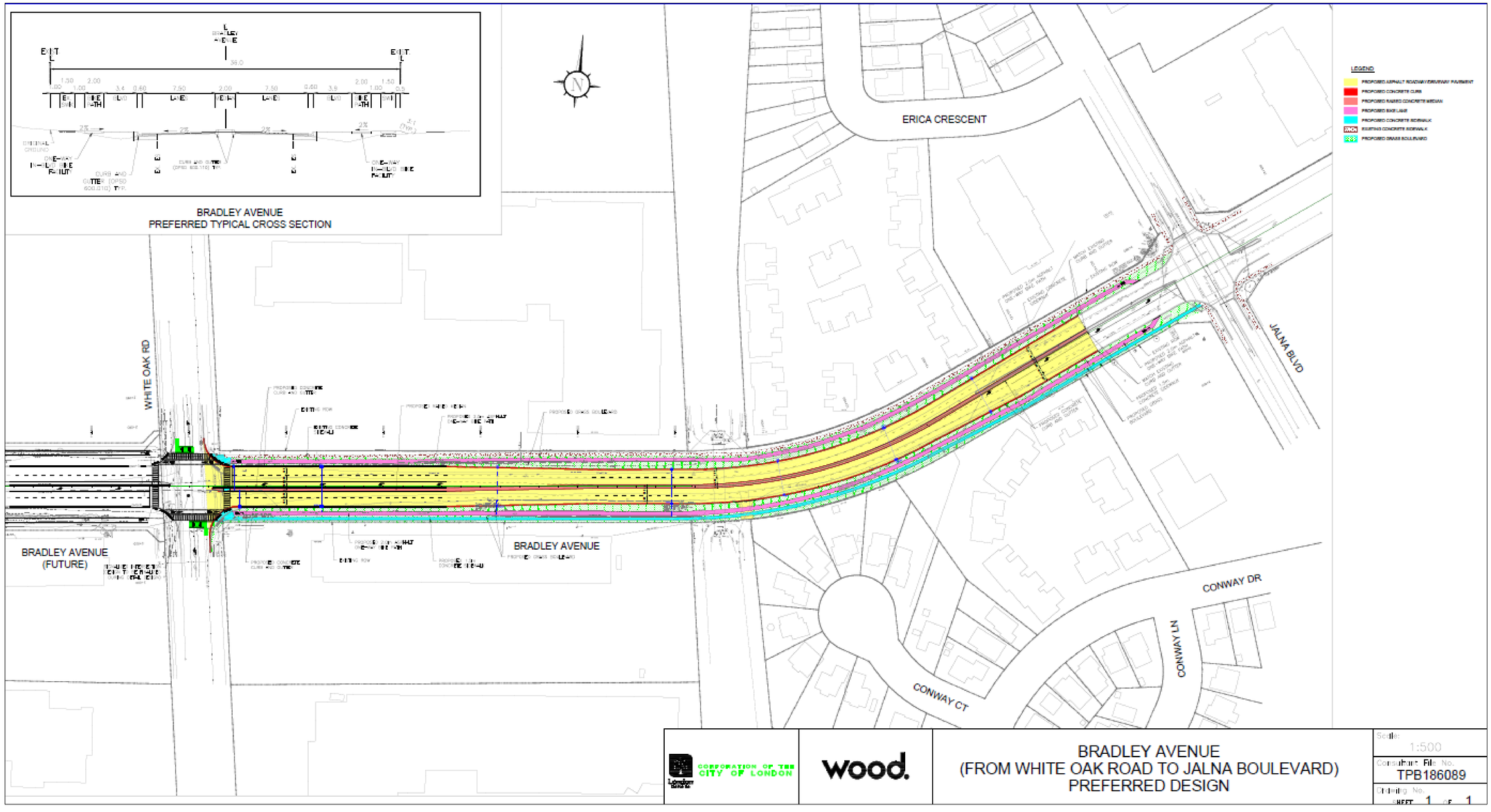
- Capital Cost (Including Maintenance/Life Cycle Cost)

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.

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Comment Deadline is December 3, 2020