

Norval West Bypass – Online PIC #2 Presentation

Script – Video #1

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

Slide 1 (Welcome)

Hello and welcome to the second Public Information Centre for the Norval West Bypass Transportation Corridor Improvements Municipal Class Environmental Assessment Study, which we will refer to as “the study” in this video.

This study is assessing 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.

This Public Information Centre has four videos that:

- Introduce the study;
- Review the background work completed to date;
- Present the road alignment alternatives; and
- Present the preliminary preferred alternative and next steps.

In *this* video, we discuss the purpose of the Public Information Centre, explain the purpose of the study, the study process and schedule, and review the overall study area.

Thank you for taking the time to watch this presentation and learn more about this study! We encourage you to watch the other videos and to share your input with the project team. Your feedback is valuable to us!

Slide 2 (About This PIC)

This is the second and final Public Information Centre for this Study. The purpose of this presentation is to:

- Introduce the study;
- Provide an overview of the study schedule and Municipal Class Environmental Assessment (or M-C-E-A) process;
- Review the information presented at Public Information Centre #1;
- Review the road alignment design alternatives;
- Present the preliminary preferred design for the Norval West Bypass and 10 Side Road; and
- Discuss opportunities to provide community feedback and next steps.

Slide 3 (About This Public Information Centre)

Our presentation and video transcript are available on the study webpage on halton.ca.

We encourage you to provide your feedback through our online survey on halton.ca by February 28, 2024.

You can also find study updates, how to contact the Halton Region Project Manager, join the study mailing list or provide feedback in an alternate manner on [halton.ca](https://www.halton.ca).

Slide 4 (What is the focus of this study?)

Halton Region is undertaking a Municipal Class Environmental Assessment Study to 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.

The Norval West Bypass is part of an overall solution to improve travel in the community of Norval and is part of the overall Halton/Peel Boundary Area Transportation improvements.

The purpose of the Norval West Bypass is to:

- Relieve truck traffic and travel demand on Highway 7 through the community of Norval; and
- Provide a north-south connection through the future Southeast Georgetown Secondary Plan area that connects Highway 7 to 10 Side Road.

Slide 5 (Study Process)

The Municipal Class Environmental Assessment, or M-C-E-A, is a planning and approval process for municipal infrastructure that follows Ontario's *Environmental Assessment Act*.

Social, cultural and natural environments are considered during the study process. We also consider community interests, project-specific issues and technical agency requirements (for example, agencies that represent municipal and provincial interest and mandate).

This study has been identified as a Schedule 'C' project and will follow Phases 1 to 4 of the M-C-E-A process.

Consultation is ongoing throughout the four phases of the M-C-E-A process, and we welcome your comments and feedback at any time during the study. The four boxes at the bottom of this slide represent key consultation milestones that are planned throughout the study process. Project notices are issued to agencies, stakeholders, and the public as part of these milestones.

This study was initiated in January 2020. Phase 1 of the study identified problems and opportunities. Phase 2 looked at the alternative planning solutions to address the problems and opportunities identified in Phase 1. These were presented at the first Public Information Centre in November 2020.

We are currently at the end of Phase 3. This presentation will provide an overview of the alternative design concepts and preliminary preferred plan to support future growth, travel demand and network connectivity for the area.

At the end of the study, an Environmental Study Report will be prepared to document the study recommendations and decision-making process. The Environmental Study

Report will be available for public review for a minimum of 30 days. A Notice of Study Completion will be issued at the beginning of the review period.