Norval West Bypass Transportation Corridor Improvements Municipal Class Environmental Assessment Study

Public Information Centre #1 Virtual Consultation

November 19, 2020 to December 18, 2020

Halton REGION

Purpose of Virtual Consultation

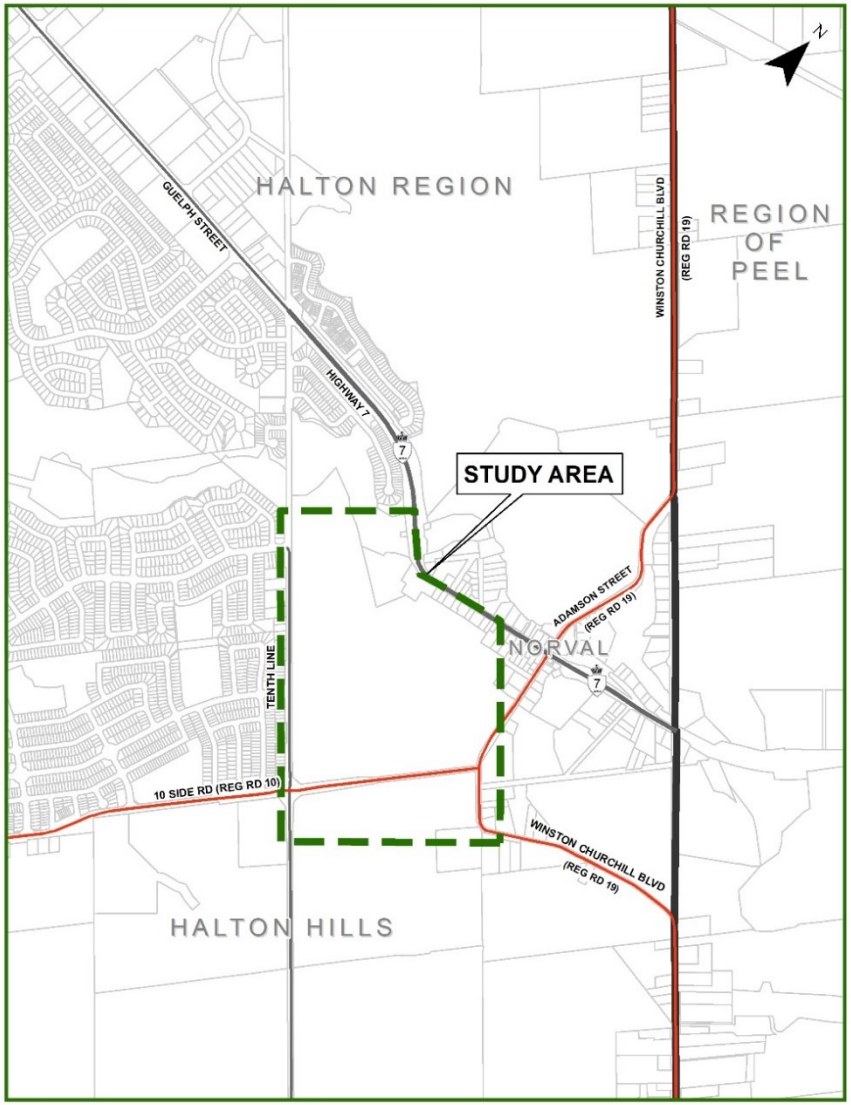
The purpose of this Public Information Centre (PIC) virtual consultation is to present the work completed to date and collect public input on:

- Study Process and Schedule
- Problem & Opportunity and Background Information
- Existing Conditions
- Alternative Planning Solutions
- Road Corridor Concepts
- Next Steps

Go to the Municipal Class Environmental Assessment Studies page on **halton.ca** to learn more about the Norval West Bypass Improvements Study

Study Area

Norval
West
Bypass
&
10 Side
Road



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.

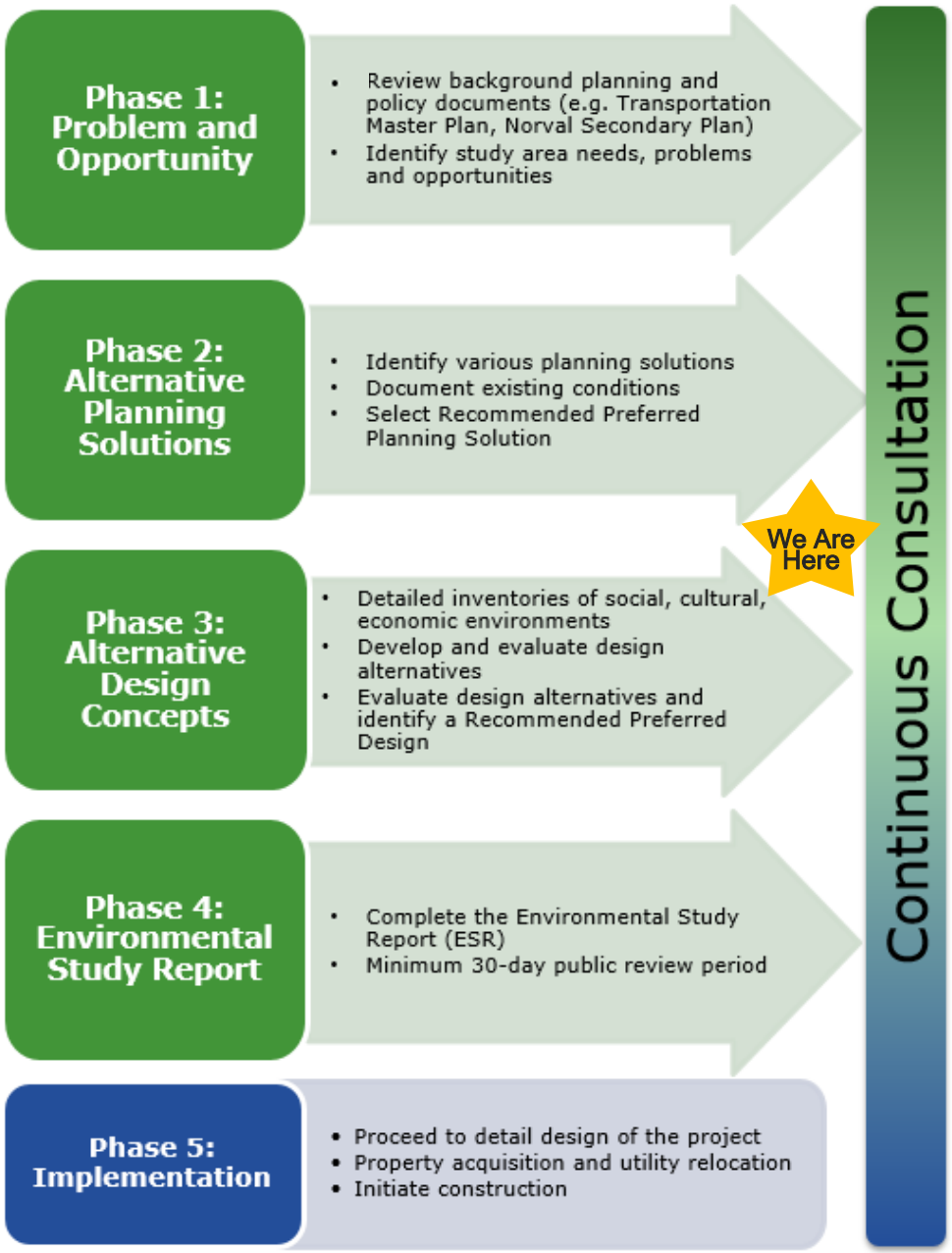
- To support future growth, travel demand and network connectivity, both a new Norval West Bypass and improvements to the 10 Side Road corridor are required.

- Both corridors should support all modes of transportation (i.e., active transportation) and provide safety for all road users.

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

Study Process

- The Municipal Class Environmental Assessment (MCEA) process frames the planning and implementation of municipal infrastructure.
- Social, cultural and natural environments are considered 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 MCEA process.



Study Background – Transportation Planning

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

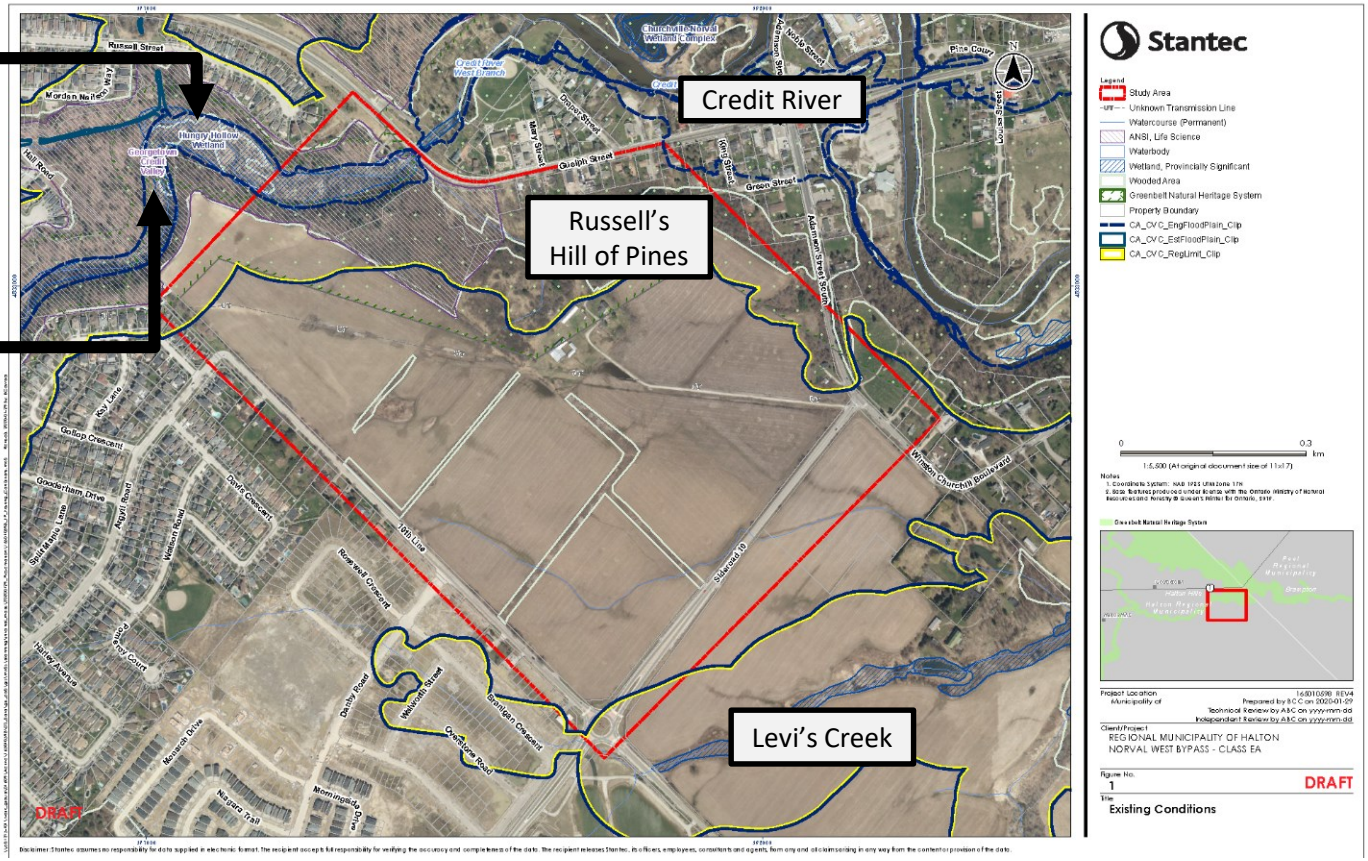
- **Halton-Peel Boundary Area Transportation Study (HPBATS) (2010)** – identified the required road network to accommodate future travel demand and network connectivity to 2031
- **Halton Regional Transportation Master Plan (TMP) – The Road to Change (2011)** – confirmed the need for a new Norval West Bypass (4 lanes) from Highway 7 to 10 Side Road and a widened 10 Side Road (4 lanes) from Tenth Line to Winston Churchill Boulevard
- **Halton Region Active Transportation Master Plan (ATMP) (2015)** – identified 1.8 m on-road bike lanes and 3.0 m multi-use paths (both sides)
- **10 Side Road Municipal Class Environmental Assessment (MCEA) Study** – Trafalgar Road to Winston Churchill Boulevard, June 1995 (Addendum May 2002)
- **Winston Churchill Boulevard Municipal Class Environmental Assessment (MCEA) Study** – 5 Side Road/Embleton Road to 17 Side Road/Mayfield Road, September 2005

Existing Conditions – Natural Environment

- Background review of species at risk known for the study area include Butternut, American Eel and Eastern Wood-pewee.
- Additional species at risk may occur in woodland and agricultural habitats in the study area, including Barn Swallow and endangered bats.

Hungry Hollow Provincially Significant Wetland

Georgetown Credit Valley Life Science Area of Natural and Scientific Interest



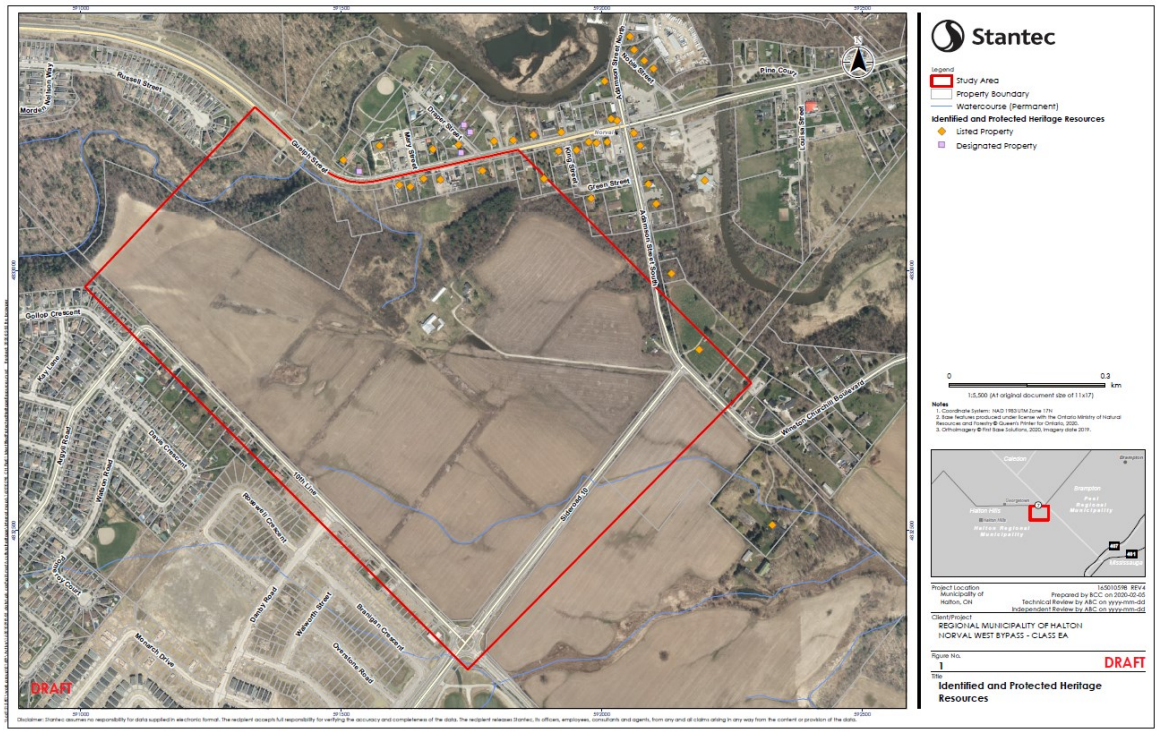
Existing Conditions – Cultural Heritage

Built Cultural Heritage and Cultural Heritage Landscapes

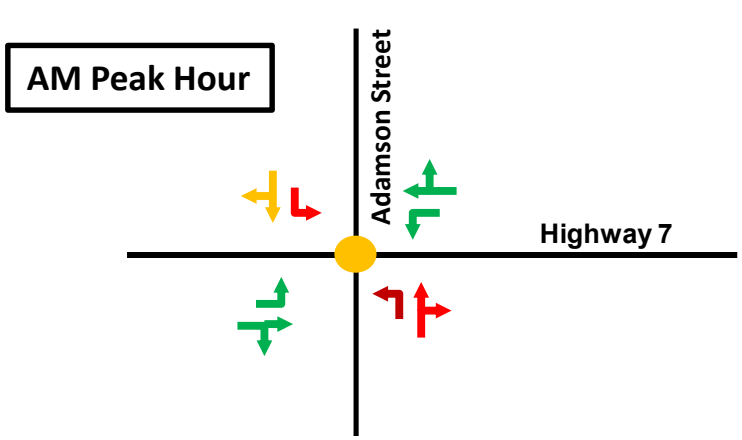
- A Cultural Heritage Assessment Report is being prepared for the MCEA Study.
- There are no Ontario Heritage Act designated properties present within the study area.
- 9 properties within the hamlet of Norval are registered on the Town of Halton Hills Heritage List and 5 additional properties within the study area were identified as a Cultural Heritage Resource.

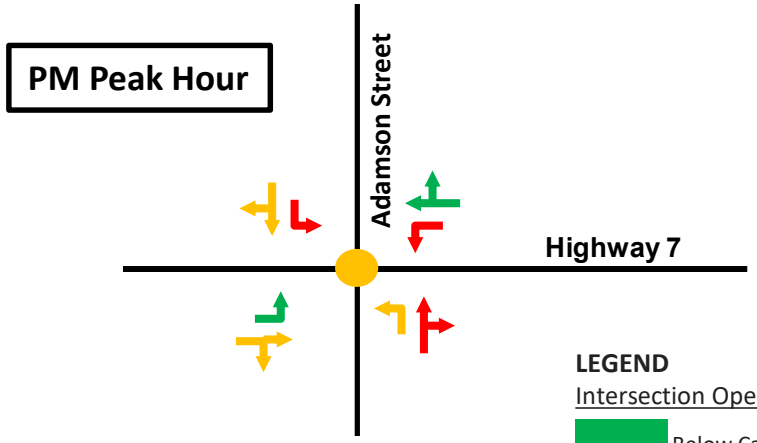
Archaeological Resources

- A Stage 1 Archaeological Assessment has 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.



Transportation - Future (2031) Do Nothing





LEGEND

Intersection Operation

- Below Capacity
- Approaching Capacity
- At Capacity
- Over Capacity

Intersection	Movement	AM Peak Hour				PM Peak Hour			
		LOS	Delay	v/c	Q 95% (m)	LOS	Delay	v/c	Q 95% (m)
Highway 7 & Adamson Street *(Signalized)*	EBL	B	18	0.05	10	C	33	0.24	24
	EBT*	D	50	0.93	295	C	34	0.73	197
	EBR*	D	50	0.93		C	34	0.73	
	WBL	E	62	0.9	104	C	27	0.69	50
	WBT*	B	15	0.36	75	C	21	0.62	155
	WBR*	B	15	0.36		C	21	0.62	
	NBL	D	40	0.62	55	F	104	1.04	135
	NBT*	E	56	0.88	160	E	61	0.91	209
	NBR*	E	56	0.88		E	61	0.91	
	SBL	E	61	0.24	16	E	62	0.09	7
	SBT*	D	55	0.7	83	D	55	0.7	92
	SBR*	D	55	0.7		D	54	0.64	
	Overall	**D**	**46**	**-**	**-**	**D**	**46**	**-**	**-**

Norval West Bypass
Alternative Planning Solutions Evaluation Summary

A new Norval West Bypass is required to support existing and future transportation needs while respecting the social, cultural and natural environment. The following Planning Alternatives have been considered:

Alternatives	Description	Evaluation Summary	Recommendation
Do Nothing	• Status quo; only planned improvements to 2031 will be in place , including the new Winston Churchill Boulevard Bypass and widening 10 Side Road.	• Does not address the needs within the study area.	Do not carry forward (for comparison purposes only)
Limit Development	• Limit development within the Town of Halton Hills.	• Future projections have been based on currently approved Official Plans in Halton Region and Town of Halton Hills	Do not carry forward
Improvements to Other Roadways	• Widen and construct new Regional roadways in the immediate study area to planned 2031 improvements (e.g. 10 Side Road and new Winston Churchill Boulevard Bypass).	• Part of the Region's overall transportation strategy (Transportation Master Plan).	Carry forward as part of overall **Region and Town** transportation strategies
Transportation Demand Management	• Measures to manage travel demand by encouraging carpooling; shifting travel demand to off-peak hours through flexible work hours, telecommute, etc.	• On their own, TDM measures do not fully address the transportation needs and are part of Region's overall transportation strategy.	Carry forward as part of overall **Region and Town** transportation strategy
Improve Transit Infrastructure/Other Modes of Transportation	• Continue to support transit infrastructure improvement and provide facilities for active transportation use to accommodate pedestrians and cyclists.	• On their own, these measures do not fully address the problem, while part of the Region's overall transportation strategy.	Carry forward as part of overall **Region and Town** transportation strategy
Operational Improvements	• Enhance traffic operations of roadway through minor improvements including intersections (traffic signals, provision of turning lanes), access management and other measures.	• On their own, do not fully address the problem wile part of the Region's overall transportation strategy.	Carry forward within overall **Project** strategy Supports Region and Town strategies
Construct new Norval West Bypass	• Construct new Norval West Bypass to to 4 lanes, providing active transportation (on-road bike lanes and multi-use paths), that will include a new Escarpment crossing.	• Needs identified in Halton Region Transportation Master Plan and Active Transportation Master Plan to support future growth.	Carry forward within overall **Project** strategy Supports Region and Town strategies

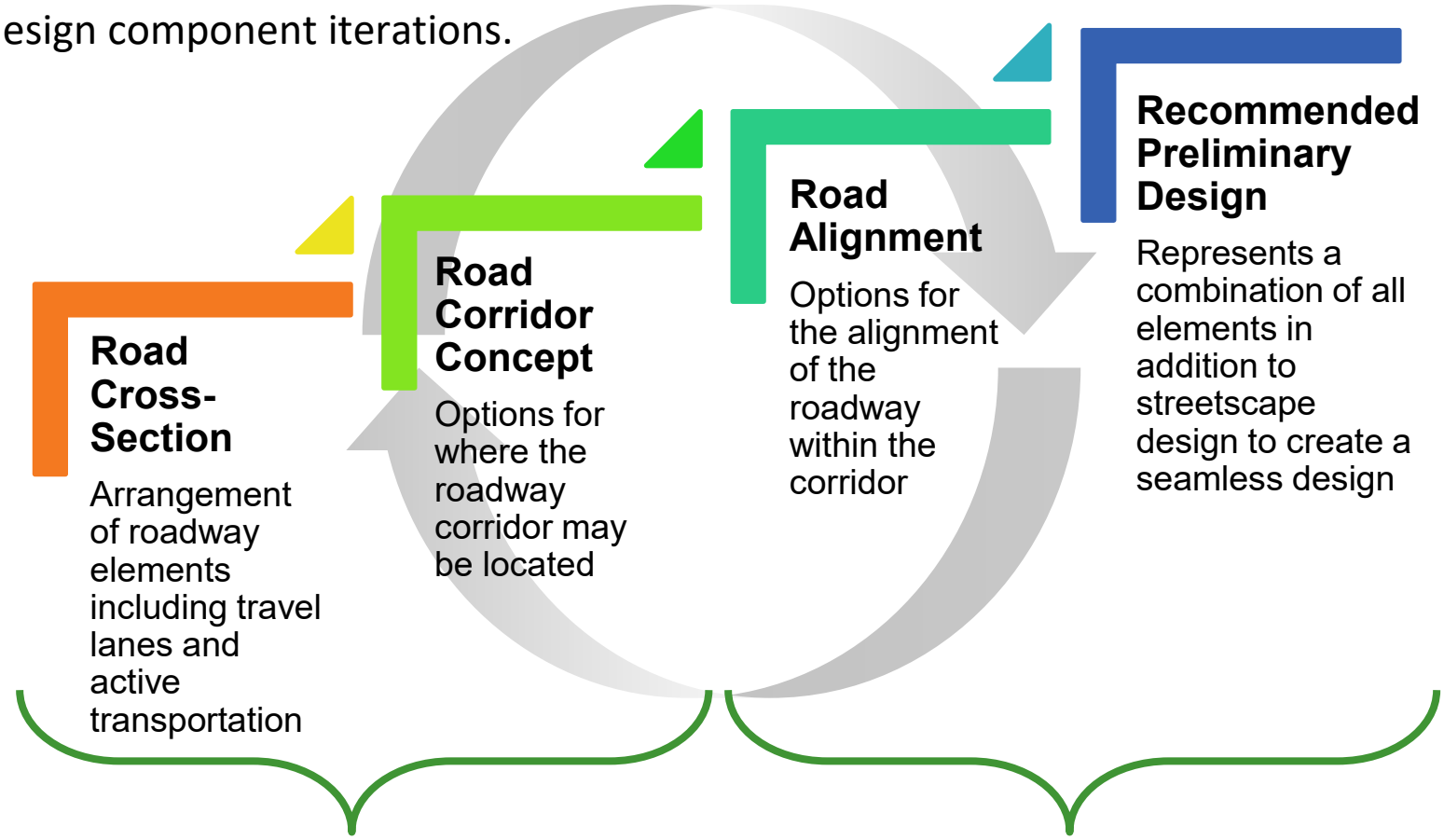
10 Side Road
Alternative Planning Solutions Evaluation Summary

Improvements to 10 Side Road is required to support existing and future transportation needs while respecting the social, cultural and natural environment. The following Planning Alternatives have been considered:

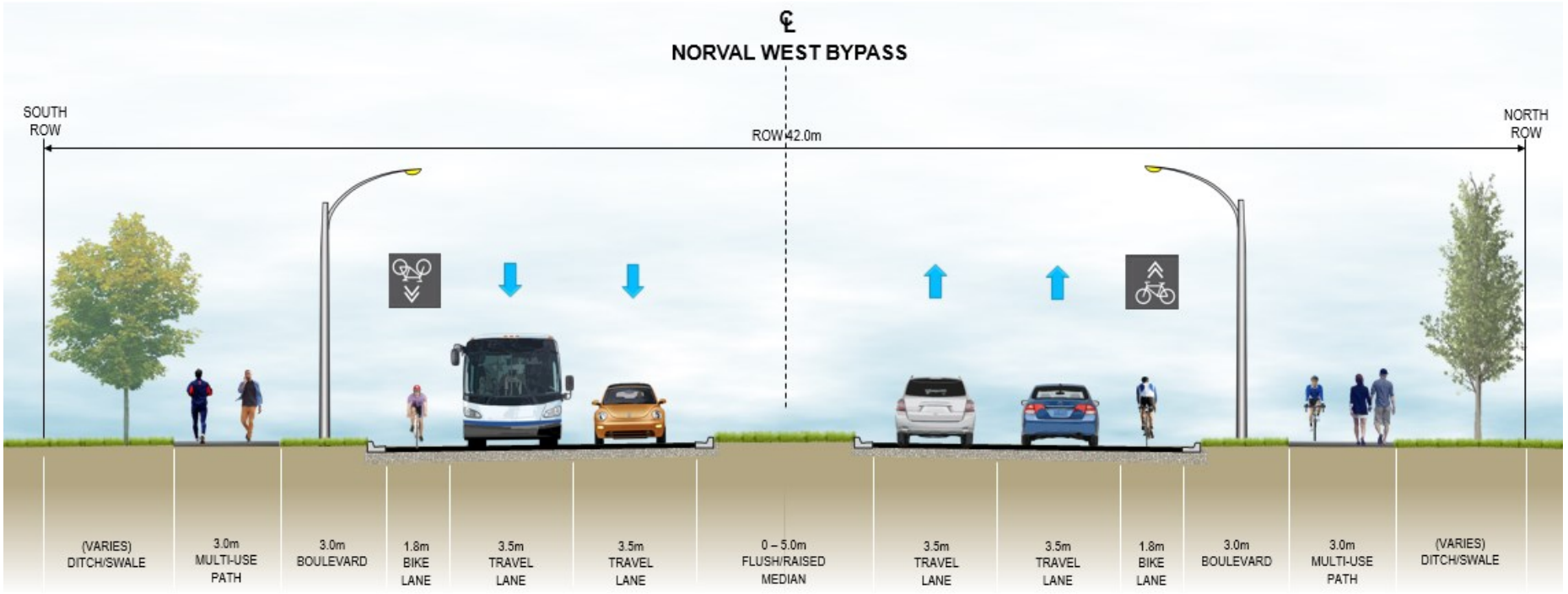
Alternatives	Description	Evaluation Summary	Recommendation
Do Nothing	• Status quo; only planned improvements to 2031 will be in place , including the new Winston Churchill Boulevard Bypass and new Norval West Bypass.	• Does not address the needs within the study area.	Do not carry forward (for comparison purposes only)
Limit Development	• Limit development within the Town of Halton Hills.	• Future projections have been based on currently approved Official Plans in Halton Region and Town of Halton Hills	Do not carry forward
Improvements to Other Roadways	• Construct new Regional roadways in the immediate study area to planned 2031 improvements (e.g. New Norval West Bypass and new Winston Churchill Boulevard Bypass).	• Part of the Region's overall transportation strategy (Transportation Master Plan).	Carry forward as part of overall **Region and Town** transportation strategies
Transportation Demand Management	• Measures to manage travel demand by encouraging carpooling; shifting travel demand to off-peak hours through flexible work hours, telecommute, etc.	• On their own, TDM measures do not fully address the transportation needs and are part of Region's overall transportation strategy.	Carry forward as part of overall **Region and Town** transportation strategy
Improve Transit Infrastructure/Other Modes of Transportation	• Continue to support transit infrastructure improvement and provide facilities for active transportation use to accommodate pedestrians and cyclists.	• On their own, these measures do not fully address the problem, while part of the Region's overall transportation strategy.	Carry forward as part of overall **Region and Town** transportation strategy
Operational Improvements	• Enhance traffic operations of roadway through minor improvements including intersections (traffic signals, provision of turning lanes), access management and other measures.	• On their own, do not fully address the problem wile part of the Region's overall transportation strategy.	Carry forward within overall **Project** strategy Supports Region and Town strategies
Improvements to 10 Side Road	• Improve 10 Side Road, by widening to 4 lanes, providing active transportation (on-road bike lanes and multi-use paths), boulevards, landscaping and other design elements.	• Needs identified in Halton Region Transportation Master Plan and Active Transportation Master Plan to support future growth.	Carry forward within overall **Project** strategy Supports Region and Town strategies

Norval West Bypass & 10 Side Road – Development of Recommended Preliminary Design Components

As the study progresses and our knowledge of conditions and constraints evolve, there may be design component iterations.

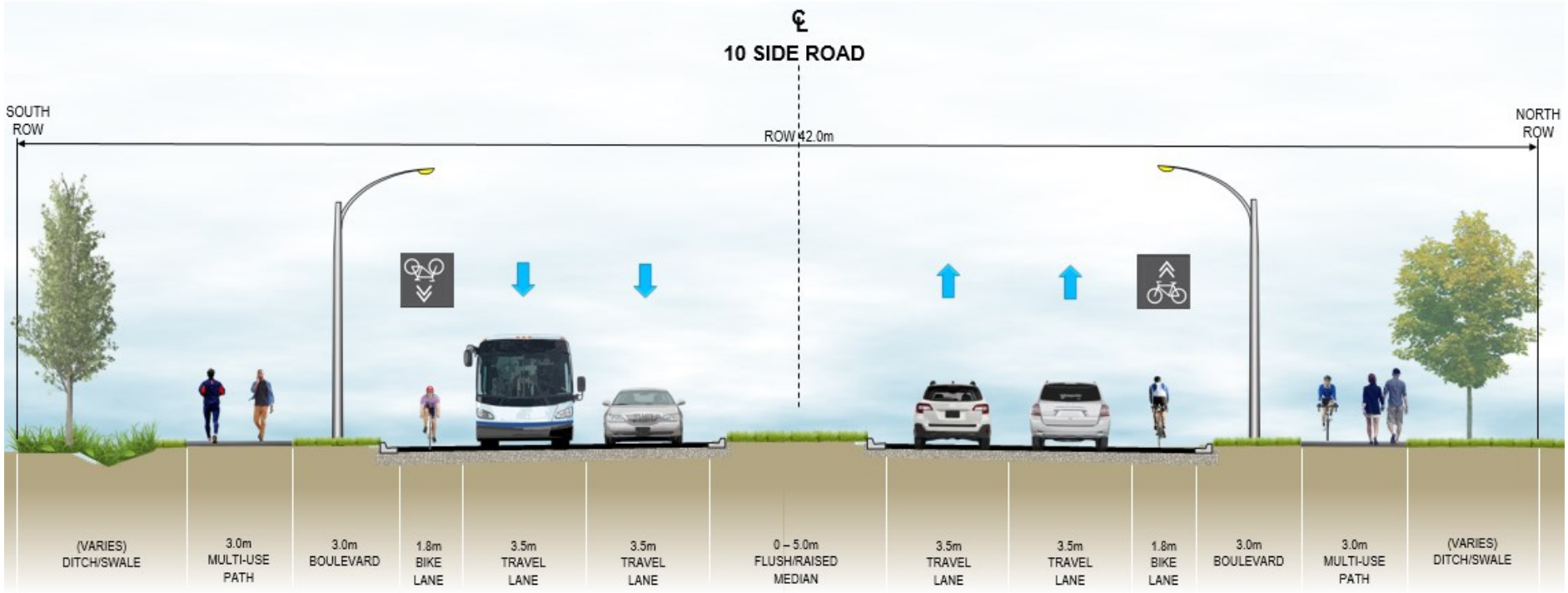


Proposed Typical Section – Norval West Bypass



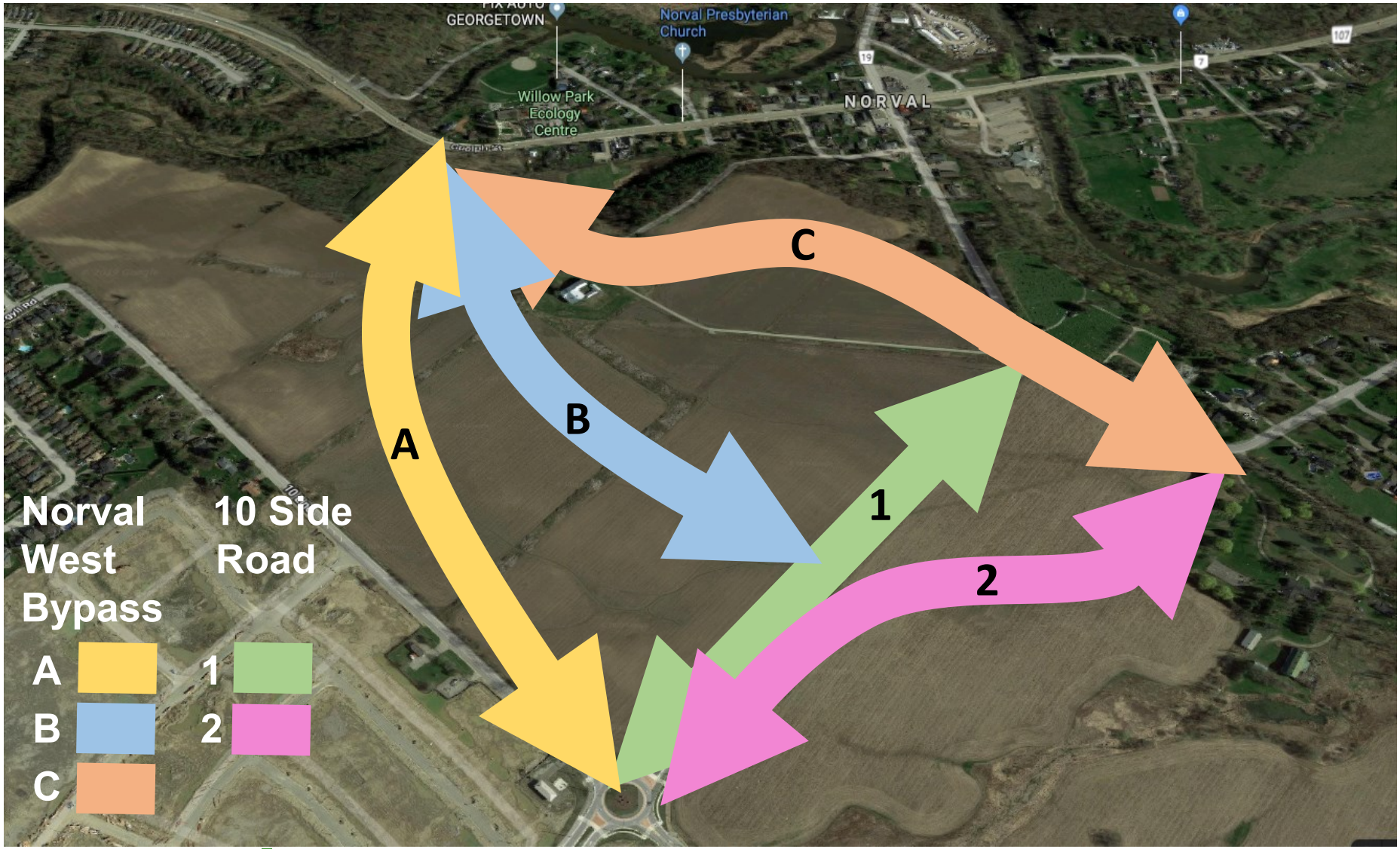
Note: Some adjustments to the road cross-section may be made as part of future design iterations in order to reduce localized impacts, where feasible.

Proposed Typical Section – 10 Side Road



Note: Some adjustments to the road cross-section may be made as part of future design iterations in order to reduce localized impacts, where feasible.

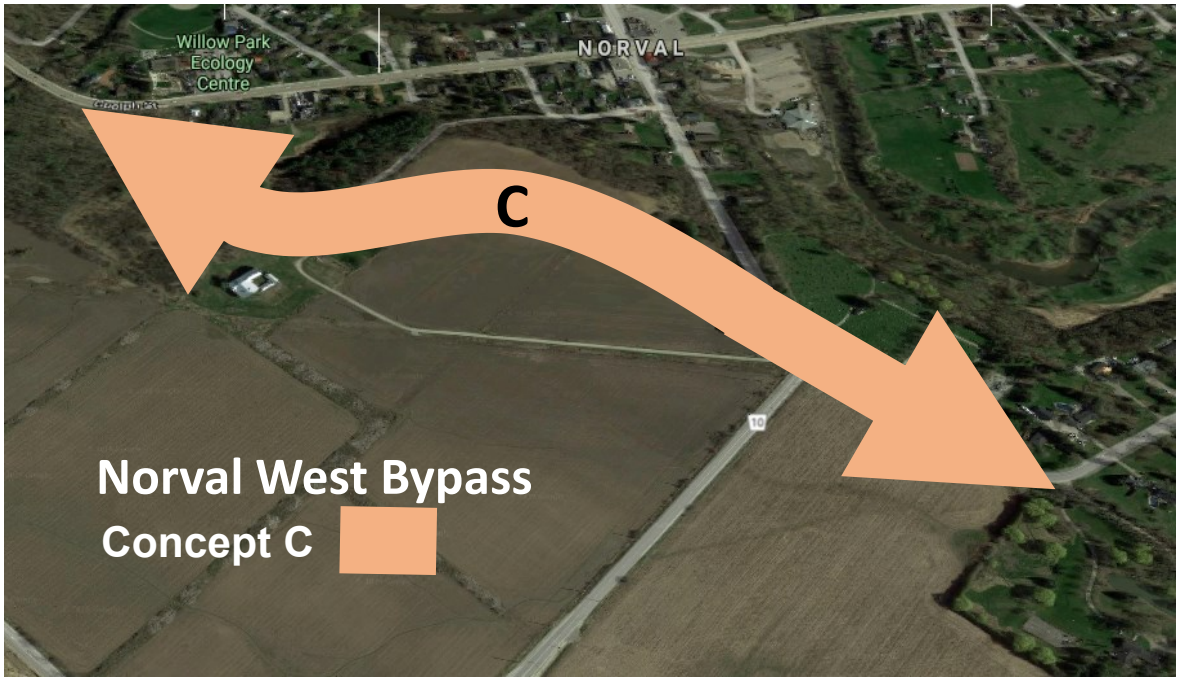
Potential Road Corridor Concepts



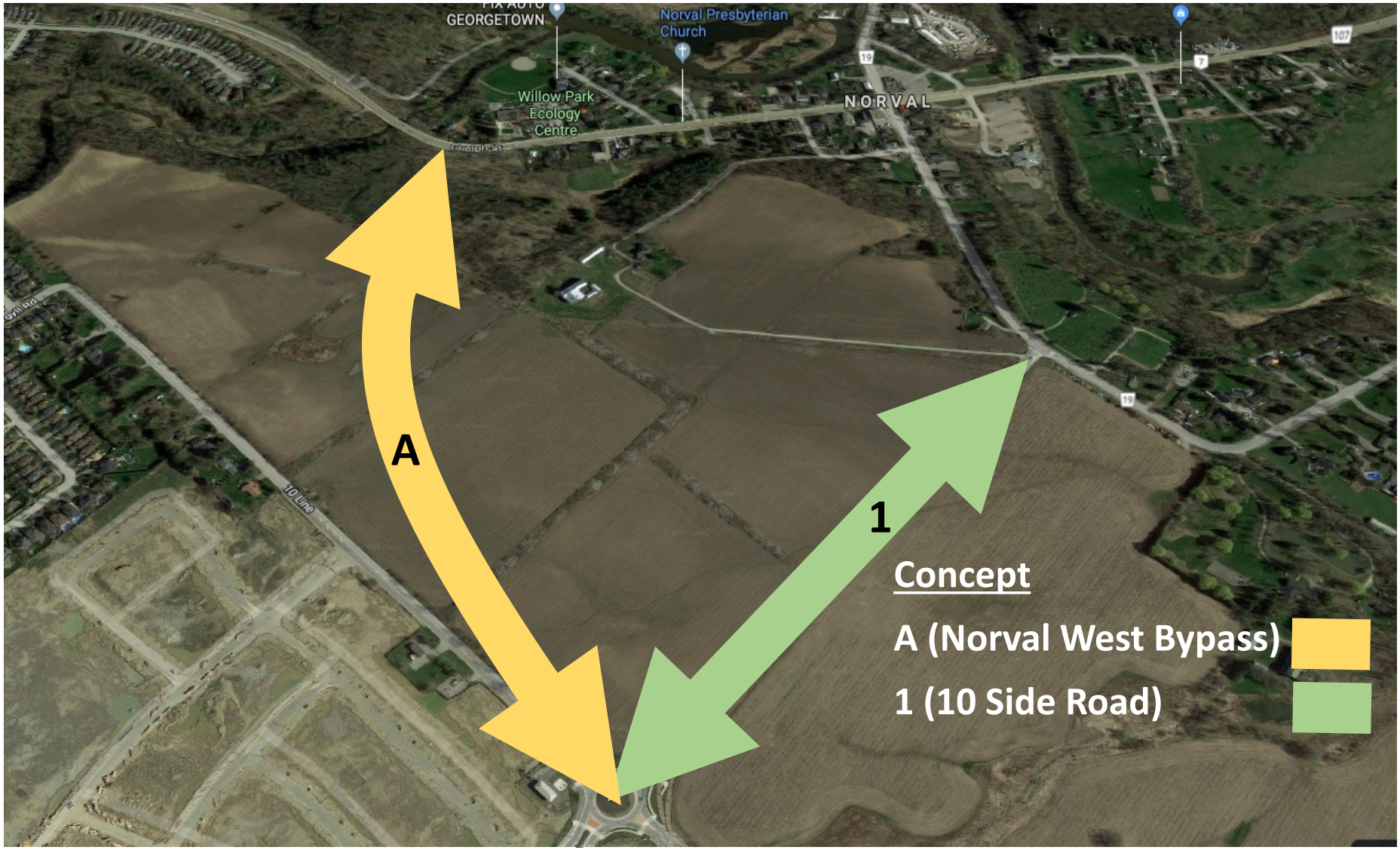
Norval West Bypass: Corridor Concept C

Corridor Concept C was preliminarily **screened out** for the following reasons:

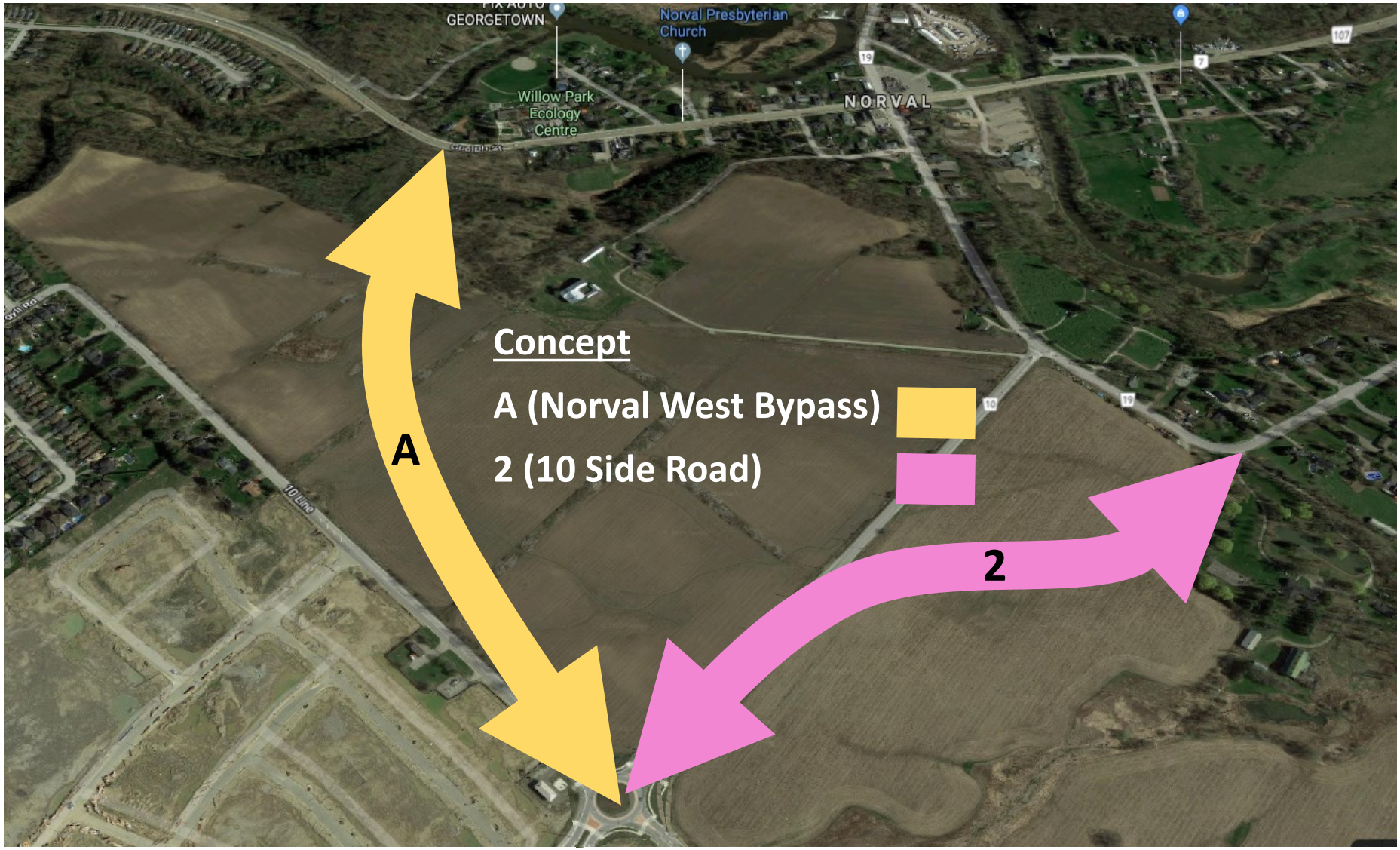
- **Natural Environment** - Most significant encroachment into Greenbelt Natural Heritage System, including an area designated as Key Features.
- **Surface Water & Groundwater** - Potential to impact the largest area designated as a Significant Groundwater Recharge Area.
- **Cultural Heritage & Archaeology** - Most potential significant impact to Russell Hill of Pines Heritage Woodlot and Hillcrest Cemetery.
- **Socio-economic** - Alignment in closest proximity to residential properties fronting on Highway 7 and Adamson Street, and crosses through one residential/farm parcel.
- **Engineering/Technical** - Potential for design challenges relating to tie-in at Winston Churchill Boulevard and 10 Side Road.



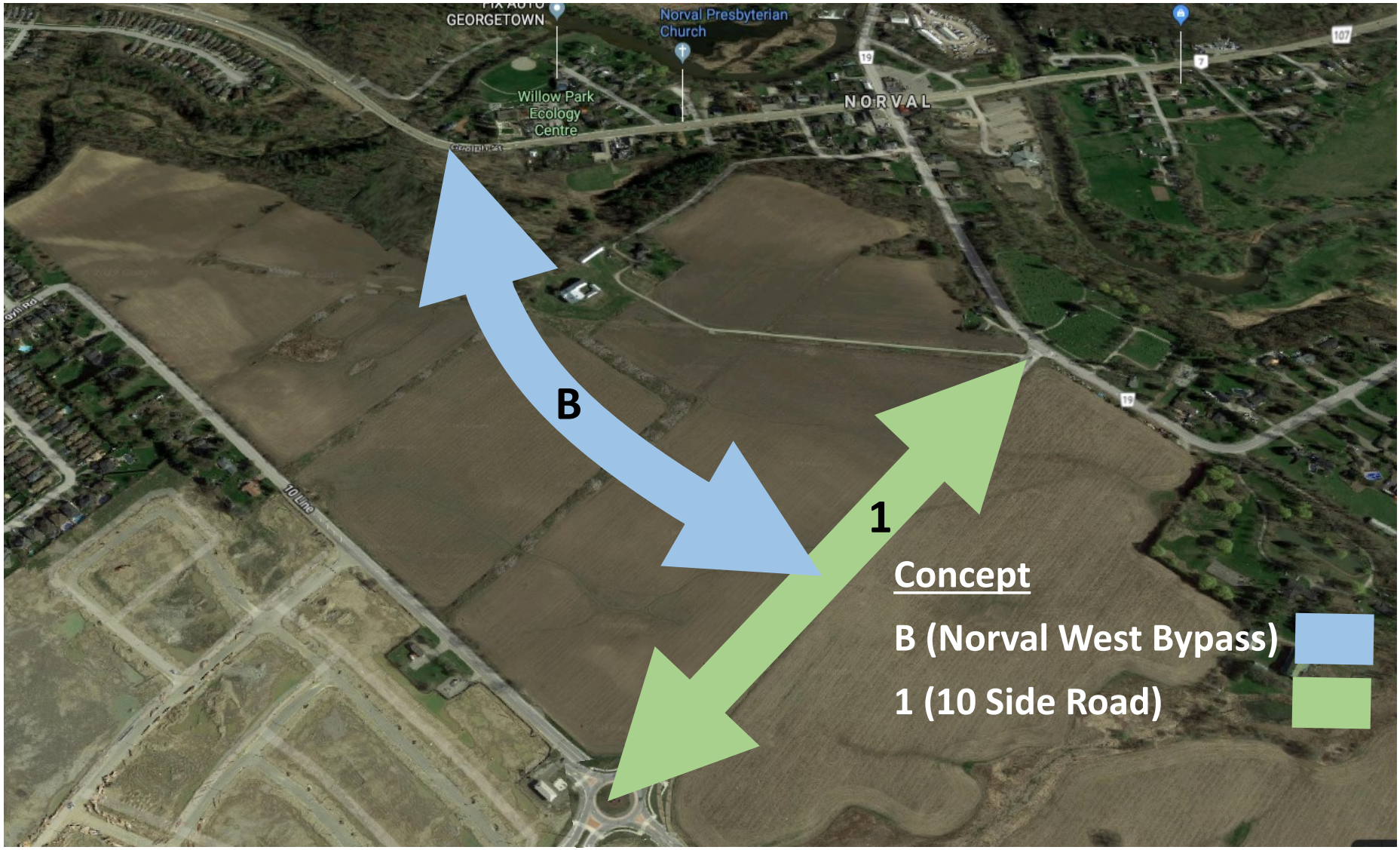
Potential Road Corridor Concept – A1



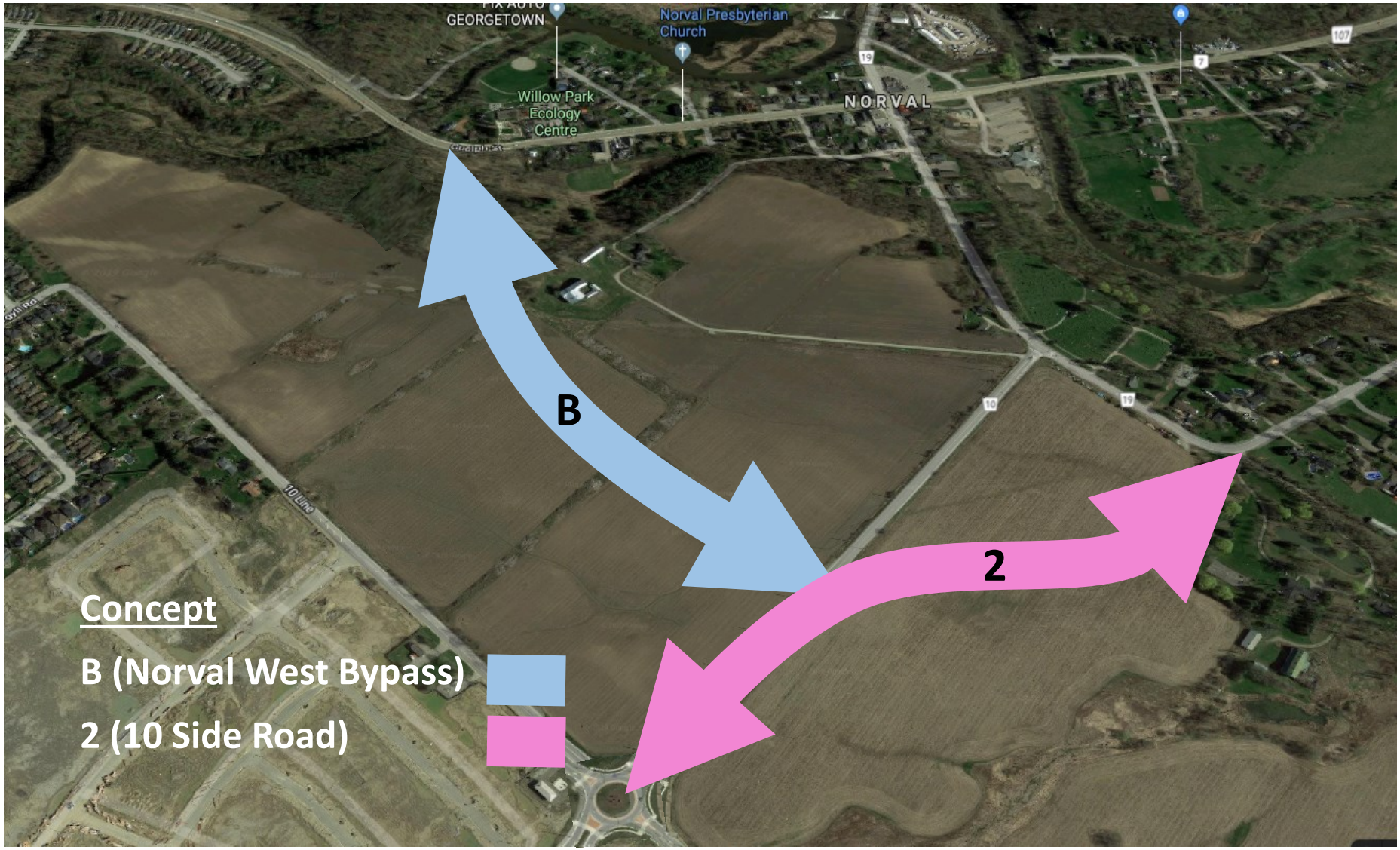
Potential Road Corridor Concepts – A2



Potential Road Corridor Concept – B1



Potential Road Corridor Concept – B2



Factors for Analysis and Evaluation

Road Corridor Concepts will be evaluated using the factors below, and based on comments received from agencies, stakeholders and members of the public.

Socio-Economic Environment

- Consistency with Land Use Plans and Policies
- Supports future planned growth
- Potential property requirements
- Impacts to residents and business operations (direct impacts and access)
- Local community character and mobility
- Provision for pedestrians and cyclists
- Noise and Air Quality

Natural Environment

- Greenbelt Plan and associated policies
- Designated natural features and environmentally sensitive areas
- Potential impacts to Silver Creek and it's tributaries
- Potential impacts to terrestrial and aquatic species and habitats (including opportunity for mitigation)
- Potential impacts to Species at Risk and their habitat

Transportation & Technical

- Addresses future capacity requirements
- Consistency with transportation planning and policy documents
- Improves multi-modal network connectivity
- Improves traffic operations
- Road design requirements and construction constraints/complexity

Cultural Environment

- Archeological Resources
- Cultural Heritage Resources

Surface Water and Groundwater

- Management of road runoff
- Protection of surface water features and watercourse crossings
- Floodplain storage
- Protection of groundwater resources

Preliminary Cost Estimate

- High level cost estimate for comparative purposes only

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Norval West Bypass
Road Corridor Concept – Evaluation

FACTORS	Concept A	Concept B
Transportation	**Moderately Preferred**	**Most Preferred**
Natural Environment	**Least Preferred**	**Least Preferred**
Surface Water and Groundwater	**Moderately Preferred**	**Moderately Preferred**
Cultural Environment	**Moderately Preferred**	**Moderately Preferred**
Socio-Economic Environment	**Moderately Preferred**	**Most Preferred**
Engineering / Technical	**Moderately Preferred**	**Most Preferred**
Preliminary Cost Estimate	**Moderately Preferred**	**Most Preferred**
Overall Summary	**Moderately Preferred** Concept A is generally ranked similar in factors to the *Most Preferred* Concept B under Natural Environment, Surface Water/Groundwater, and Cultural Environment. Concept A has the highest potential to increase traffic demand along Tenth Line (north of 10 Side Road), with implications to existing driveways and residential properties, and potential to impact existing Noise Sensitive Areas. This Concept may present design challenges relating to the tie in at 10 Side Road and Tenth Line. Therefore, Concept A is less preferred than Concept B.	**Most Preferred** Concept B is generally ranked similar in factors to Concept A under Natural Environment, Surface Water/Groundwater, and Cultural Environment. Concept B has the least potential to impact Noise Sensitive Areas, and does not present significant design challenges for the tie in at 10 Side Road. Concept B 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 impact fewer residential properties. Overall, Concept B is preferred.

Concept B is Preferred

*Concept C was previously screened out.

10 Side Road
Road Corridor Concept – Evaluation

FACTORS	Concept 1	Concept 2
Transportation	**Least Preferred**	**Most Preferred**
Natural Environment	**Moderately Preferred**	**Moderately Preferred**
Surface Water and Groundwater	**Most Preferred**	**Moderately Preferred**
Cultural Environment	**Least Preferred**	**Most Preferred**
Socio-Economic Environment	**Most Preferred**	**Least Preferred**
Engineering / Technical	**Least Preferred**	**Most Preferred**
Estimated Capital Costs	**Moderately Preferred**	**Least Preferred**
Overall Summary	**Moderately Preferred** Concept 1 is generally ranked similar in factors to the Most Preferred Concept 2 under Natural Environment. Concept 1 has potential to increase traffic demand along Tenth Line (north of 10 Side Road), and may not support the need for greater connectivity/mobility between roadways. There is potential this alignment would require a Heritage Impact Assessment due to its proximity to an identified cultural resource (Hillcrest Cemetery). This Concept will require temporary lane closures along 10 Side Road for widening construction. Overall, Concept A is less preferred than Concept 2.	**Most Preferred** Concept 2 is generally ranked similar in factors to the *Moderately Preferred* Concept A under Natural Environment. Concept 2 has the least potential to impact Noise Sensitive Areas, with low potential for design challenges at the tie in at 10 Side Road. This alignment has the highest potential to accommodate future travel demand requirements and decrease travel demand, supporting greater connectivity and mobility between roadways. Concept 2 impacts a greater amount of residential property, with the potential to impact all existing utilities along 10 Side Road. Construction staging will allow full road access along 10 Side Road while the new corridor is constructed. Overall, Concept 2 is preferred.

Concept 2 is Preferred

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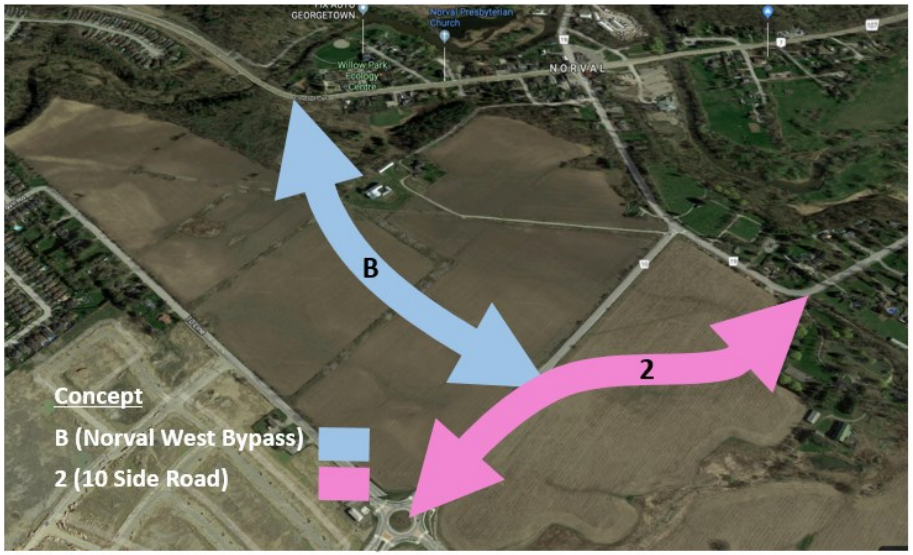
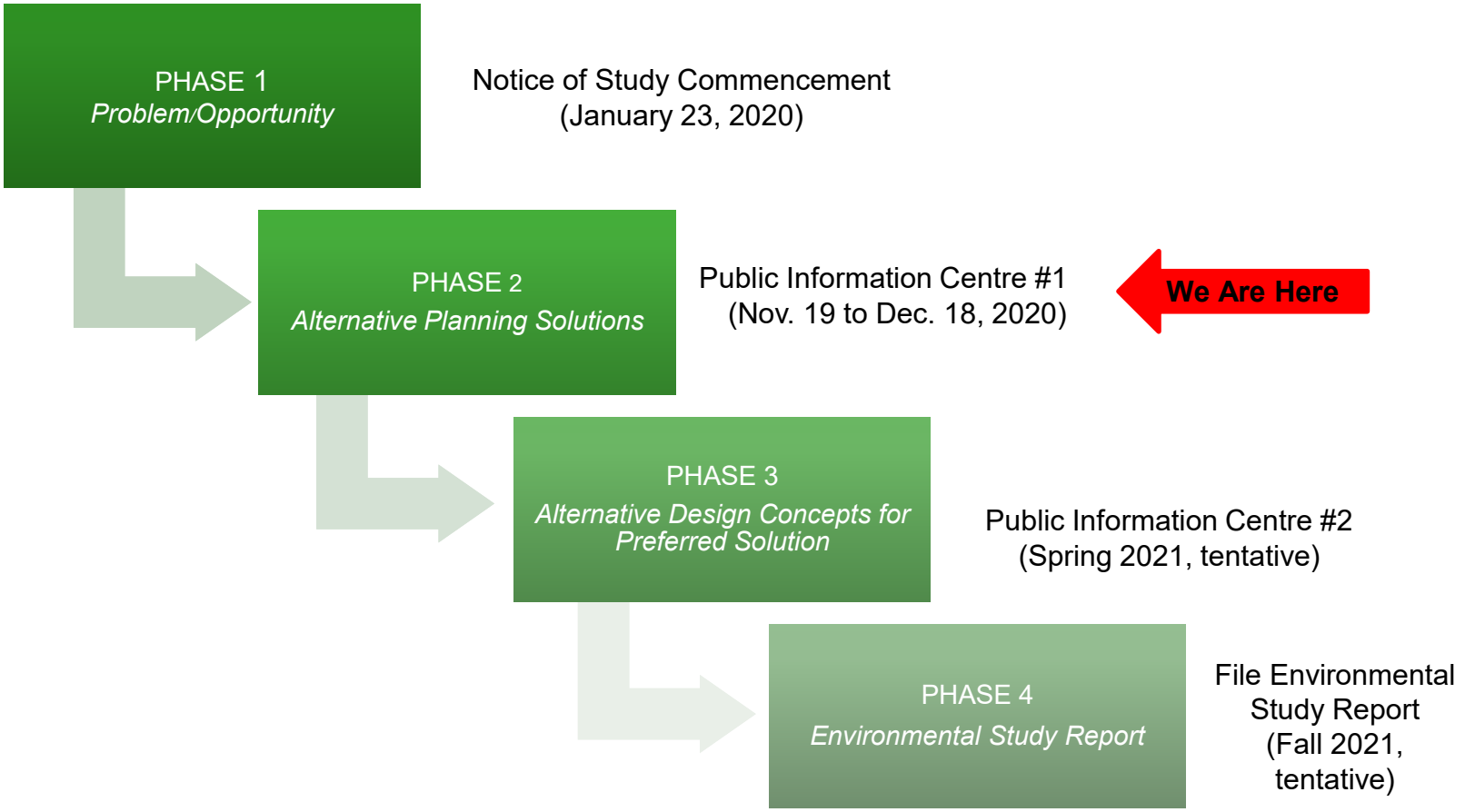
Norval West Bypass & 10 Side Road Preferred Road Corridor Concept

- Supports the need for greater connectivity/mobility and is consistent with approved HPBATS and Halton Region TMP – The Road to Change
- Highest potential benefit to accommodate future travel demand requirements and potential to decrease travel demand within/through the Hamlet of Norval by redistributing traffic
- Lowest potential net impacts to the Natural, Cultural, and Socio-Economic Environments
- Compatible with the existing road network and consistent with approved 10 Side Road MCEA Study and Winston Churchill Boulevard MCEA Study



Concept B2 is Preferred

Study Schedule



Next Steps

- Review and respond to comments received from Agencies and members of the public
- Confirm Road Corridor Concept
- Develop and evaluate design alternatives
- Identify recommended preliminary preferred design
- Consult with technical agencies
- Public Information Centre #2 (anticipated in Spring 2021)

Please submit your comments by

Friday, December 18, 2020

Thank you for your participation!