Norval West Bypass: Introduction Video – Text Description

The following provides a text version of the audio that is included in the Introduction video.

Slide 1 (Introduction)

Welcome to the first Public Information Centre (PIC) for the Norval West Bypass Transportation Corridor Improvements Municipal Class Environmental Assessment Study.

This study will assess the need for a new Norval West Bypass between Highway 7 and 10 Side Road, as well as improvements to 10 Side Road between Tenth Line and Adamson Street/Winston Churchill Boulevard.

Thank you for taking the time to watch this presentation and learn more about this study! Your input is valuable to us.

Slide 2 (Purpose of Virtual Consultation)

The purpose of this PIC to present the work completed to date and obtain public comment on:

- the study process and schedule;
- problem and opportunity and background information;
- existing conditions;
- alternative planning solutions;
- road corridor concepts and evaluation; and
- next steps.

You can learn more about the study by visiting **halton.ca**.

Slide 3 (Study Area Map)

As shown on the map, the study area is located in the Hamlet of Norval within the Town of Halton Hills.

The study area is bounded by:

- Highway 7 to the north (which is under the jurisdiction of the Ministry of Transportation)
- 10 Side Road (also known as Regional Road 10) to the south (which is under the jurisdiction of Halton Region)
- Tenth Line to the west (which is under the jurisdiction of the Town of Halton Hills); and
- Adamson Street/Winston Churchill Boulevard (also known as Regional Road 19) (which is a shared boundary road under the jurisdiction of Halton Region and the Region of Peel).

The study aims to address future growth, travel demand and network connectivity in this area to 2031.

Slide 4 (Problem & Opportunities)

- Without a new Norval West Bypass and improvements to 10 Side Road, the Hamlet of Norval is expected to experience delays during peak periods as travel demand continues to grow by 2031.

- To support future growth, travel demand and network connectivity, both a new Norval West Bypass and improvements to the 10 Side Road corridor are required.

- Both corridors should be safe for all road users and support all modes of transportation, including vehicles, bicycles, walking and transit.

Therefore, Halton Region is carrying out this study to address these requirements in accordance with the Municipal Class Environmental Assessment process.

Slide 5 (Study Process)

- The Municipal Class Environmental Assessment process frames the planning and implementation of municipal infrastructure.

- Social, cultural and natural environments are considered during the study process, as well as community interests, agency requirements and unique project issues.

- This study is identified as a Schedule C project and will follow Phases 1 to 4 of the Municipal Class Environmental Assessment process.

- Consultation is ongoing throughout the four phases, and we welcome your comments and feedback at any time during this study.

As you can see in the diagram on the right hand side, we are currently at the end of Phase 2. This presentation will provide an overview of the alternative planning solutions available to support future growth, travel demand and network connectivity for the area.

Slide 6 (Study Background – Transportation Planning)

Several background studies have been previously completed and considered as part of this study, which include:

- the Halton-Peel Boundary Area Transportation Study (HPBATS) (2010): This study identified the required road network to accommodate future travel demand and network connectivity to 2031;

- the Halton Regional Transportation Master Plan (TMP) – The Road to Change (2011): This plan confirmed the need for a new 4-lane Norval West Bypass from Highway 7 to 10 Side Road and the widening of 10 Side Road to 4 lanes from Tenth Line to Winston Churchill Boulevard;

- the Halton Region Active Transportation Master Plan (ATMP) (2015): This plan identified 1.8 metre on-road bike lanes and 3 metre multi-use paths on both sides of the road;

- the 10 Side Road Municipal Class Environmental Assessment (MCEA) Study, from Trafalgar Road to Winston Churchill Boulevard, done in June 1995 (with an addendum completed May 2002); and

- the Winston Churchill Boulevard Municipal Class Environmental Assessment (MCEA) Study, from 5 Side Road/Embleton Road to 17 Side Road/Mayfield Road, done in September 2005.

Norval West Bypass: Existing conditions in the study area video – Text Description

The following provides a text version of the audio that is included in the video, “Existing conditions in the study area.”

Slide 7 (Existing Conditions – Natural Environment)

During the review of the alternative alignment corridors and the 120 metres of land adjacent to each, the project team identified the following Natural Heritage features in the study area:

- Three species at risk and/or their habitat, including Butternut, which is an endangered tree; Little Brown Myotis, an endangered species of bat; and Redside Dace, an endangered fish species;
- Significant Wildlife Habitat (candidate or confirmed) for the following species: bats, the Eastern Wood-Pewee (a small forest bird), terrestrial chimney crayfish, and the Eastern Milksnake;
- Significant woodlands and valleylands, including woodlands that run along Silver Creek and Russell’s Hill of Pines;
- Significant wetlands, including the Hungry Hollow Provincially Significant Wetland; Churchville-Norval Provincially Significant Wetland Complex; Levi’s Creek Provincially Significant Wetland Complex; and three unevaluated wetlands to be considered during evaluation of route alternatives; and
- The Georgetown Credit Valley Life Science Area of Natural and Scientific Interest.

Slide 8 (Existing Conditions – Cultural Heritage)

A Cultural Heritage Assessment Report is being prepared for the Municipal Class EA study.

- There are no Ontario Heritage Act designated properties present within the study area.
- Nine properties within the Hamlet of Norval are registered on the Town of Halton Hills Heritage List and five additional properties within the study area were identified as a Cultural Heritage Resource.

A Stage 1 Archaeological Assessment has also been completed.

- Given the undisturbed portions of the study area, there is potential for discovery of archaeological resources.
- Previously disturbed areas along 10 Side Road and Winston Churchill Boulevard have limited archaeological potential.

Slide 9 (Future (2031) Do-Nothing Conditions – Transportation)

- A traffic assessment was completed for forecasted future travel demand to 2031 at the key intersection of Highway 7 and Adamson Street, and 10 Side Road and Adamson Street.
- The results illustrate a further decrease in capacity with a lower level-of-service during the AM and PM peak hours. In other words, the Hamlet of Norval is expected to experience significant traffic delays during peak travel periods by 2031.
- Based on this analysis, there is a need for a new Norval West Bypass and improvements to 10 Side Road to support future transportation demands.

Norval West Bypass: Alternative planning solutions video – Text description

The following provides a text version of the audio that is included in the video, “Alternative planning solutions.”

Slide 10 (Norval West Bypass – Alternative Planning Solutions)

- A number of alternative planning solutions have been considered for the Norval West Bypass, while respecting the social, cultural and natural environment.
- Both the ‘Do Nothing’ and ‘Limit Development’ alternatives were considered but not carried forward as they do not support existing and future transportation needs.
- We recommend carrying forward the Alternative Planning Solutions for:
    1. Improvements to other roadways,
    2. Transportation demand management; and
    3. Improvements to transit infrastructure and other modes of transportation, as they are already part of overall transportation strategy for the Region and the Town.
- We also recommend carrying forward the alternative planning solutions for ‘Operational Improvements’ and ‘Construction of a new Norval West Bypass’ within the overall project strategy, which supports the strategies of the Town of Halton Hills.

Slide 11 (10 Side Road – Alternative Planning Solutions)

- A number of alternative planning solutions have been considered for 10 Side Road, while respecting the social, cultural and natural environment.
- Both the ‘Do Nothing’ and ‘Limit Development’ alternatives were considered but not carried forward as they do not support existing and future transportation needs.
- We recommend carrying forward the alternative planning solutions for:
    1. improvements to other roadways;
    2. Transportation demand management; and
    3. Improvements to transit infrastructure and other modes of transportation, as they are already part of overall transportation strategy for the Region and the Town.
- We also recommend carrying forward the alternative planning solutions for ‘Operational Improvements’ and ‘Improvements to 10 Side Road’ within the overall project strategy, as it supports the strategies of the Town of Halton Hills.

Slide 12 (Development of Recommended Preliminary Design Components)

As the study progresses and our knowledge of conditions and constraints evolve. Below are the design components to be considered as part of this study:

At this PIC, we will present:

- Road cross-sections for both the Norval West Bypass and 10 Side Road corridors

- Road corridor concepts, which display the options for where each road corridor may be located

At the second PIC, we will present:

- Road alignment, which display options for the alignment of the roadway within each corridor
- Recommended preliminary design for both the Norval West Bypass and 10 Side Road corridors

Slide 13 (Norval West Bypass – Typical Cross-section)

The diagram shown here shows a typical cross-section for the proposed four-lane Norval West Bypass. This road cross-section has been developed based on:

- a planned overall road right-of-way width of 42 metres, which is consistent with the Halton Region Transportation Master Plan and Official Plan;
- provision of two 3.5-metre travel lanes in each direction;
- provision of 1.8 metre on-road bike lanes and three-metre multi-use pathways (both sides of the road) to accommodate cyclists and pedestrians

Slide 14 (10 Side Road – Typical Cross-section)

The typical cross-section for 10 Side Road is very similar to the Norval West Bypass. The only difference is the south side of 10 Side Road will remain rural (with a ditch) as it is outside the urban boundary.

Slide 15 (Potential Road Corridor Concepts)

This diagram shows the Road Corridor Concepts that were developed for the Norval West Bypass and 10 Side Road corridors.

Swaths (with arrows) A, B and C represent road corridor concepts for the Norval West Bypass.

The yellow swath/arrow illustrates road corridor concept A: In this concept, the Norval West Bypass would be connected from Highway 7 from the north, move southerly and hook into Tenth Line at the intersection of 10 Side Road and Tenth Line.

The blue swath/arrow illustrates road corridor concept B: In this concept, the proposed Norval West Bypass would be connected from Highway 7 from the north and move southerly, midblock between Tenth Line to Adamson Street/Winston Churchill Boulevard at a new intersection with 10 Side Road.

The orange swath/arrow illustrates road corridor concept C: In this concept, the Norval West Bypass would be connected from Highway 7 from the north, move southerly and hook into Adamson Street/Winston Churchill Boulevard.

Swaths (with arrows) 1 and 2 illustrate potential road corridor concepts for 10 Side Road

The green swath/arrow illustrates road corridor concept 1: In this concept, the improvements to 10 Side Road would be made along the existing right-of-way between east of Tenth Line to Adamson Street/Winston Churchill Boulevard.

The pink swath/arrow illustrates road corridor concept 2: In this concept, 10 Side Road would be realigned to the south of existing 10 Side Road, and intersect south of the existing 10 Side Road and Adamson Street/Winston Churchill Boulevard intersection. The corresponding road improvements would be made to the realigned roadway.

Slide 16 (Norval West Bypass: Corridor Concept C)

Corridor Concept C was screened out from further consideration for the following reasons:

- has the most significant encroachment into the Greenbelt Natural Heritage System, including an area designated as Key Features;
- has potential to impact the largest amount of area designated as a Significant Groundwater Recharge Area;
- has the most potential significant impact to Russell Hill of Pines Heritage Woodlot and Hillcrest Cemetery;
- has the closest proximity to residential properties fronting on Highway 7 and Adamson Street, and crosses through one residential/farm parcel; and
- has potential for design challenges relating to the tie-in at Winston Churchill Boulevard and 10 Side Road.

Slide 17 (Road Corridor Concept A1)

Slides 17 to 20 show the different road corridor concepts being considered, including:

- road corridor concept A1;

Slide 18 (Road Corridor Concept A2)

- road corridor concept A2;

Slide 19 (Road Corridor Concept B1)

- road corridor concept B1; and

Slide 20 (Road Corridor Concept B2)

- road corridor concept B2.

Norval West Bypass: Road corridor concepts and evaluation video – Text description

The following provides a text version of the audio that is included in the video, “Road corridor concepts and evaluation.”

Slide 21 (Factors for Analysis and Evaluation)

Each road corridor concept has been evaluated using the factors shown on this slide, including:

- socio-economic environment, which considers land use plans and policies, impacts to existing residents/businesses, noise and air quality, and other related aspects;
- natural environment, which considers Greenbelt Plan and associated policies, natural features and environmentally sensitive areas, potential impact to Species at Risk and their habitat, and other related aspects;
- transportation and technical, which considers future capacity requirements, network connectivity, complexity of construction, and other related aspects;
- cultural environment, which considers archeological resources and cultural heritage resources;
- surface water and groundwater, which considers management of road runoff, protection of surface water features and watercourse crossings, protection of groundwater resources, and other related aspects; and
- preliminary cost estimate, which considers high level cost estimates, used for comparative purposes only.

Comments received from agencies, stakeholders and members of the public will also be considered during the evaluation of the road corridor concepts.

Slide 22 (Norval West Bypass – Road Corridor Concept Evaluation)

As mentioned earlier, Concept C was screened-out early in the process due to the magnitude of its impacts on the study area.

When we evaluated Concepts A and B against the categories mentioned on the previous slide, Concept B came out as the recommended solution for the Norval West Bypass Corridor.

- Concept B is generally ranked similar in factors to Concept A under Natural Environment, Surface Water/Groundwater, and Cultural Environment.
- It has the least potential to impact Noise Sensitive Areas and does not present design challenges for the tie in at 10 Side Road.
- It also has the highest potential to accommodate future travel demand requirements and potential to decrease travel demand within/through the Hamlet of Norval, additionally improving connectivity with the road network.
- Compared to Concept A, Concept B will also impact fewer residential properties.

Slide 23 (10 Side Road – Road Corridor Concept Evaluation)

When we looked at Concept 1 and 2 for the improvements to 10 Side Road, Concept 2 came out as the recommended solution.

- Concept 2 has similar impacts to the Natural Environment as Concept 1.
- It has the least potential to impact Noise Sensitive Areas, low potential for corridor design challenges, and will avoid the potential to impact an identified cultural heritage resource (Hillcrest Cemetery).
- This Concept has the highest potential to accommodate future travel demand requirements, supporting greater connectivity and mobility between roadways.
- Construction staging will allow full road access along 10 Side Road while the new corridor portion is being constructed.

Slide 24 (Norval West Bypass and 10 Side Road Preferred Road Corridor Concepts)

Based on the analysis and evaluation, the project team recommends Road Corridor Concept B2 as the preferred solution.

- This concept supports the need for greater connectivity/mobility and is consistent with approved Halton Peel Boundary Area Transportation Study and the Halton Region Transportation Master Plan–The Road to Change
- This solution has the highest potential benefit to accommodate future travel demand requirements and potential to decrease travel demand within and through the Hamlet of Norval by redistributing traffic.
- Concept B2 has the lowest potential net impacts to the Natural, Cultural, and Socio-Economic Environments; and
- It is compatible with the existing road network and consistent with the approved 10 Side Road Municipal Class EA Study and the Winston Churchill Boulevard Municipal Class EA Study.

Norval West Bypass: Next steps video – Text description

The following provides a text version of the audio that is included in the video, “Next steps.”

Slide 25 (Study Schedule)

In terms of study schedule, the Project Team has completed Phase 1 (Problem and Opportunity) and is currently at the end of Phase 2 (Alternative Planning Solutions).

The Project Team will commence Phase 3 (Alternative Design Concepts for the Preferred Solution) and present these concepts at a future PIC, tentatively in Spring 2021.

Slide 26 (Next Steps)

In terms of next steps, the Project Team will:

- review and respond to comments received from agencies and members of the public;
- confirm the preferred road corridor concept;
- develop and evaluate design alternatives (road alignments within the preferred corridor);
- identify a recommended preliminary preferred design;
- consult with technical agencies; and
- host a second PIC, anticipated in spring 2021.

We encourage you to submit any comments or questions to the project team by **Friday, December 18, 2020.** You can use the comment form on the webpage for the PIC or email us at accesshalton@halton.ca.

Thank you for watching this video presentation and for your interest in the Norval West Bypass Municipal Class EA Study! Your input is important to us.