

Norval West Bypass – Online PIC #2 Presentation

Script – Video #2

Slide 6 (Video 2 - Background)

Hello and welcome to the Background video. This is the second of four videos for the Norval West Bypass study. In this video, we will review the information presented at Public Information Centre #1, existing study area conditions, what we've heard from the public so far in the study and background studies.

Slide 7 (Public Information Centre 1 Summary)

The first Public Information Centre was held online from November 19 to December 18, 2020 to present information and receive public input on:

- existing conditions including key features such as cultural heritage, natural environment and transportation conditions;
- transportation problems and opportunities; and
- the preferred corridor concept solution for a new corridor from Highway 7 to 10 Side Road and improvements to 10 Side Road from Tenth Line to Winston Churchill Boulevard.

Slide 8 (Existing Conditions)

This image shows the existing conditions in the study area, and includes natural heritage features, cultural heritage resources, roadways, property boundaries, and more. As part of the study, detailed investigations were completed to understand the existing conditions, as well as the potential impacts of the proposed improvements on the area. Potential impacts and mitigation measures are discussed later in this presentation.

Slide 9 (Preferred Road Corridor Concept presented at Public Information Centre #1)

At Public Information Centre #1, concept B2 as shown on this slide was identified as the preferred planning solution for the study. Concept B2 was selected as the preferred solution because it:

- supports the need for greater connectivity/mobility and is consistent with the approved Halton/Peel Boundary Area Transportation Study (2010) and the Halton Region Transportation Master Plan (2011);
- has the highest potential benefit to accommodate future travel demand requirements and potential to decrease travel demand within/through the Hamlet of Norval by redistributing traffic;
- minimizes the impacts to the natural, cultural and socio-economic environments; and

- is compatible with the existing road network and is consistent with the approved Region of Peel and Halton Region Winston Churchill Boulevard M-C-E-A Study (2005).

Slide 10 (What we heard at Public Information Centre #1)

Over 120 comments were received at the first Public Information Centre, primarily from the public and stakeholders. The majority of comments received were related to potential noise impacts, cultural heritage resources, active transportation and streetscaping opportunities.

Following the Public Information Centre, the project team:

- reviewed comments and added answers to frequently asked questions to the study webpage on halton.ca;
- analyzed and evaluated road alignment alternatives;
- consulted with technical agencies and stakeholders;
- coordinated with the Town of Halton Hills Southeast Georgetown Secondary Plan; and
- identified the draft preliminary preferred design for public input.

Slide 11 (Town of Halton Hills Southeast Georgetown Secondary Plan)

The Town of Halton Hills is preparing a Secondary Plan for the Southeast Georgetown area. The Secondary Plan overlaps with the Norval West Bypass Transportation Corridor Improvements study area.

The Secondary Plan has identified a preliminary preferred land use plan for the area. Please refer to the Town of Halton Hills's website, letstalkhaltonhills.ca, for more information.