Appendix A.3.1 Technical Advisory Committee

Summary of Technical Advisory Committee Meetings

Date	Purpose
September 30, 2020	To discuss project background, overall study schedule, existing conditions overview, natural environment key features, stormwater management, alternative solutions, PIC #1 and next steps.
April 5, 2023	Review the study process and background, provide an update since the first TAC meeting, review the design components and evaluation process, and present the preliminary preferred design and next steps.
January 12, 2024	Presented Public Information Centre #2 materials and provided update and overview of changes since the previous TAC meeting.

Technical Advisory Committee (TAC) Meeting #1

Norval West Bypass Transportation Corridor / 1650-10598/49
Municipal Class Environmental Assessment from Highway 7 to 10 Side Road and 10 Side Road from Tenth Line to Winston Churchill Boulevard/Adamson Street, PR-2921B)

Date/Time:	September 30, 2020 / 10:00 AM
Place:	Microsoft Teams
Attendees:	As listed in Appendix A – Attendee List
Distribution:	All Attendees, TAC Contact List

Item:		Action:

1.0 Introductions

The Project Team was introduced.

The purpose of the Technical Advisory Committee (TAC) meeting was to introduce the Region's Norval West Bypass Environmental Assessment (MCEA Study) from Highway 7 to 10 Side Road (Regional Road 10), including 10 Side Road from Tenth Line to Winston Churchill Boulevard/Adamson Street (Regional Road 19), within the Town of Halton Hills. The TAC meeting provides an opportunity for interested agencies to solicit feedback on the project progress.

2.0 Study Background – Transportation Planning

Using a presentation (Appendix B), the Region/Stantec provided an overview of the Norval West Bypass MCEA Study, including study background and existing conditions.

The Project Team highlighted the need for additional roadway capacity as identified in the Halton-Peel Boundary Area Transportation Study (HPBATS), and confirmed in the Region's Transportation Master Plan – The Road to Change. The Norval West Bypass is one piece of the transportation network to satisfy 2031 demand and network connectivity.

The Region provided additional background information regarding previous 10 Side Road and Winston Churchill Boulevard MCEA Studies in support of the proposed alignment of 10 Side Road.

3.0 Land Use - Existing Conditions

The Project Team presented several slides to illustrate the existing land use, utilizing the Halton Regional Official Plan (2018), The Town of Halton Hills Official Plan (2019), and the Hamlet of Norval Secondary Plan (2013). The slides summarized the existing land use conditions of the study area identifying the Natural Heritage Systems, Greenbelt Plan Protected Countryside Area, Designated Urban Areas, Cultural Heritage and Archaeological Resources. The Project Team noted the significance of the land use designations impact on meeting the needs of the community, both today and into the future.

Item: **Action:**

4.0 Natural Environment – Existing Conditions

The Project Team presented a summary of the Norval West Bypass MCEA Study preliminary Natural Environment field study results. The Natural Heritage Study Area includes the road corridor concepts plus adjacent lands within 120m.

The Natural Environment investigations included background desktop research, field studies and assessments to identify the following:

- Significant Woodlands
- Significant Valleylands
- Significant Wetlands
- Area of Natural and Scientific Interest
- Significant Wildlife Habitat
- Fish Habitat and Headwater Drainage Features

Several figures were presented to illustrate the Existing Natural Heritage Features and Ecological Land Classification (ELC). All findings of the desktop research and field study assessments will be documented in an Environmental Impact Assessment.

5.0 Cultural Heritage – Existing Conditions

Built Cultural Heritage and Cultural Heritage Landscapes

A Cultural Heritage Assessment Report is being prepared by Stantec in accordance with Municipal Class EA study guidelines. The field investigations determined there are no *Ontario Heritage Act* designated properties present within the study area.

Archaeological Resources

A Stage 1 Archaeological Assessment has been completed. In the areas of undisturbed lands, there is potential for discovery of archaeological resources.

6.0 Drainage & Stormwater Management

Two permanent watercourses were identified in the Study Area; Silver Creek and Levi Creek. Three watersheds drain towards Silver Creek, which is considered a sensitive feature.

The Project Team will determine the required Stormwater Management controls once the preferred alignment has been finalized. Stantec will consider different controls based on size, infrastructure, and impact of installation/maintenance on natural environment as well as Low Impact Development (LID) measures.

7.0 Transportation – Existing Conditions

A traffic assessment identified existing travel demand within the study area at capacity, during both the AM and PM peak hours, at the intersection at Highway 7 & Adamson Street. By 2031, the forecasted travel demand is expected to exceed capacity.

Item: **Action:**

8.0 Problem & Opportunities

The Project Team presented the following problem and opportunities statement:

- 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 EA process.

9.0 Alternative Planning Solutions

The Project Team presented an alternative planning solutions evaluation summary for both the Norval West Bypass and 10 Side Road corridors. Overall, there are three 'buckets' of Alternatives:

- Do Nothing/Limit Development – not carried forward
- Improvements to other Roadways/TDM/Other Modes of Transportation – *carried forward as part of overall Region and Town transportation strategy*
- Operational Improvements/Improvements to Norval West Bypass and 10 Side Road – *carried forward within overall project strategy.*

10.0 Proposed Cross-Sections

The Project Team presented the typical cross-sections for both the Norval West Bypass and 10 Side Road corridors. As identified in the Region's Transportation Master Plan, both roads have been identified with an ultimate ROW of 42m. Both cross-sections will be urbanized, except for 10 Side Road (south side) which will remain rural as it is located outside the urban boundary. The Project Team noted that the new Norval West Bypass and 10 Side Road corridors will be Regional Roads under Halton Region's jurisdiction, that will accommodate all types of traffic, including goods movement.

In 2015 the Region completed an Active Transportation Master Plan (ATMP) which identified both on-road and off-road facilities which includes exclusive 1.8m on-road bike lanes and 3.0m off-road multi-use paths (both sides of the road).

Item: **Action:**

11.0 Transportation – Road Corridor Concepts

The Project Team presented the potential road corridor concepts for the Norval West Bypass (A, B, C), and 10 Side Road (1, 2). Through the preliminary analysis of road corridor concepts, the Norval West Bypass Road Corridor Concept C has been screened out due to impacts on the natural environment, surface water & groundwater, cultural heritage & archaeology, socio-economic, and engineering/technical aspects of the study/study area.

Overall, the preliminary analysis identifies Road Corridor Concept B2 as the preferred route from a traffic perspective, as it illustrates the greatest reduction of traffic through Norval (intersection of Highway 7 & Adamson Street) and attracts the greatest amount of traffic to future Norval West Bypass/Winston Churchill Boulevard Bypass by 2031.This concept supports the need for greater connectivity, accommodates future travel demand, and decreases traffic through Norval. This corridor will undergo the evaluation to consider all other criteria and a recommended Road Corridor Concept will be presented at PIC #1.

12.0 Factors for Analysis & Evaluation

The following factors for analysis and evaluation were presented:

- Socio-economic Environment
- Natural Environment
- Transportation & Technical
- Cultural Environment
- Surface Water and Groundwater
- Preliminary Cost Estimate

13.0 Road Corridor Concept – Evaluation

A preliminary evaluation was completed for Road Corridor Concepts A, B and C (Norval West Bypass) and 1 and 2 (10 Side Road), based on the criteria of socio-economic environment, natural environment, cultural environment, surface water and groundwater and engineering/technical. Overall, Road Corridor Concept B2 is preferred as it:

- Supports the need for greater connectivity/mobility and 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 or Winston Churchill Boulevard MCEA Study

14.0 Schedule

The Project Team is planning for Virtual PIC #1 in Fall 2020 (to be confirmed).

Item:		Action:
15.0	**Other Items**	
	The Region of Peel noted that the Bypass will attract more westerly traffic than northerly away from Norval. The Project Team noted the Norval West Bypass provides an additional corridor as part of the overall area strategy, as outlined in HPBATS, and will ultimately integrate with the future Winston Churchill Bypass.	

The meeting adjourned at 11:00 AM

The foregoing is considered to be a true and accurate record of all items discussed. If any discrepancies or inconsistencies are noted, please contact the writer immediately.

Stantec Consulting Ltd.

Isaac Bartlett P.Eng., ENV SP
Associate, Transportation
Phone: 519-675-6643
isaac.bartlett@stantec.com

Appendix A – Attendee List

Syeda Banuri	Region of Peel, Project Manager
Chris Misurka	Region of Peel, Supervisor, Meter Installation and Repair
Seema Ansari	Region of Peel, Technical Analyst, Traffic Safety
Neal Smith	Region of Peel, Project Manager
Asha Saddi	Region of Peel, Technical Analyst, Infrastructure Programming
Bob Nieuwenhuysen	Region of Peel, Manager, Roads Design & Construction
Anna Lee	Region of Peel, Supervisor, Infrastructure Programming
Tina Detaramani	Region of Peel, Manager, Sustainable Transportation & Strategic Initiatives
William Toy	Region of Peel, Supervisor, Traffic Safety
Tamara Alexander	Region of Peel, Construction Technician
Richa Dave	Region of Peel, Principal Planner, Strategic Policy and Projects
Steve Matthew	Region of Peel, Technical Analyst, Traffic Operations
Hashim Hamdani	Region of Peel, Supervisor, Traffic Development & Permits
Gail Anderson	Region of Peel, Principal Planner, Regional Planning & Growth
Alan Villapando	Region of Peel, Team Lead, Waste Collections
Trina Fernandes	Region of Peel, Technical Analyst, Traffic Signals & Streetlights
Damian Jamroz	Region of Peel, Supervisor, Traffic Operations
Michael Bennington	Region of Peel, Research and Policy Analyst
Joy Simms	Region of Peel, Principal Planner, Regional Planning & Growth
Arthur Lee	Region of Peel, Senior Designer, Transportation
Mark Head	Region of Peel, Manager, Research & Analytics
Sally Rook	Region of Peel, Project Manager, Transportation
Steven Kovach	Region of Peel, Manager, Capital Acquisitions
Steven Oldford	Region of Peel, Senior Capital Acquisition Agent
Dave Gadbois	Enbridge Gas, Construction Project Manager
Parshad Patel	Ministry of Transportation, Project Manager
Alex Grypstra	Halton Hills Hydro, Senior Engineering Technician
Maureen Van Ravens	Town of Halton Hills, Director of Transportation
Rob Stribbell	Town of Halton Hills, Senior Planner
Laura Loney	Town of Halton Hills, Senior Heritage Planner
Ann Larkin	Halton Region, Infrastructure Planning
Jeff Reid	Halton Region, Project Manager
Karyn Poad	Halton Region, Senior Project Manager
Shelley Partridge	Halton Region, Senior Planner
Dan Banks	Halton Region, Acting Manager, Infrastructure Planning
Ryan Fletcher	Halton Region, Realty Officer
Heather Ireland	Halton Region, Environmental Planner, Planning Services
Rama Garigipati	Halton Region, Project Manager, Engineering & Construction
Bob Wicklund	Halton Region, Manager, Road Operations
Adam Millington	Halton Region, Senior Realty Officer
Isaac Bartlett	Stantec, Project Manager
Paula Hohner	Stantec, Senior Environmental Planner
Sarah Lang	Stantec, Environmental Planner

Appendix B – Presentation

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Norval West Bypass Transportation Corridor Improvements Municipal Class EA Study

Highway 7 to 10 Side Road (Regional Road 10) & 10 Side Road from Tenth Line to Adamson Street/ Winston Churchill Boulevard (Regional Road 19) Town of Halton Hills

Technical Agency Committee (TAC) Meeting #1

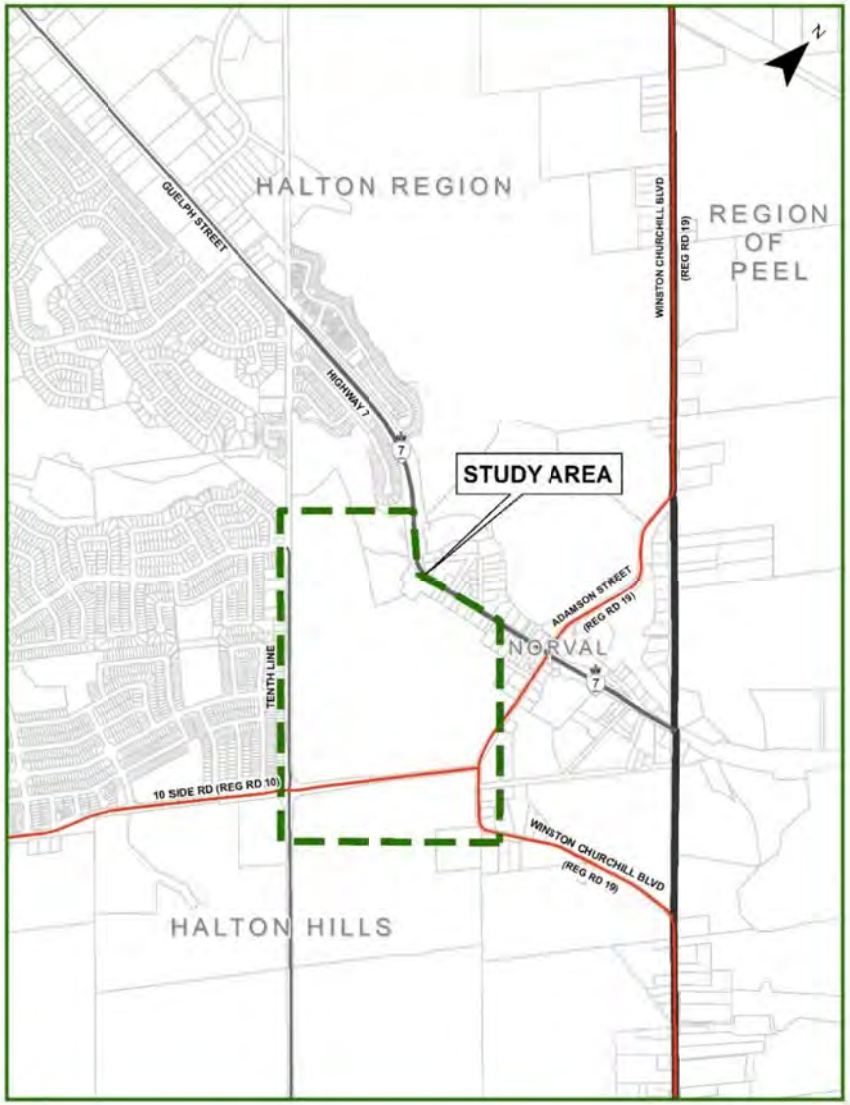
September 30, 2020

Agenda

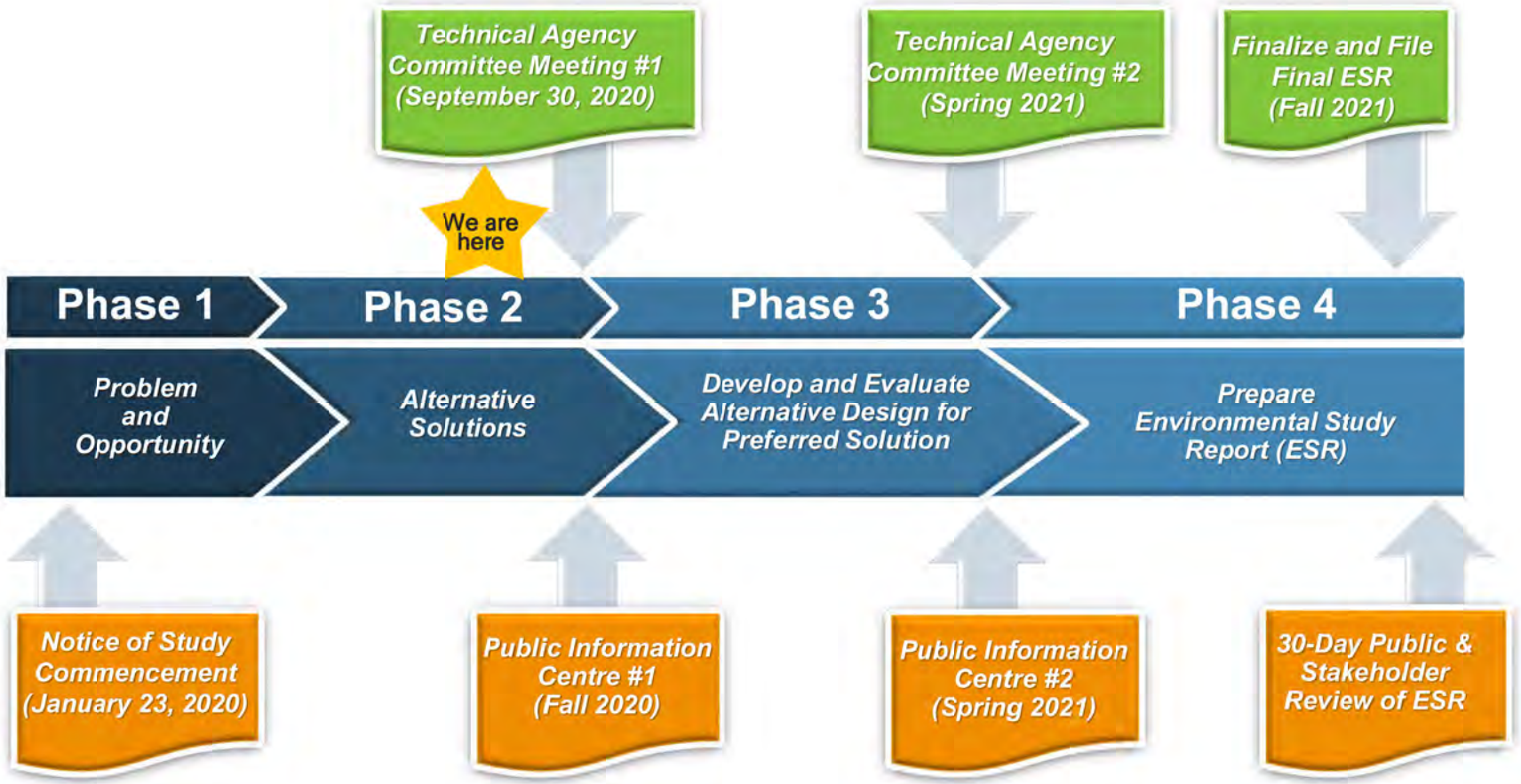
1. Project Team Introductions
2. Study Area and Background
3. Transportation (Existing & Future Conditions)
4. Problem and Opportunity Statement
5. Alternative Planning Solutions and Evaluation
6. Road Corridor Concepts and Evaluation
7. Next Steps

Study Area

Norval
West
Bypass
&
10 Side
Road

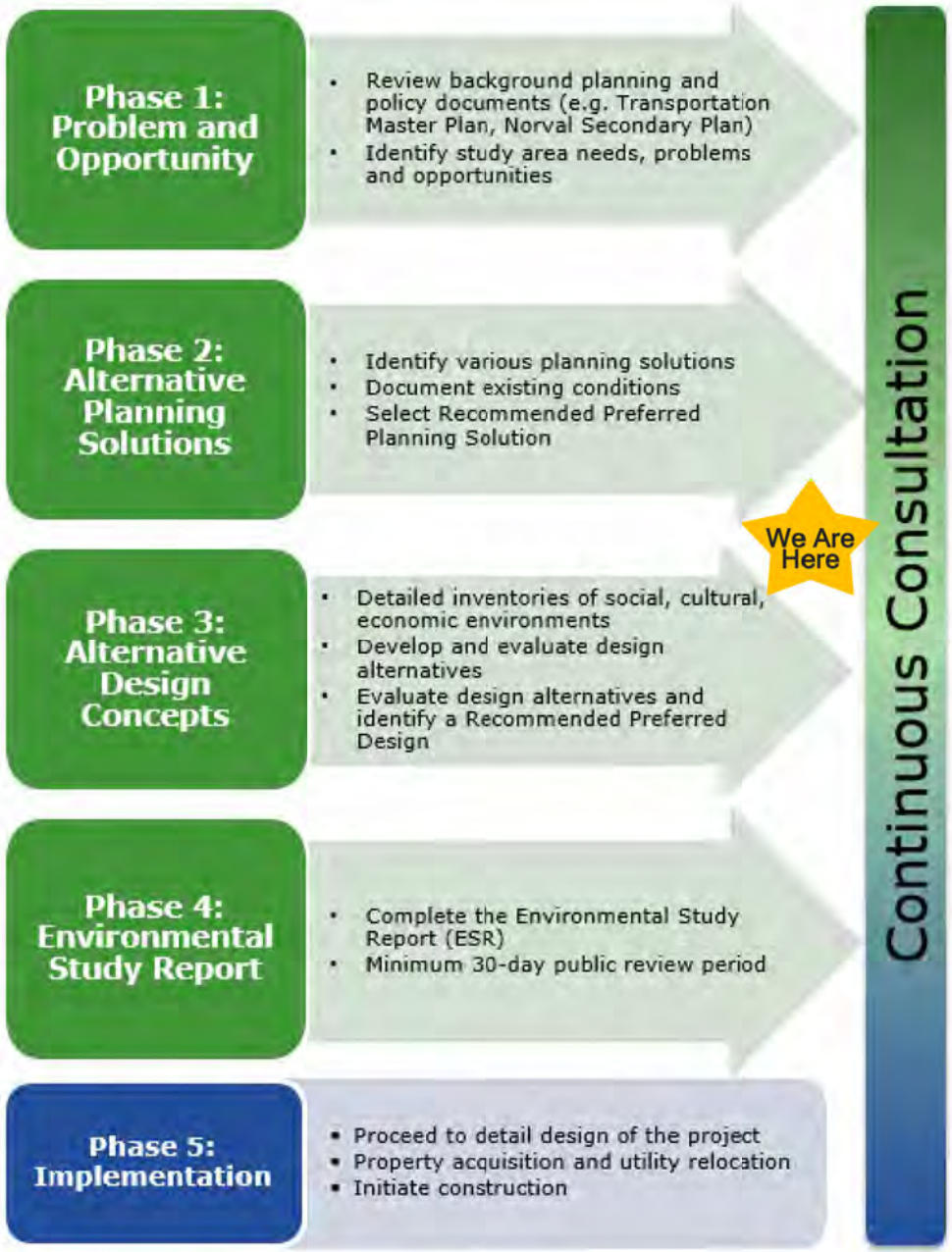


Study Schedule



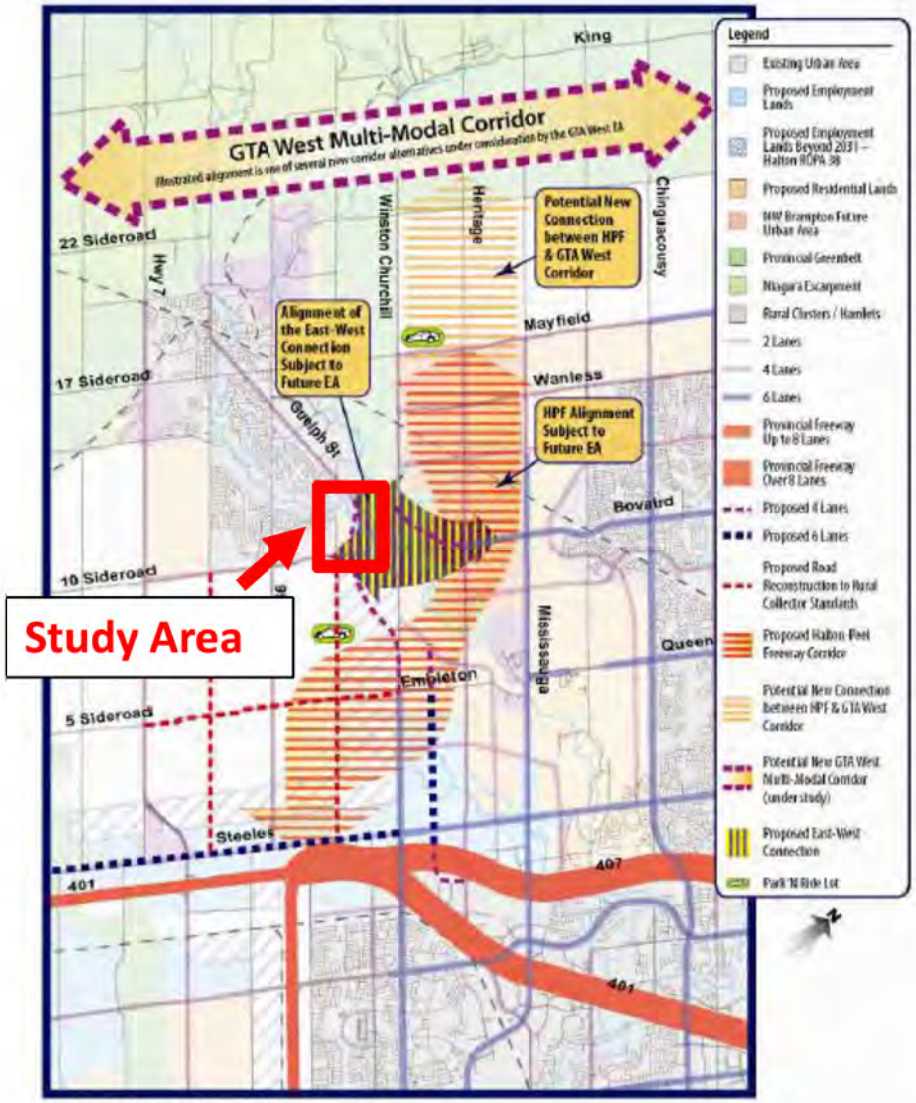
Study Process

- 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

Halton-Peel Boundary Area Transportation Study (HPBATS)



Subject to future Environmental Assessment studies

Exhibit 8-3: HPBATS Recommended Road Network, 2031

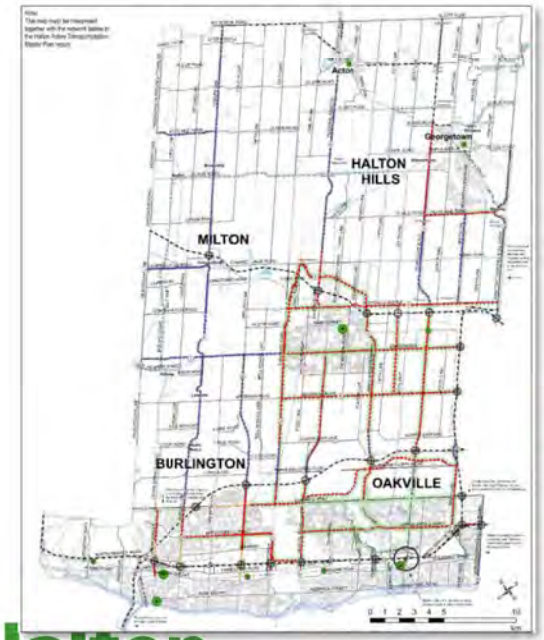
Attachment #1
to LPS25-14

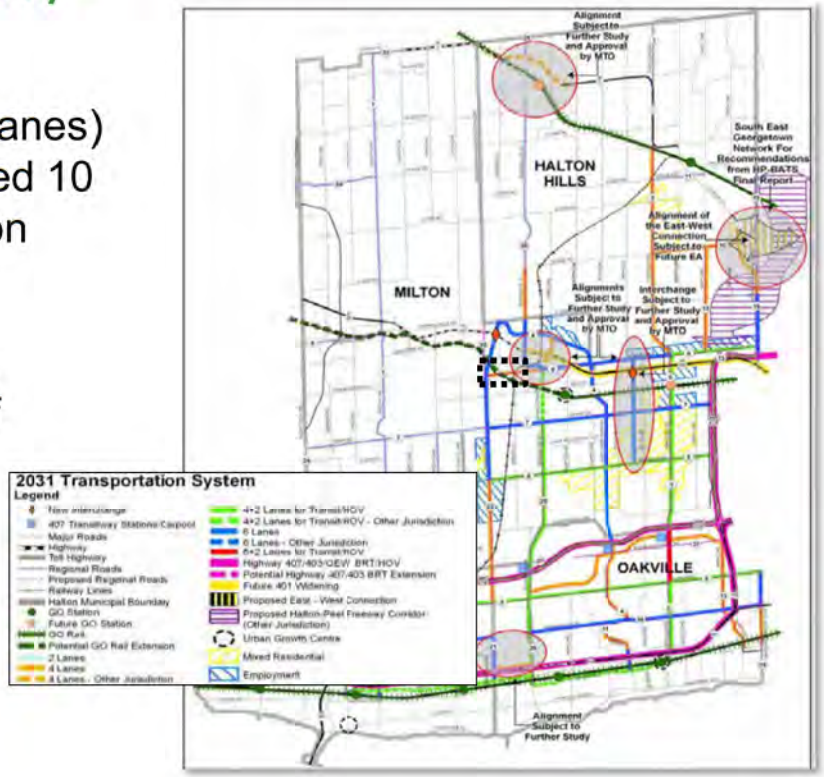
Halton-Peel Boundary Area Transportation Study
Amended Final Report

Study Background – Transportation Planning

Halton Regional Transportation Master Plan (TMP) – The Road to Change (2011)

- TMP identified 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
- Key north-south and east-west Regional road corridors servicing Georgetown and Hamlet of Norval



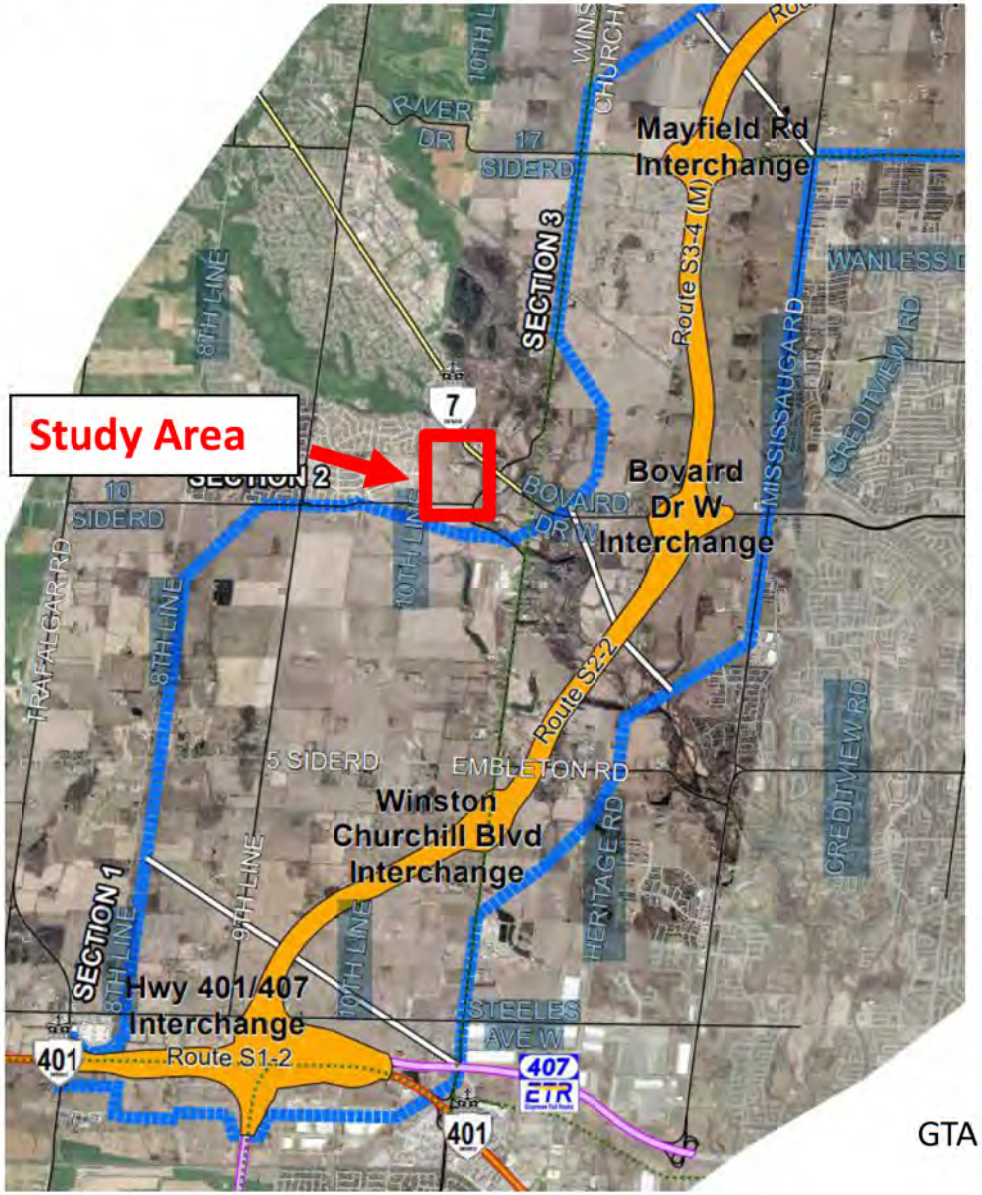


Halton Region Active Transportation Master Plan (ATMP) (2015)

- Identified 1.8 m on-road bike lanes and 3.0 m multi-use paths on both sides of 10 Side Road

Study Background – Transportation Planning

GTA West Preferred Route



Preferred Route and Interchange Locations

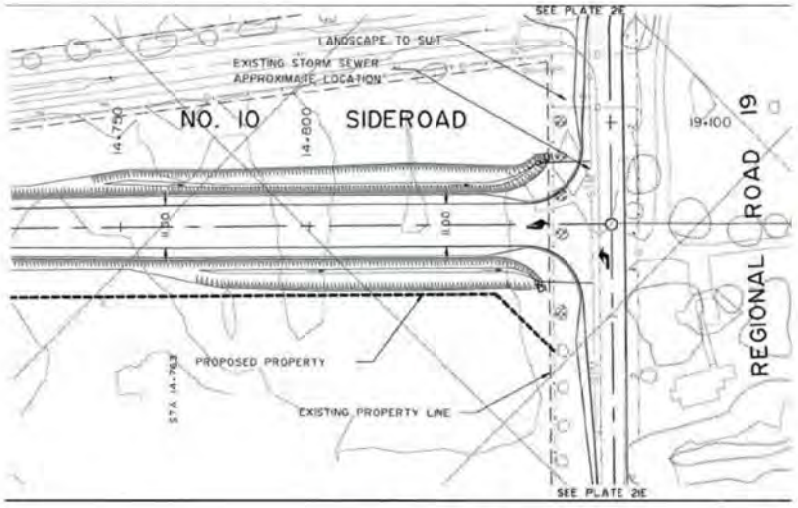
- Route Planning Study Area
- Preferred Route and Interchange Locations

GTA West Preferred Route (August 7, 2020)

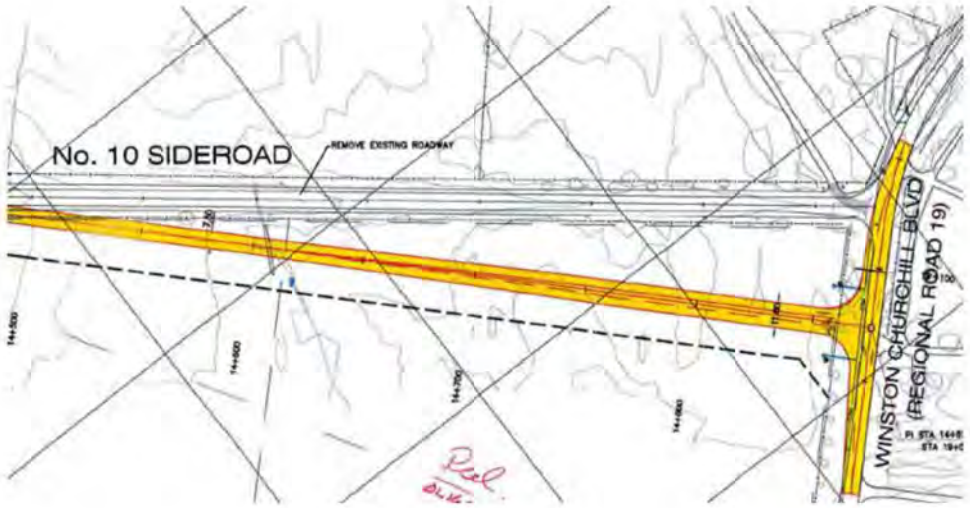
Study Background – Transportation Planning

10 Side Road Municipal Class Environmental Assessment (MCEA) Study from Trafalgar Road to Winston Churchill Boulevard, June 1995 (Addendum May 2002)

- Recommended to improve horizontal alignment by realigning 10 Side Road and Winston Churchill Boulevard intersection, southerly
- 10 Side Road within a 35 metre right-of-way
- ESR Addendum recommended a larger horizontal radius to meet current design standards



1995 ESR

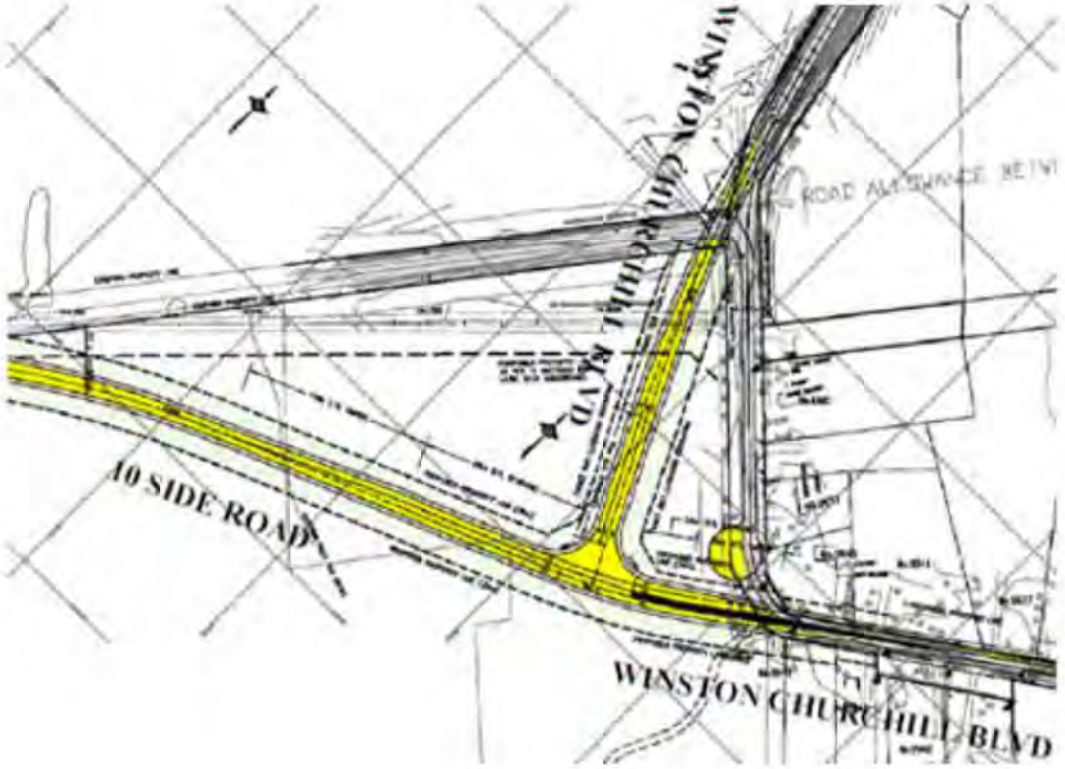


2002 Addendum

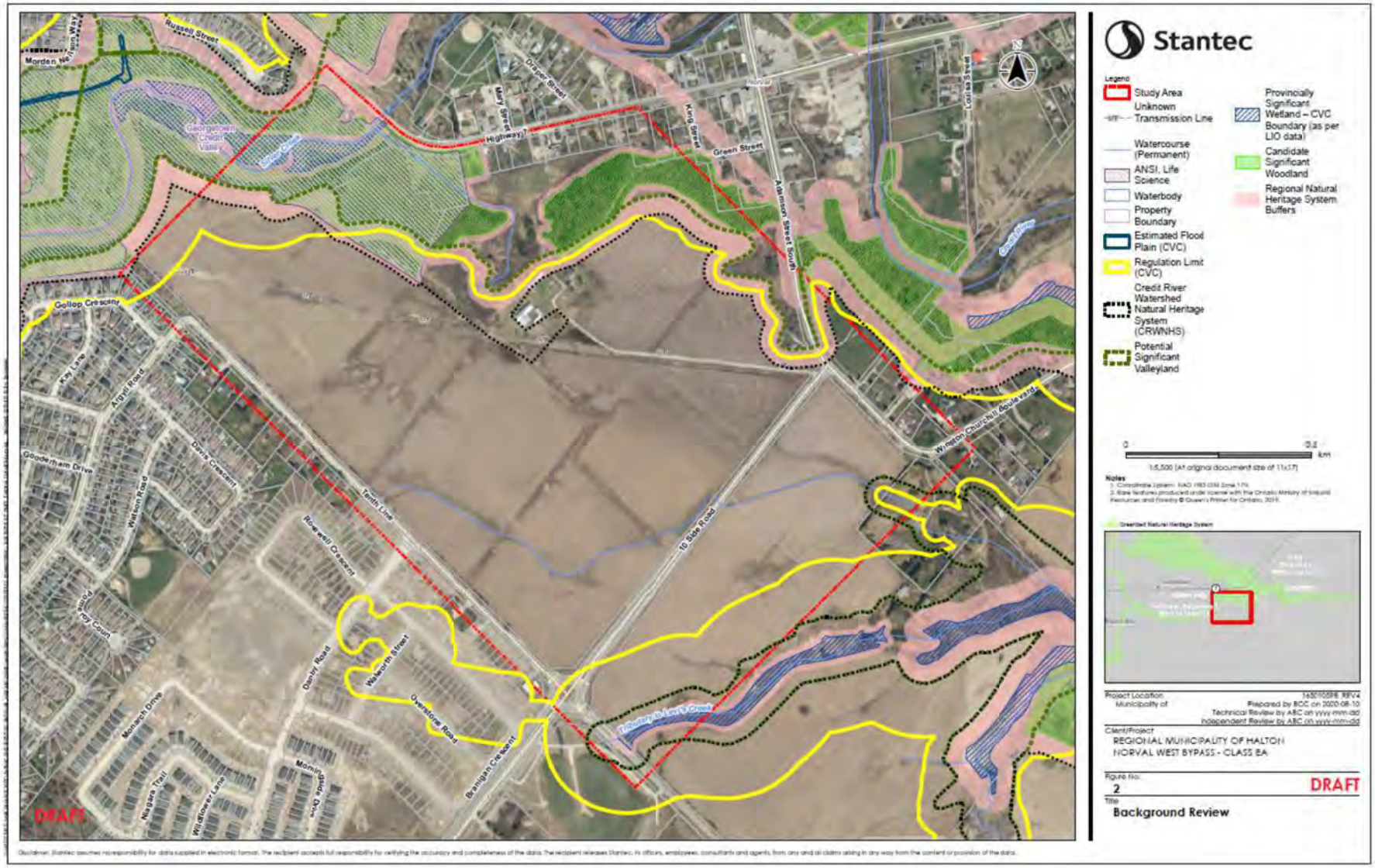
Study Background – Transportation Planning

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

- Recommended to fully reconfigure the intersection of 10 Side Road and Winston Churchill Boulevard intersection
- 10 Side Road within a 35 metre right-of-way
- Improvements to fully address longer-term traffic patterns, improve horizontal alignment and site lines



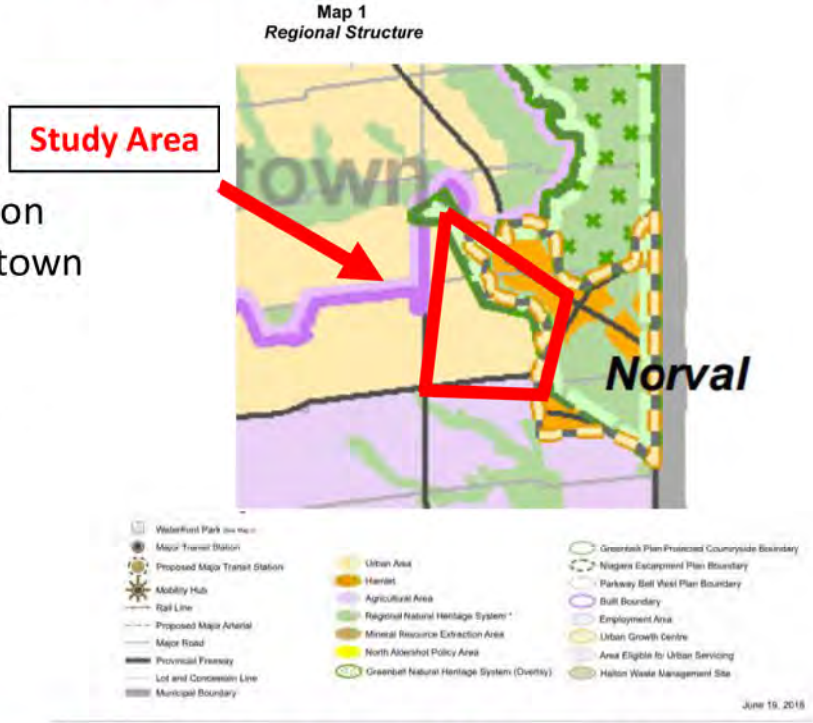
Existing Conditions Overview

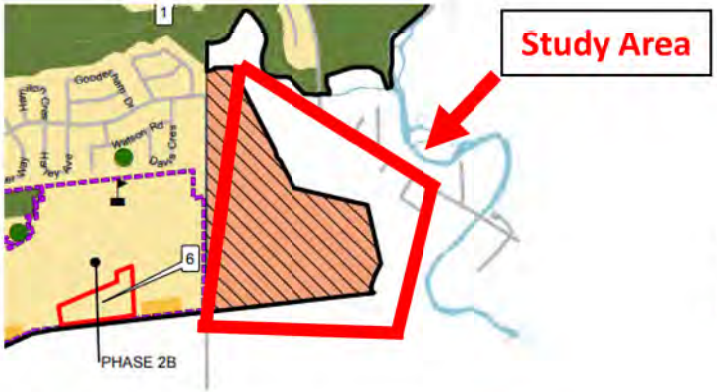


Existing Conditions – Land Use

Halton Regional Official Plan (Office Consolidation June 2018)

- Study area is located within the Town of Halton Hills within both the communities of Georgetown and the Hamlet of Norval.
- Greenbelt Plan Protected Countryside Area boundary east of the study area.





Town of Halton Hills Official Plan – Georgetown Urban Area Land Use Plan (Consolidated May 1, 2019)

- Schedule A3 identifies a future Residential/Mixed Use area to the north of 10 Side Road which forms the southeastern portion of Georgetown.
- Study area is within the HPBATS/GTA West Corridor Protection Area (Map 3 - under appeal).

Halton REGION

Existing Conditions – Natural Environment

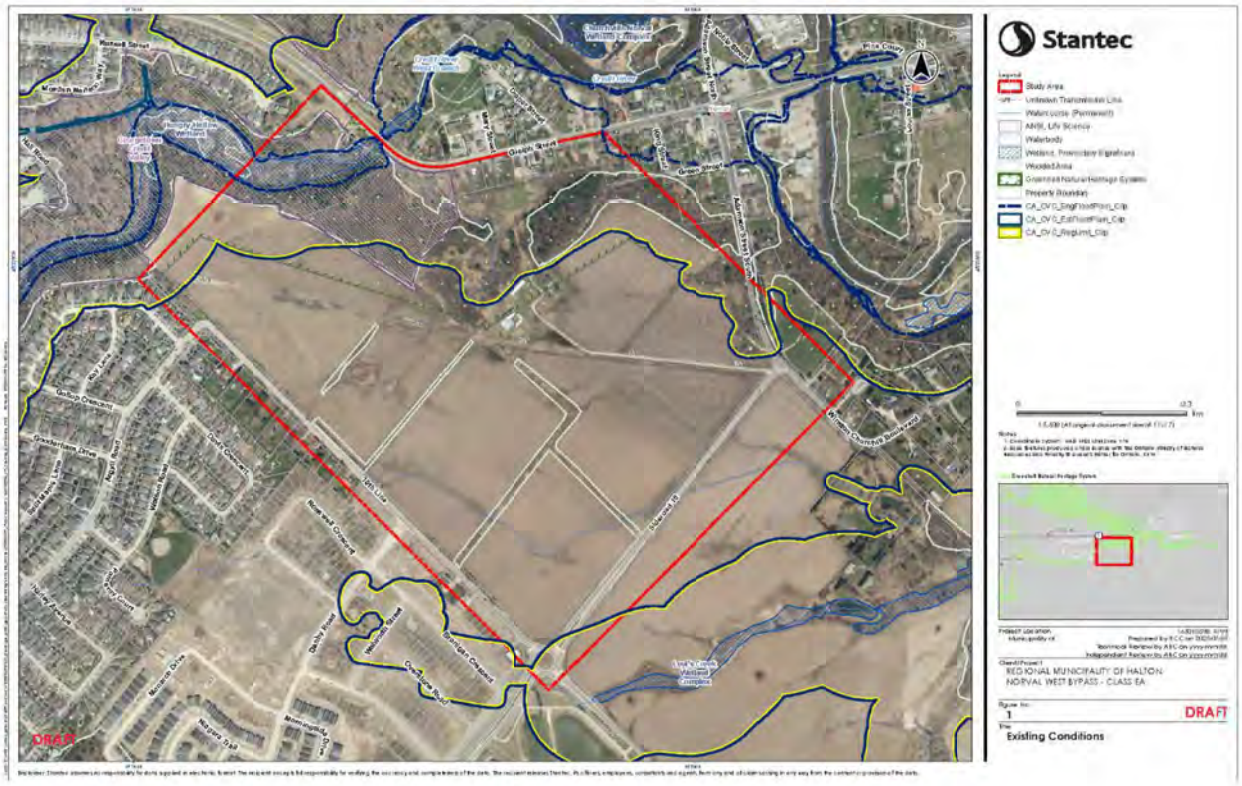
- Background review of species at risk known for the study area include Butternut, American Eel and Eastern Wood-pewee.
- Additional species at risk may occur in woodland and agricultural habitats in the study area, including Barn Swallow and endangered bats.
- Designated areas and natural features present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

  Hungry Hollow Provincially Significant Wetland

  Georgetown Credit Valley Life Science Area of Natural and Scientific Interest

  Tributary of Levi's Creek and Tributary of the Credit River

  Russell's Hill of Pines protected area (Tree By-law 121-05)



Ecological Land Classification

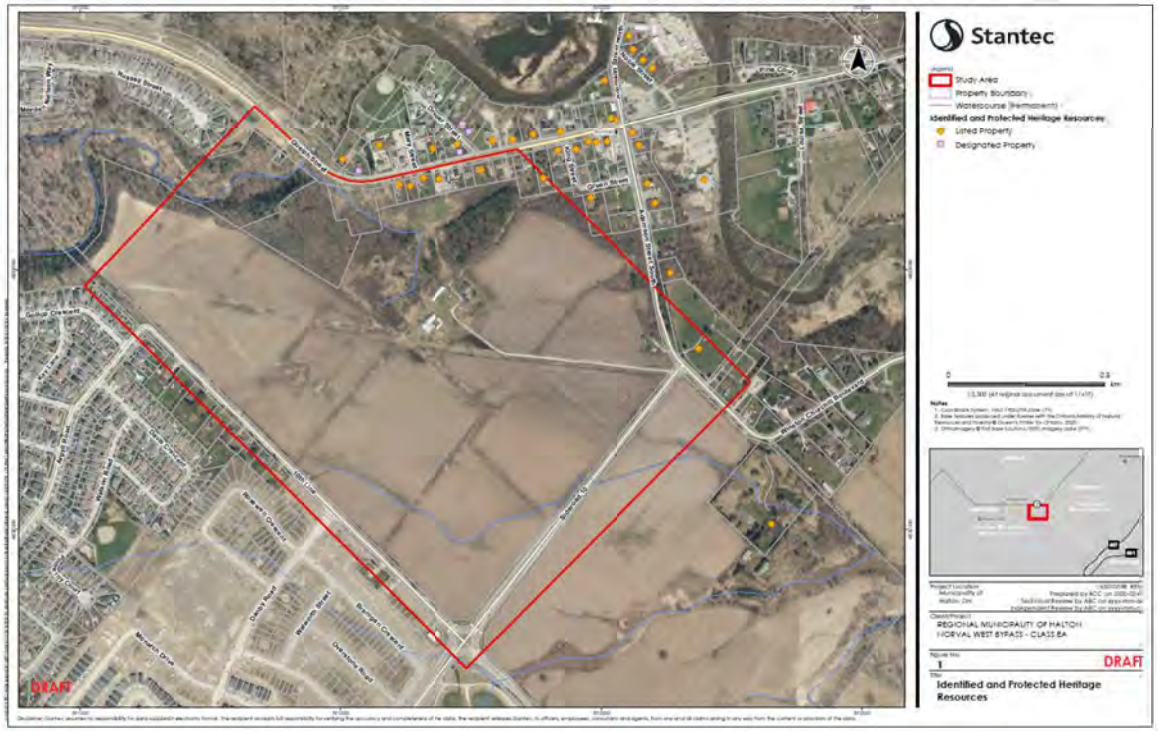
Existing Conditions – Cultural Heritage

Built Cultural Heritage and Cultural Heritage Landscapes

- 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.
- 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.



Existing Conditions – Drainage

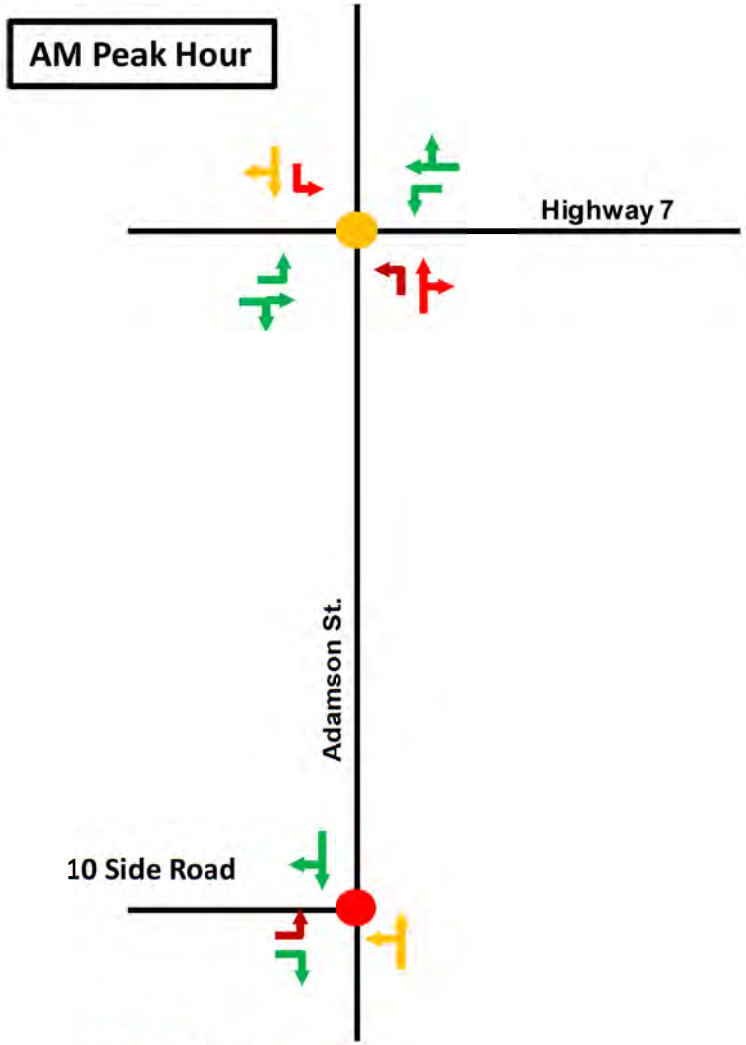
The study area is located within the Silver Creek, Levi Creek and Credit River watersheds

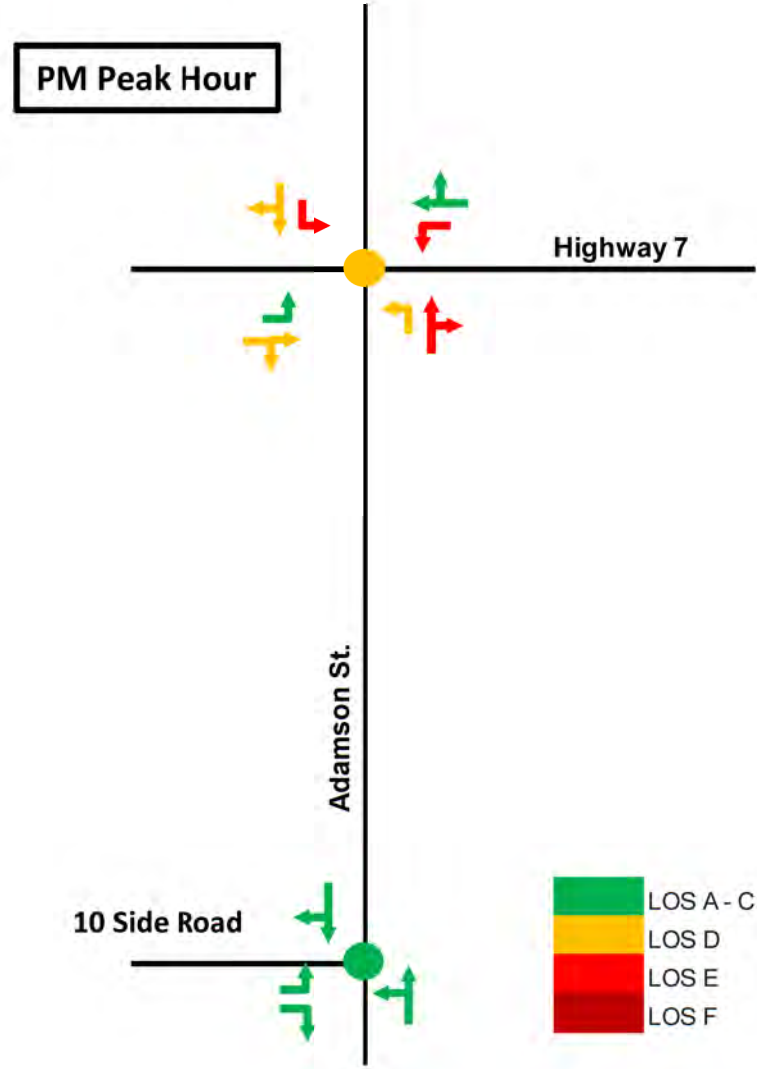
Existing Conditions:

- Silver Creek (Catchment 100) – the western portion of the study area drains north down the valley slope to Silver Creek.
- Levi Creek (Catchment 115) – the south portions of the study area drain across 10 Side Road to the south
- Norval and Credit River (Catchments 105 and 110) – the north and east portions of the study area drain to the Credit River

Existing Conditions – Transportation

Transportation - Future (2031) Do Nothing





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 EA process.

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 beyond planned 2031 improvements.	• 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 improvements 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 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 Town strategies

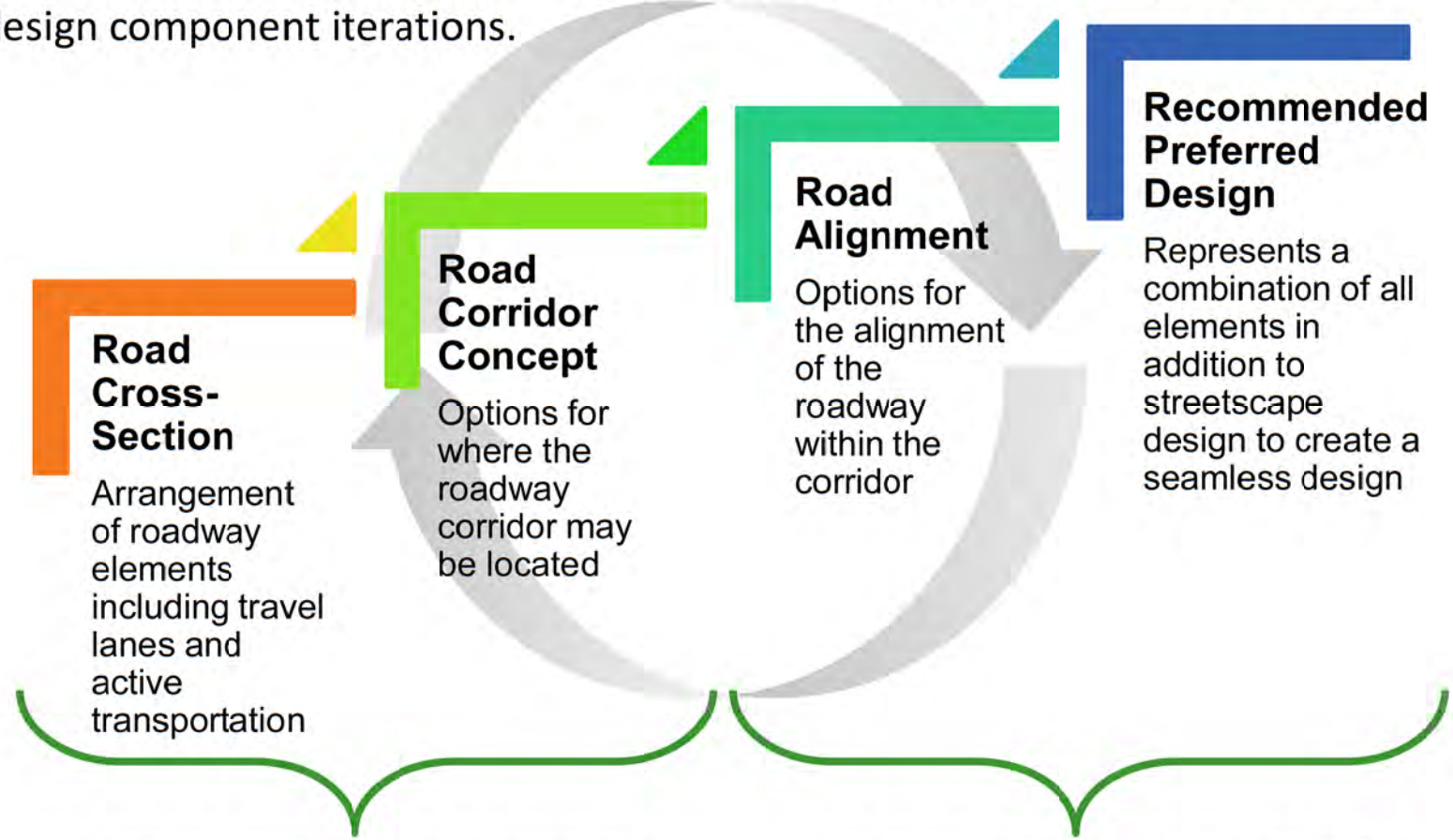
10 Side Road
Alternative Planning Solutions Evaluation Summary

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:

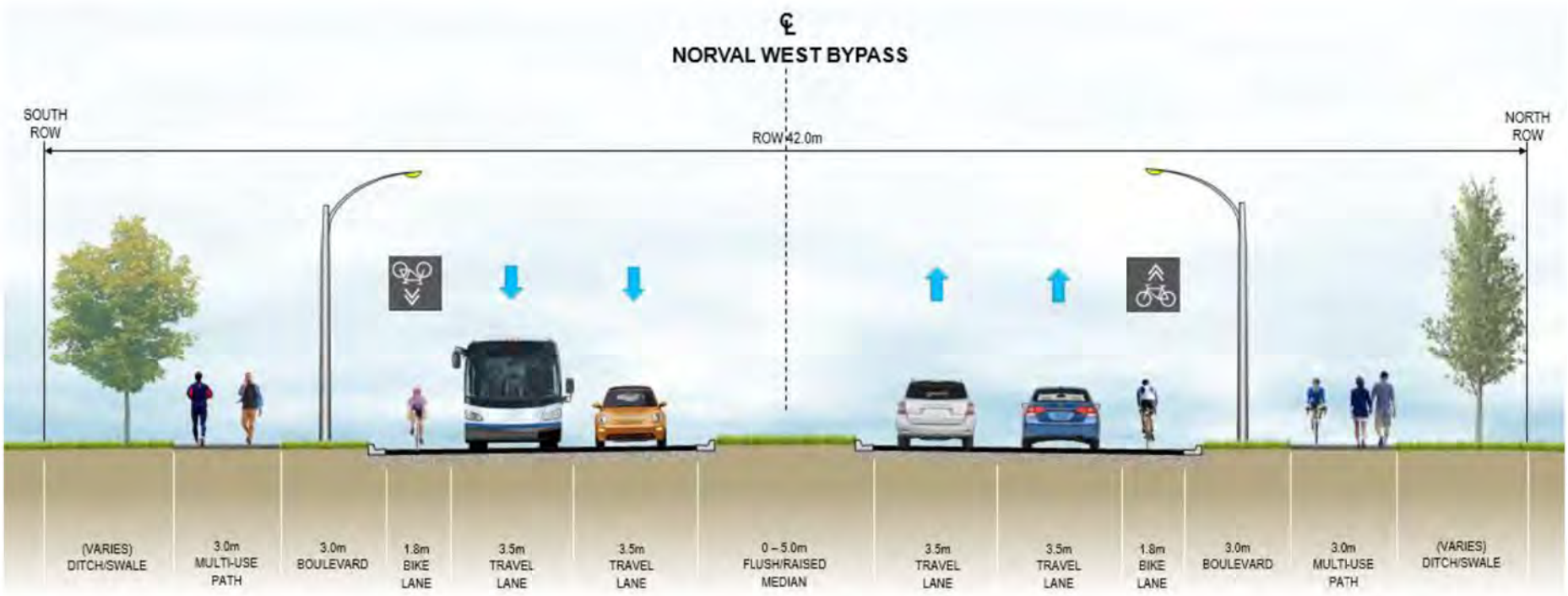
Alternatives	Description	Evaluation Summary	Recommendation
Do Nothing	• Status quo; only planned improvements to 2031 will be in place , including the new Winston Churchill Boulevard Bypass and new Norval West Bypass.	• Does not address the needs within the study area.	Do not carry Forward (for comparison 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 beyond planned 2031 improvements.	• 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 improvements 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 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 Town strategies

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

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

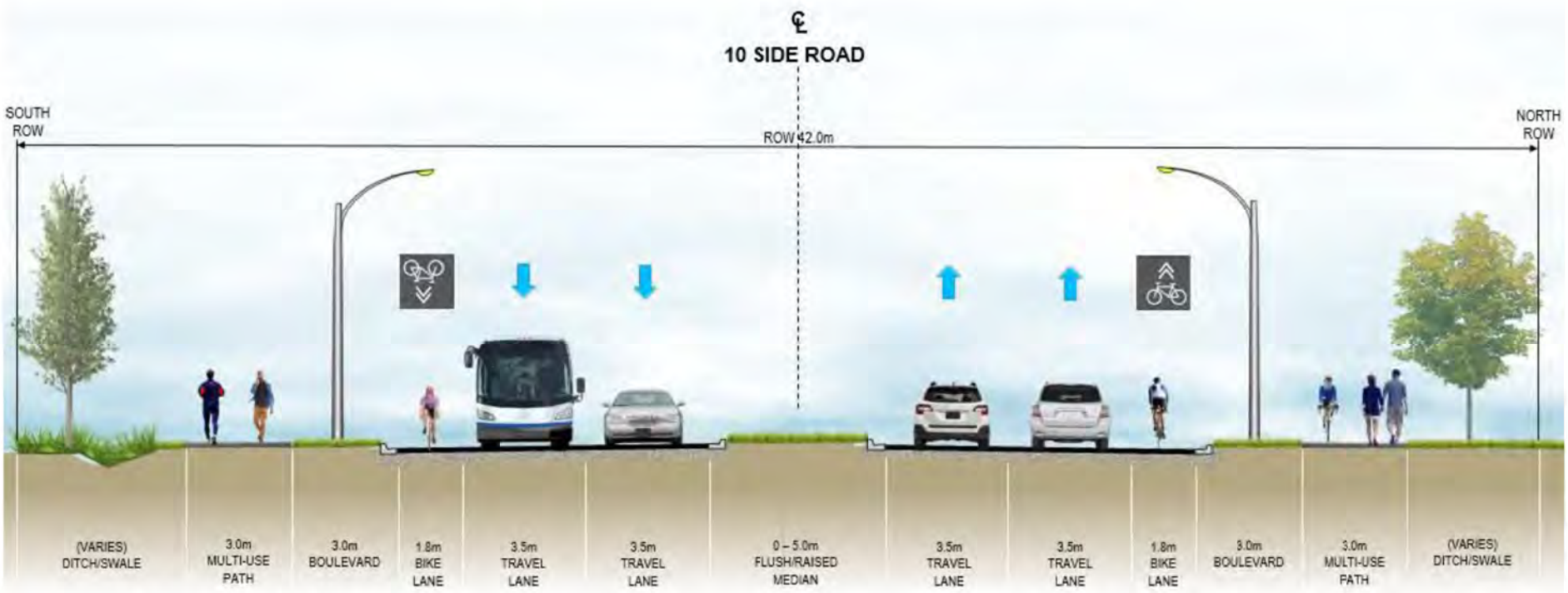


Proposed Typical Section – Norval West Bypass



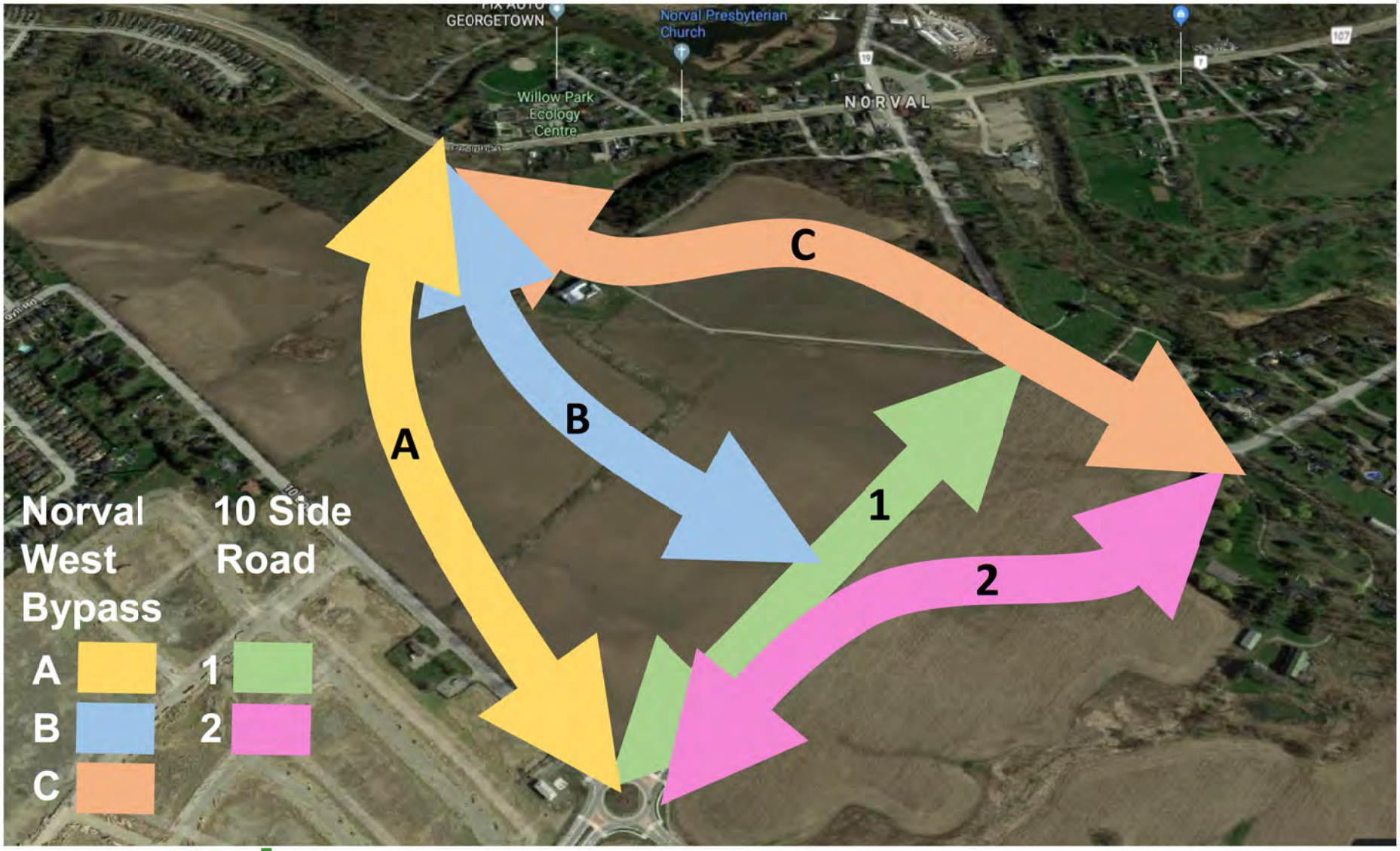
Note: Some adjustments to the road cross-section may be made as part of future design iterations in order to reduce localized impacts, where feasible.

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.

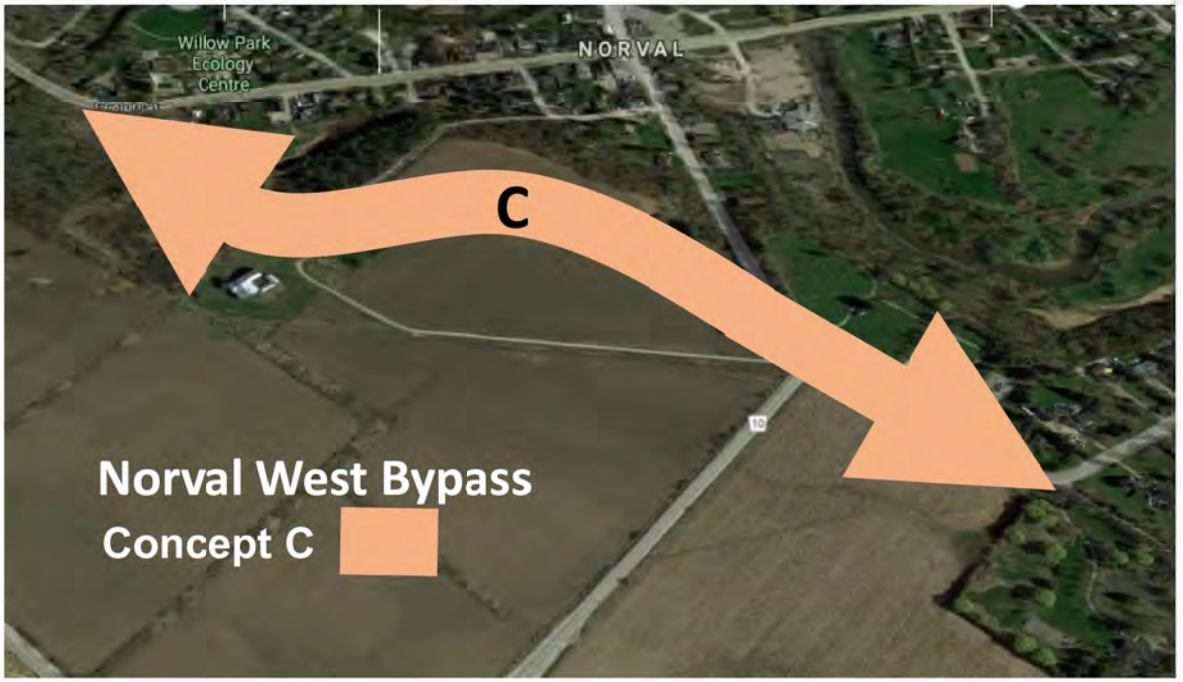
Potential Road Corridor Concepts



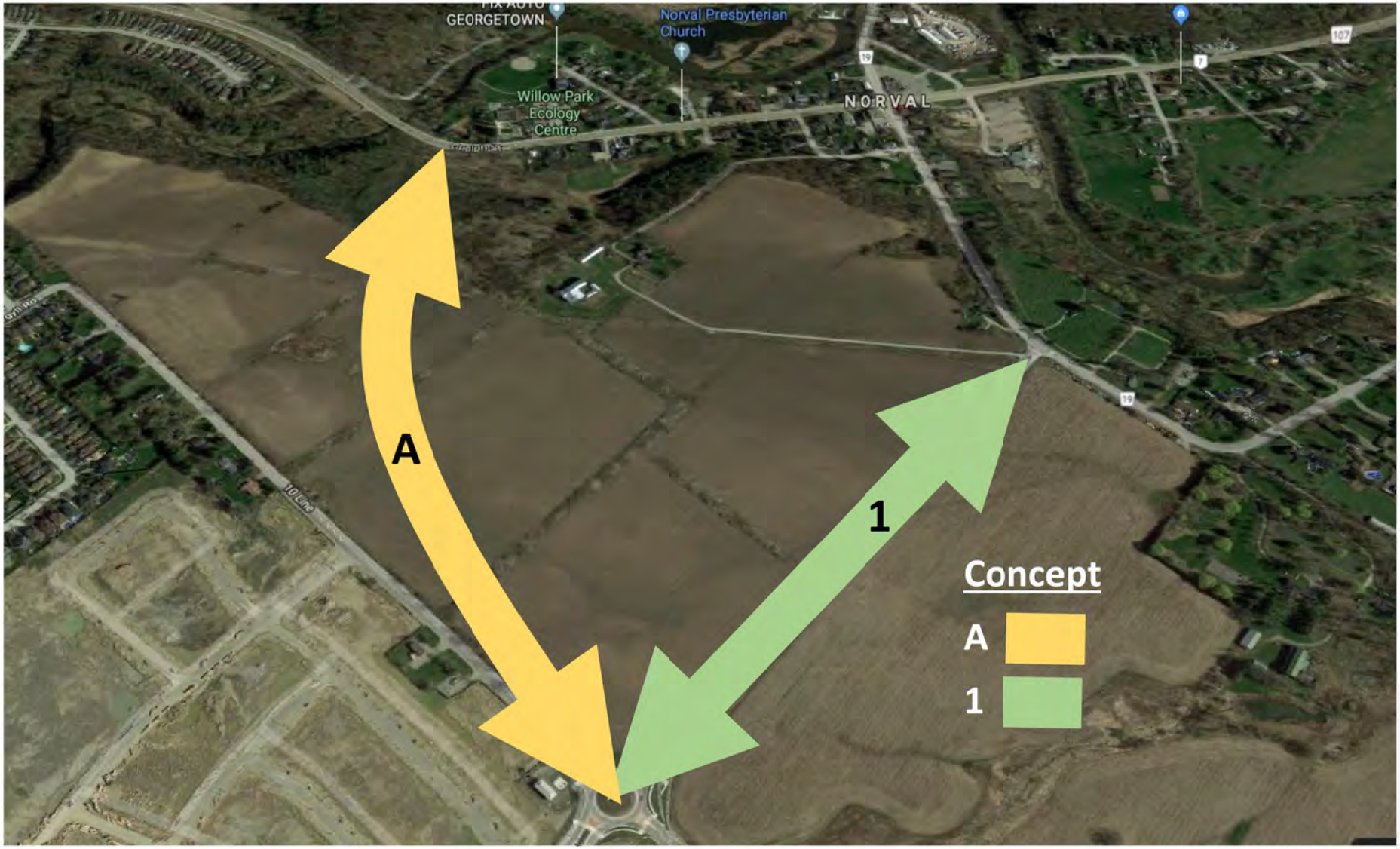
Norval West Bypass: Corridor Concept C

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

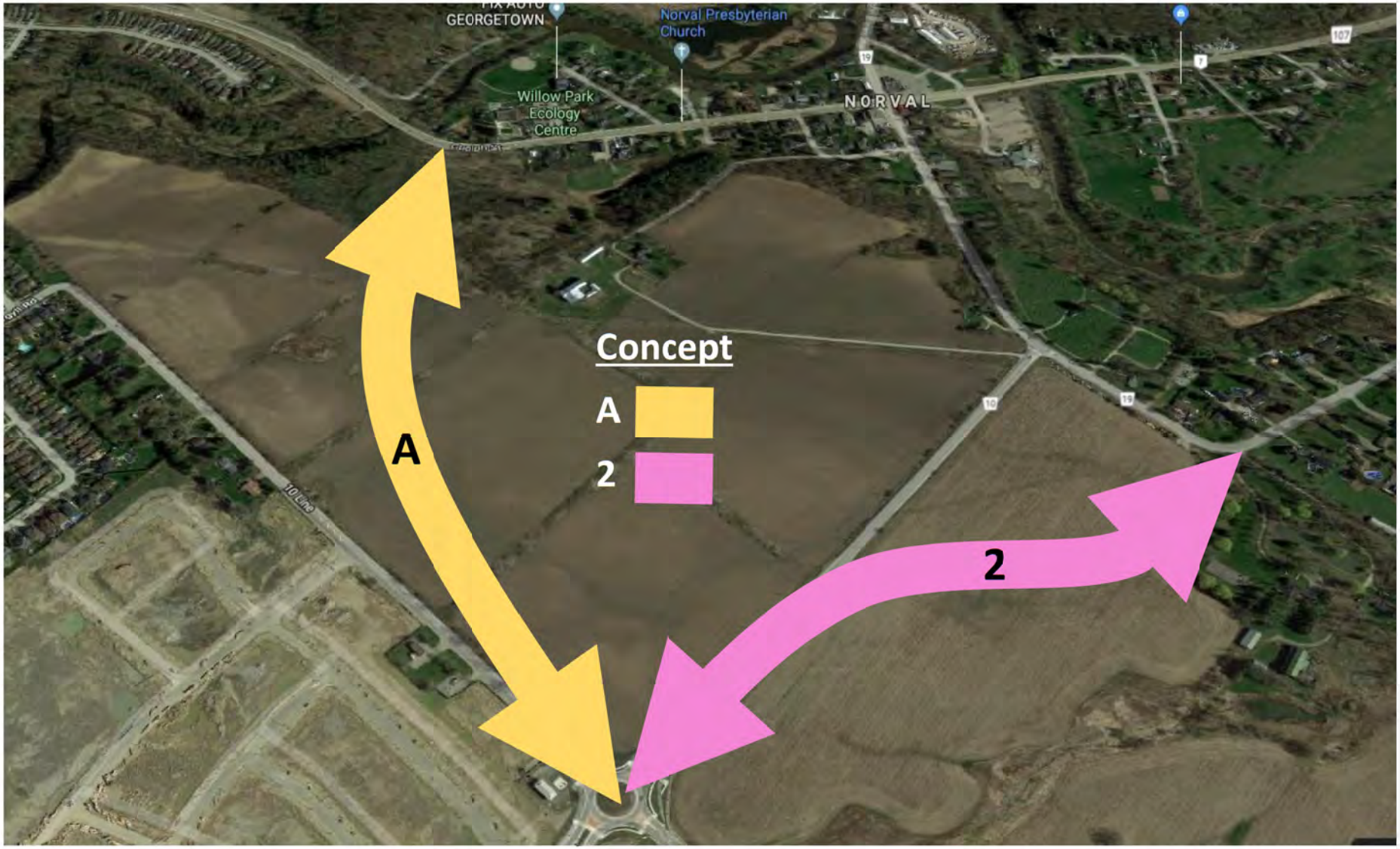
- **Natural Environment** - Most significant encroachment into Greenbelt Natural Heritage System, including an area designated as Key Features.
- **Surface Water & Groundwater** - Potential to impact the largest area designated as a Significant Groundwater Recharge Area.
- **Cultural Heritage & Archaeology** - 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.



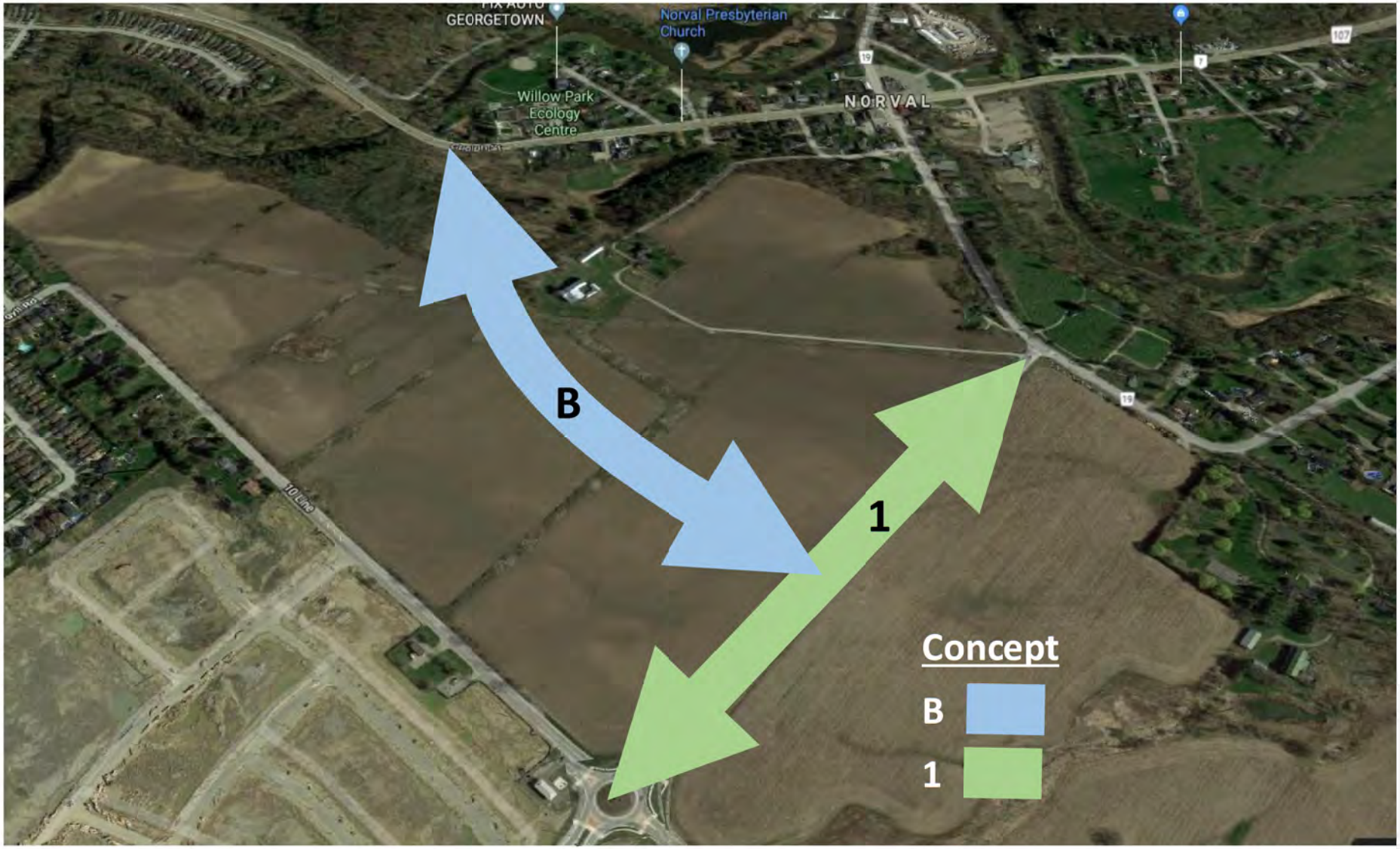
Potential Road Corridor Concept – A1



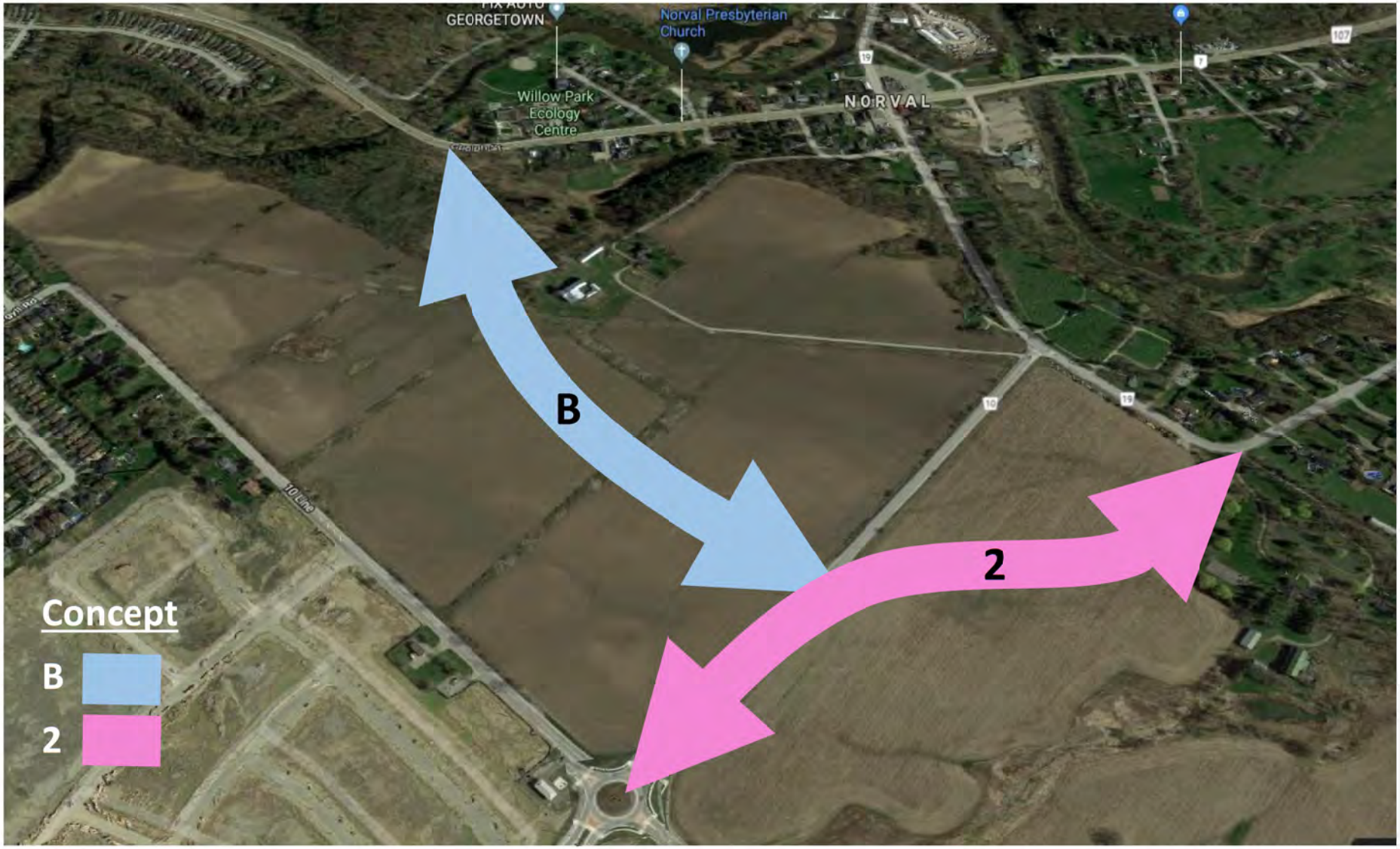
Potential Road Corridor Concepts – A2



Potential Road Corridor Concept – B1



Potential Road Corridor Concept – B2



Factors for Analysis and Evaluation

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

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 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.

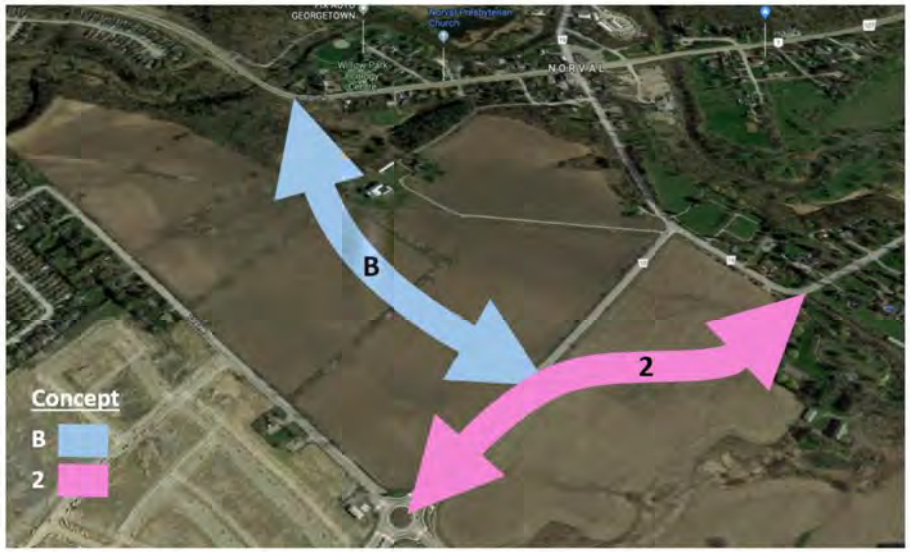
10 Side Road
Road Corridor Concept – Evaluation

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**
Preliminary Cost Estimate	**Moderately Preferred**	**Least Preferred**
Overall Summary	**Moderately Preferred** Concept A is generally ranked similar in factors to the Most Preferred Concept B under Natural Environment. Concept A 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 B.	**Most Preferred** Concept B is generally ranked similar in factors to the *Moderately Preferred* Concept A under Natural Environment. Concept B 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 B 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 B is preferred.

Concept 2 is Preferred

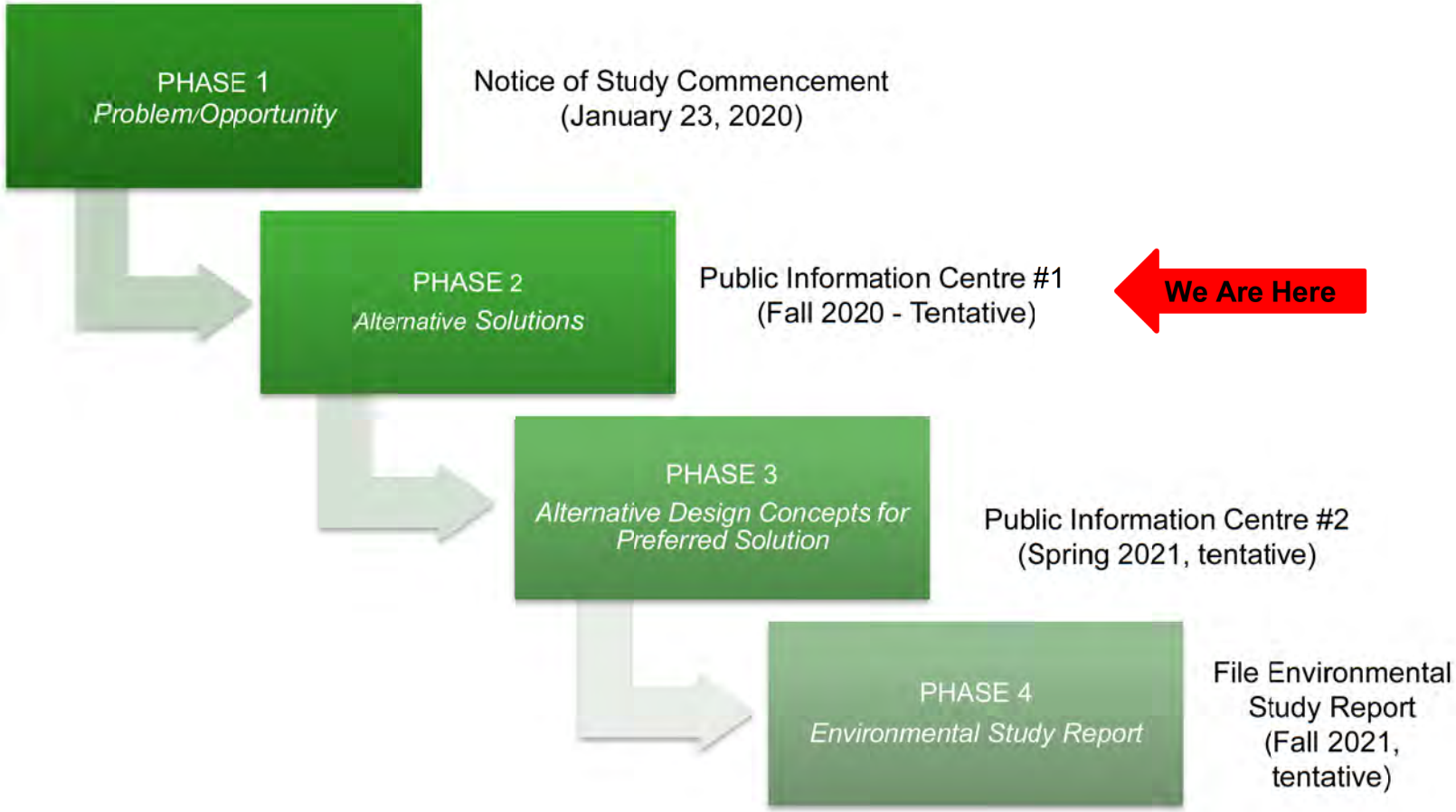
Norval West Bypass & 10 Side Road Preferred Road Corridor Concept

- Supports the need for greater connectivity/mobility and 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 or Winston Churchill Boulevard MCEA Study



Concept B2 is Preferred

Study Schedule



Next Steps

- Review and respond to feedback received from Technical Agencies
- Virtual Public Information Centre (PIC) #1 (Fall 2020 – tentative)
- Confirm Road Corridor Concept
- Develop and evaluate design alternatives
- Identify preliminary preferred design alternative
- Consult with Technical Agencies
- Public Information Centre #2 (Spring 2021 – tentative)

Norval West Bypass Transportation Corridor Improvements Municipal Class Environmental Assessment Study

Highway 7 to 10 Sideroad (Regional Road 10) & 10 Sideroad from Tenth Line to Winston Churchill Boulevard/Adamson Street (Regional Road 19) Town of Halton Hills

Technical Agency Meeting 2

April 5th, 2023

Halton REGION

Purpose of Technical Agency Meeting (TAC) # 2

- Brief overview of material presented at TAC #1 and Public Information Centre #1
- Review of the preliminary design alternatives and evaluation process
- Present the preliminary preferred design
- Next steps

Overview of TAC 1 Presentation

- Study Background
- Existing Conditions
  - Natural Environment
  - Cultural Heritage
  - Drainage & SWM
  - Transportation
- Problems & Opportunities
- Alternative Planning Solutions
- Preliminary Cross Sections
- Analysis & Evaluation of Road Corridor Concepts

Study Area

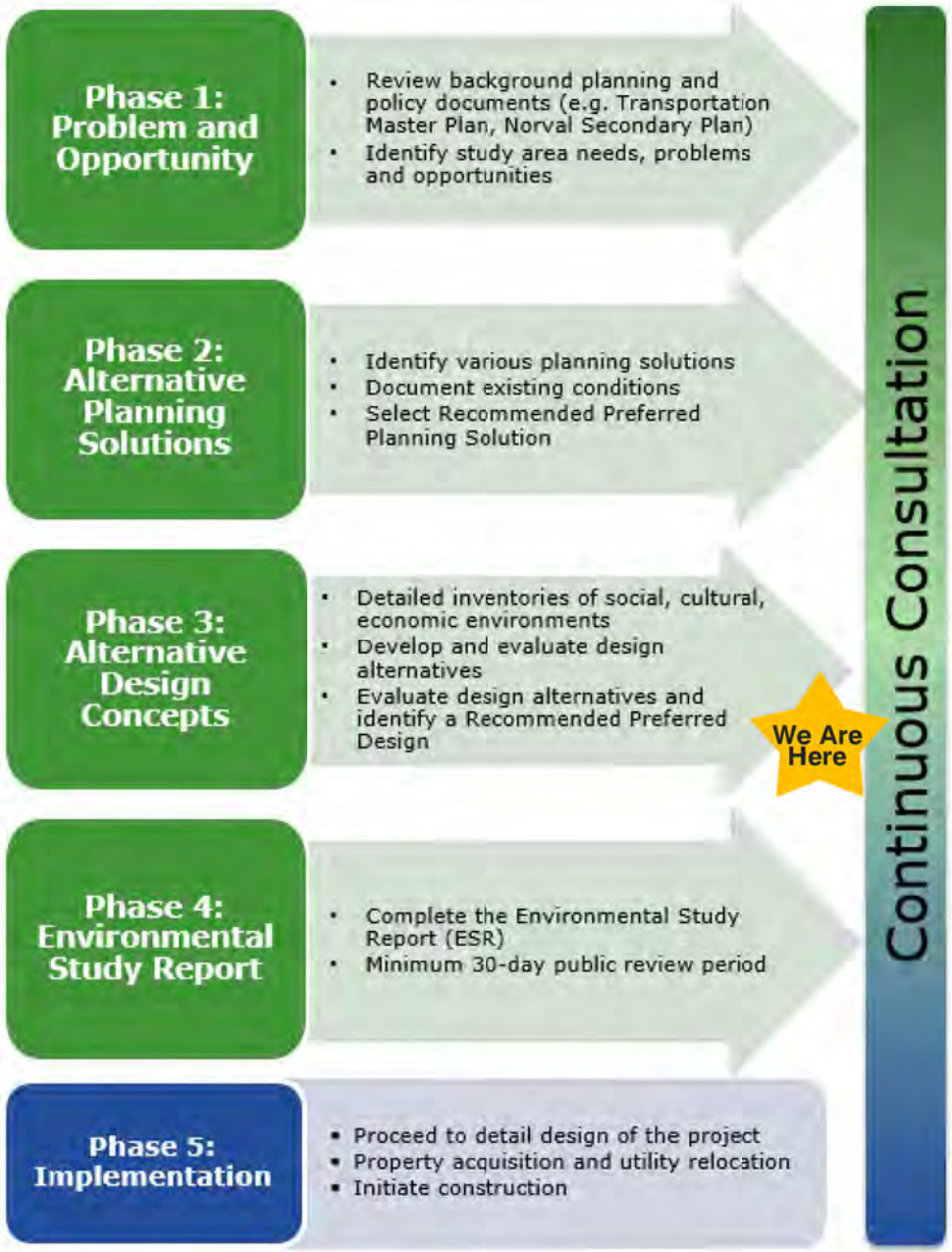
- The Norval West Bypass MCEA Study includes a new corridor from Highway 7 to 10 Side Road, as well as improvements to 10 Side Road from Tenth Line to Winston Churchill Boulevard.

- 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 (HPBATS).

- The purpose of the Norval West Bypass is to:
  - Relieve truck traffic and travel demand on Highway 7 through the community of Norval.
  - Provide a north-south connection through the future Southeast Georgetown Secondary Plan area.

Study Process

- The Municipal Class Environmental Assessment (MCEA) process frames the planning and implementation of municipal infrastructure.
- Socio-economic, 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.



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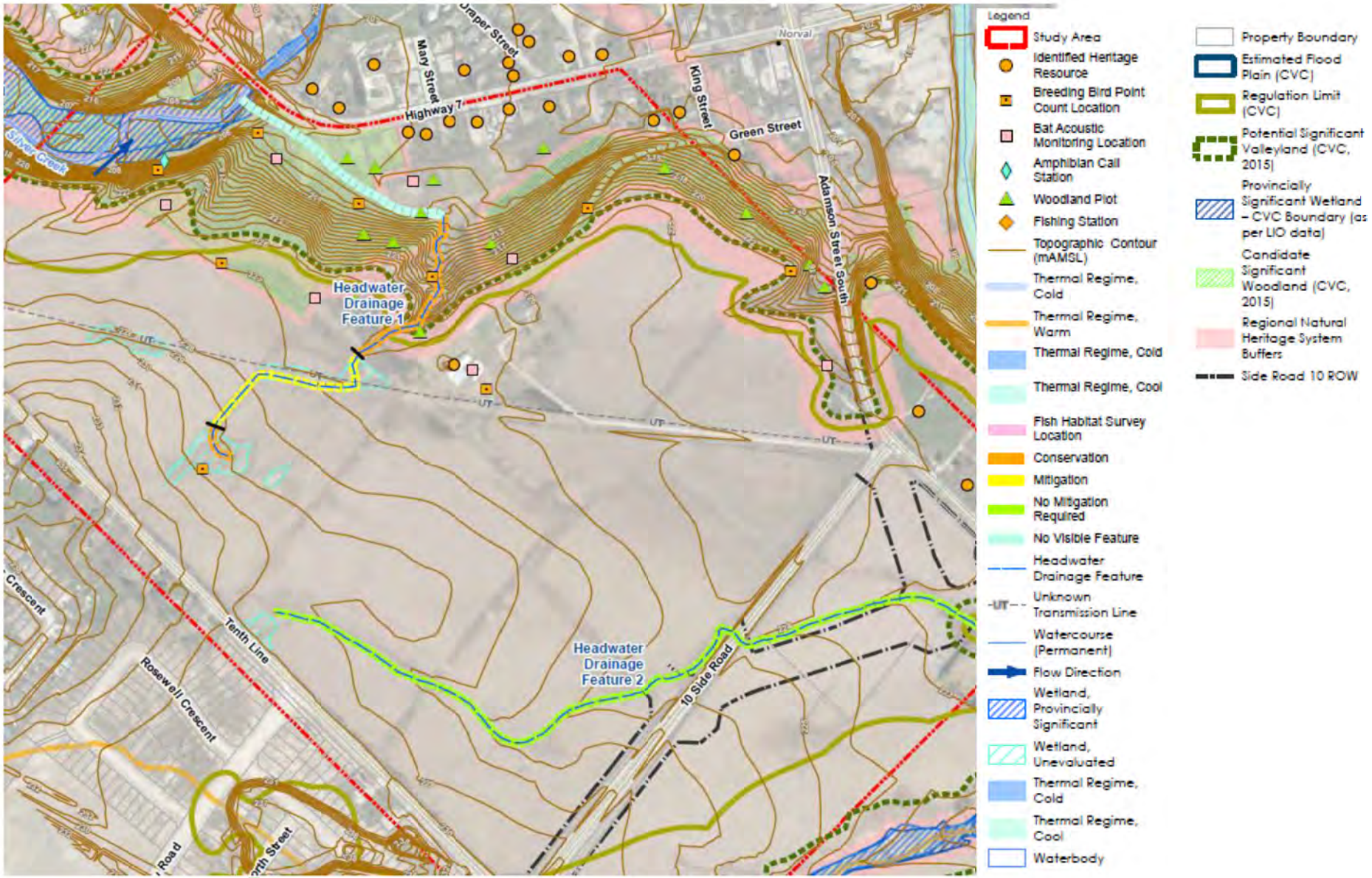
Existing Conditions



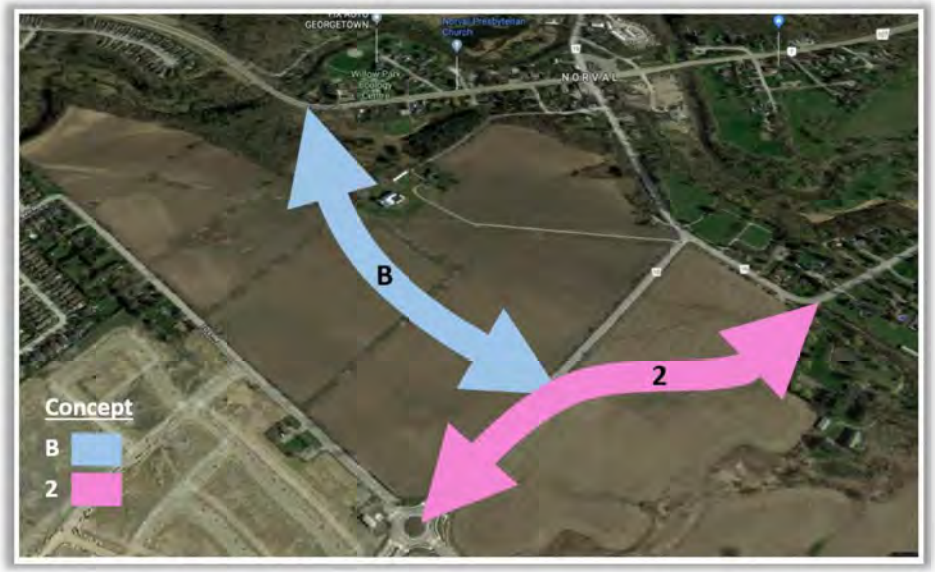
Public Information Centre #1 - Summary

PIC #1 was held from November 19 to December 18, 2020 to present the study and obtain public input on:

- Existing conditions
- Transportation problem and opportunities
- The preferred corridor concept solution which included a new corridor from Highway 7 to 10 Side Road and improvements to 10 Side Road from Tenth Line to Winston Churchill Boulevard.

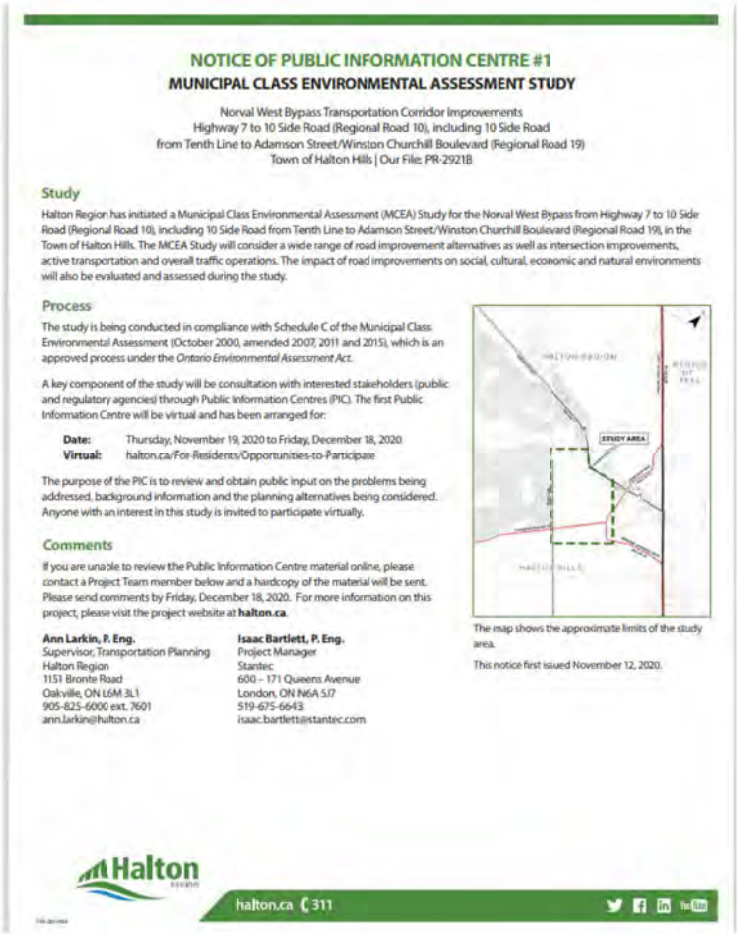
Preferred Road Corridor Concept as presented at Public Information Centre #1

- Supports the need for greater connectivity/mobility and 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

What We Heard at Public Information Centre # 1



NOTICE OF PUBLIC INFORMATION CENTRE #1

MUNICIPAL CLASS ENVIRONMENTAL ASSESSMENT STUDY

Norval West Bypass Transportation Corridor Improvements
Highway 7 to 10 Side Road (Regional Road 10), including 10 Side Road
from Tenth Line to Adamson Street/Winston Churchill Boulevard (Regional Road 19)
Town of Halton Hills | Our File: PR-2921B

Study

Halton Region has initiated a Municipal Class Environmental Assessment (MCEA) Study for the Norval West Bypass from Highway 7 to 10 Side Road (Regional Road 10), including 10 Side Road from Tenth Line to Adamson Street/Winston Churchill Boulevard (Regional Road 19), in the Town of Halton Hills. The MCEA Study will consider a wide range of road improvement alternatives as well as intersection improvements, active transportation and overall traffic operations. The impact of road improvements on social, cultural, economic and natural environments will also be evaluated and assessed during the study.

Process

The study is being conducted in compliance with Schedule C of the Municipal Class Environmental Assessment (October 2000, amended 2007, 2011 and 2015), which is an approved process under the *Ontario Environmental Assessment Act*.

A key component of the study will be consultation with interested stakeholders (public and regulatory agencies) through Public Information Centres (PIC). The first Public Information Centre will be virtual and has been arranged for:

Date: Thursday, November 19, 2020 to Friday, December 18, 2020
Virtual: halton.ca/For-Residents/Opportunities-to-Participate

The purpose of the PIC is to review and obtain public input on the problems being addressed, background information and the planning alternatives being considered. Anyone with an interest in this study is invited to participate virtually.

The map shows the approximate limits of the study area.

This notice first issued November 12, 2020.

Comments

If you are unable to review the Public Information Centre material online, please contact a Project Team member below and a hardcopy of the material will be sent. Please send comments by Friday, December 18, 2020. For more information on this project, please visit the project website at **halton.ca**.

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Supervisor, Transportation Planning
Halton Region
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905-825-6000 ext. 7601
ann.larkin@halton.ca

Isaac Bartlett, P. Eng.
Project Manager
Stantec
600 – 171 Queens Avenue
London, ON N6A 5J7
519-675-6643
isaac.bartlett@stantec.com

Halton

halton.ca (311

Over 120 comments were received from members of the public and stakeholders, including:

- Active transportation facilities
- Protection of natural and cultural heritage features
- Potential noise impacts
- Clarification on analysis and evaluation of corridor concepts

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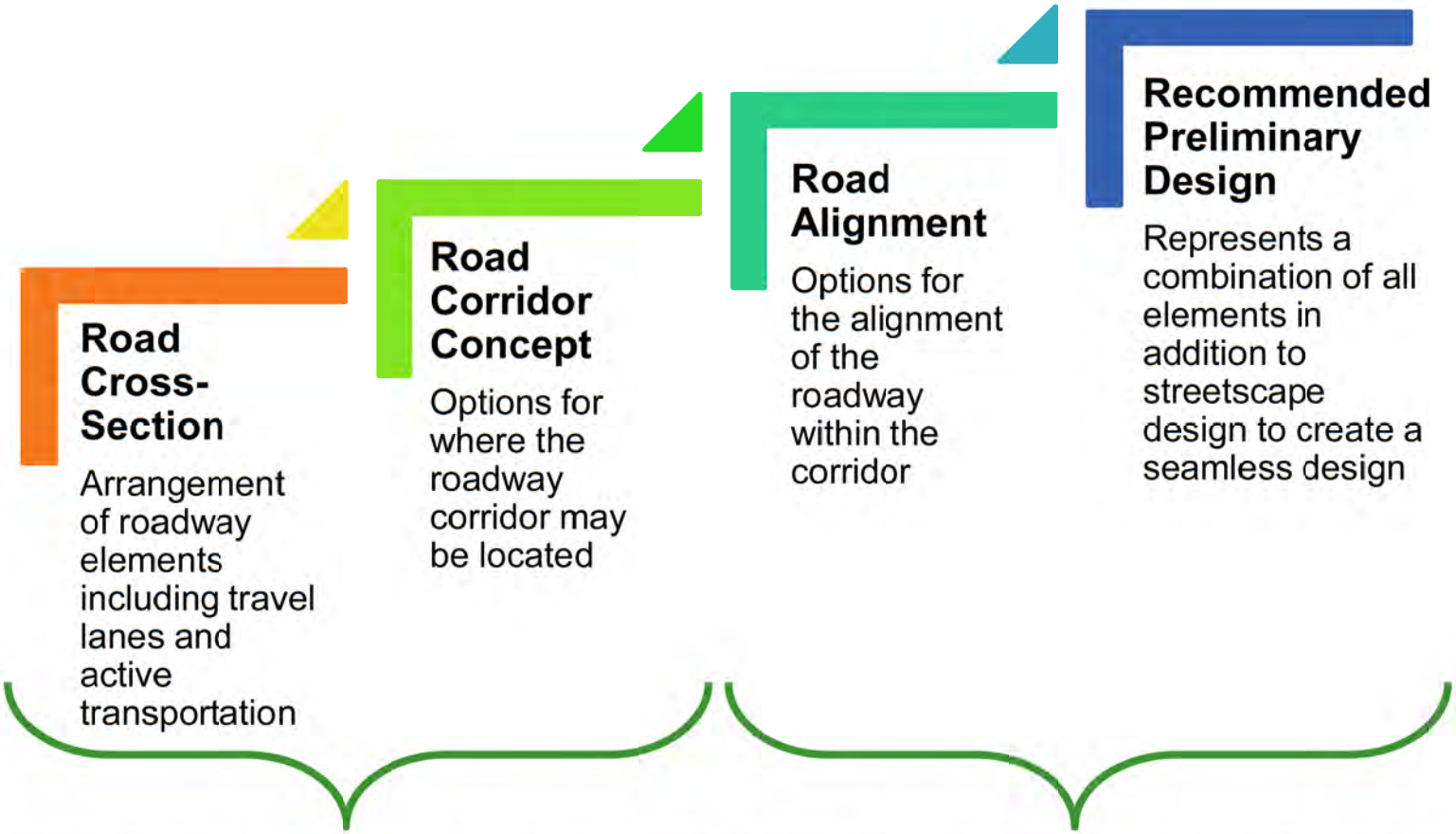
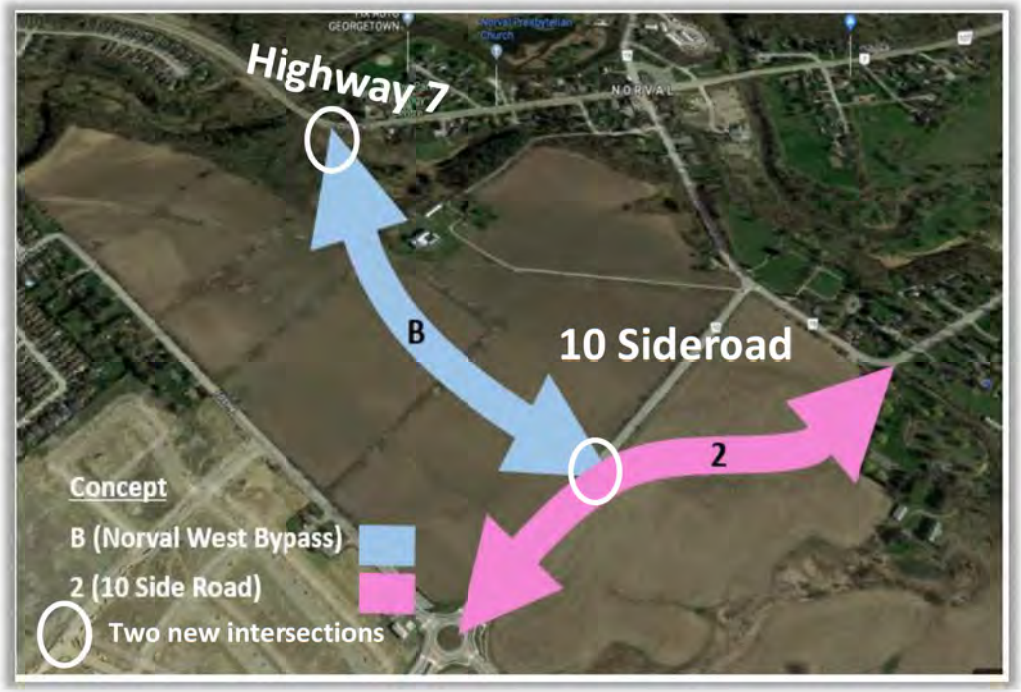
Development of Recommended Preliminary Design



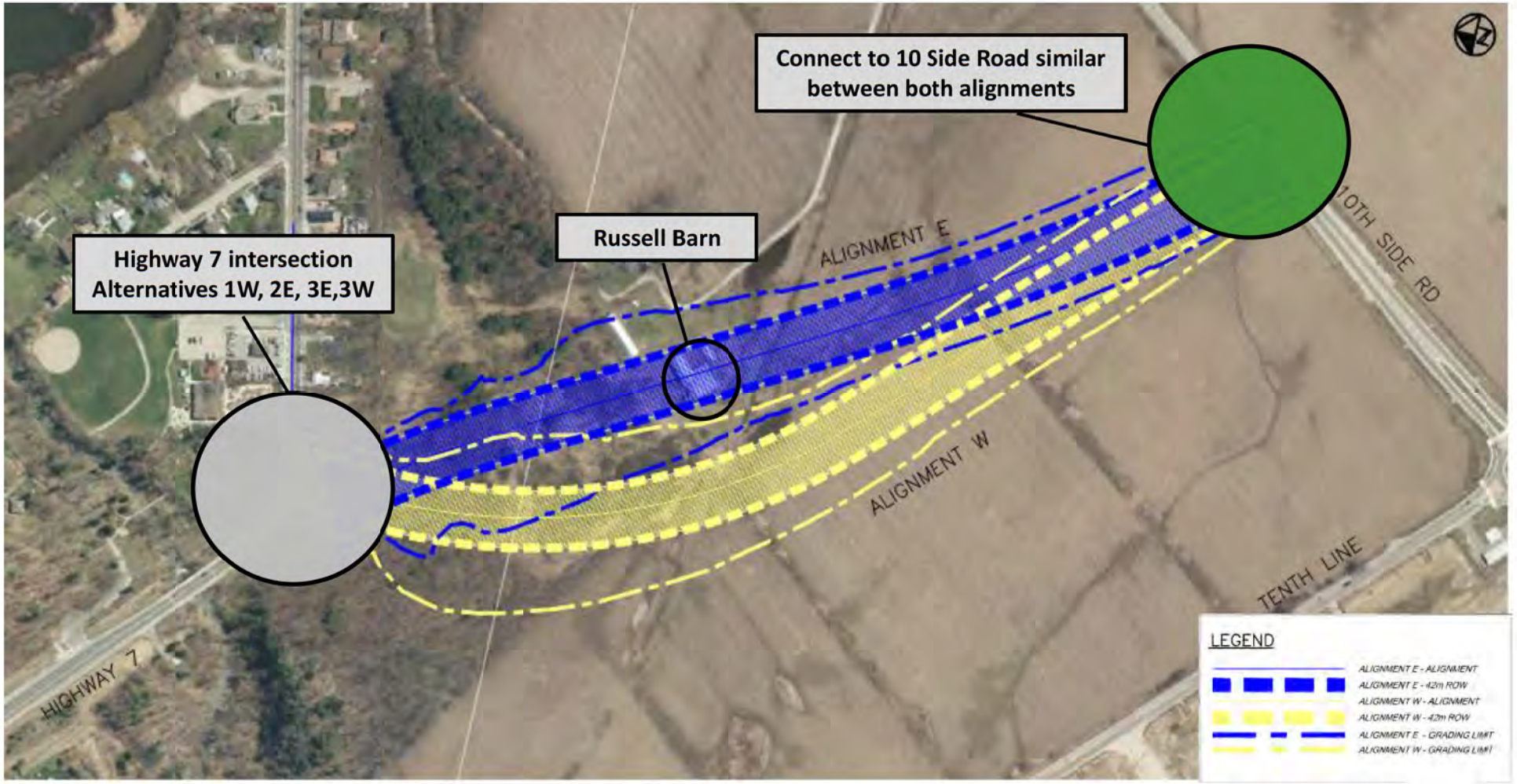
Key Considerations

The Norval West Bypass Corridor preliminary design alignments were developed in consideration of:

- Connections to Highway 7 and 10 Side Road are anchored at fixed locations.
- Existing 17m grade change (over 90m) between Highway 7 and the Secondary Plan area.
- Avoiding impacts to cultural heritage resources (e.g. Russell Farm and Russell's Hill of Pines).
- Provision of stormwater management.

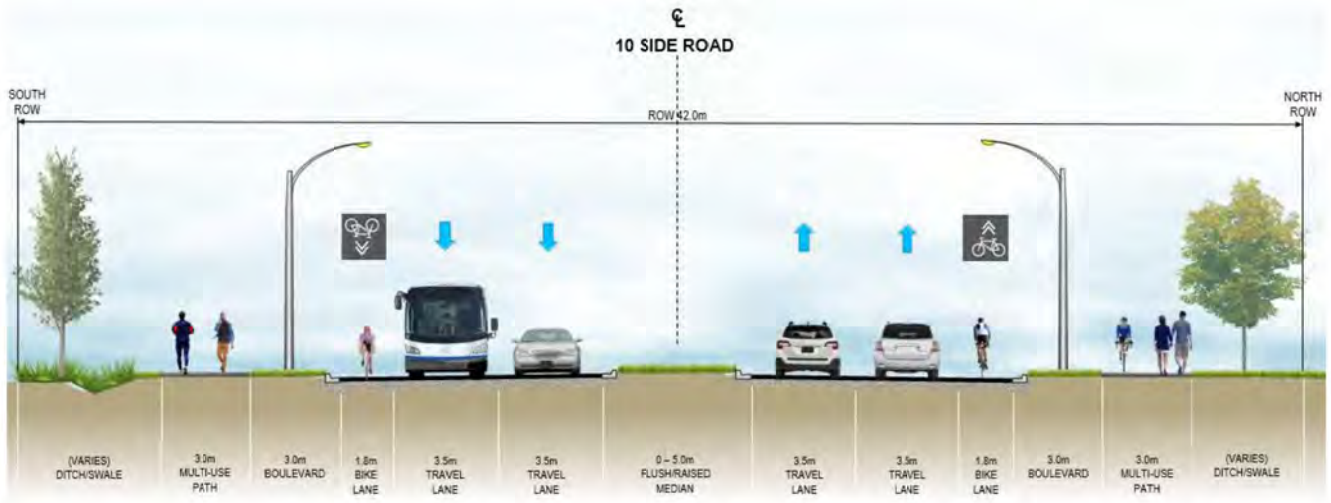


Development of Alignment Alternatives – 10 Side Road



Proposed Typical Section – 10 Sideroad

- 10 Side Road is ultimately planned for a four-lane cross section
- To best accommodate the current traffic needs and future travel demand, the reconstruction of 10 Side Road is proposed to be completed in phases
- 10 Side Road is proposed to be initially constructed as a two-lane road with a single lane entry roundabout. Expansion to the future four-lane corridor will be protected for through this Municipal Class Environmental Assessment Study.



Preliminary Preferred Road Alignment
10 Side Road and Norval West Bypass Intersection

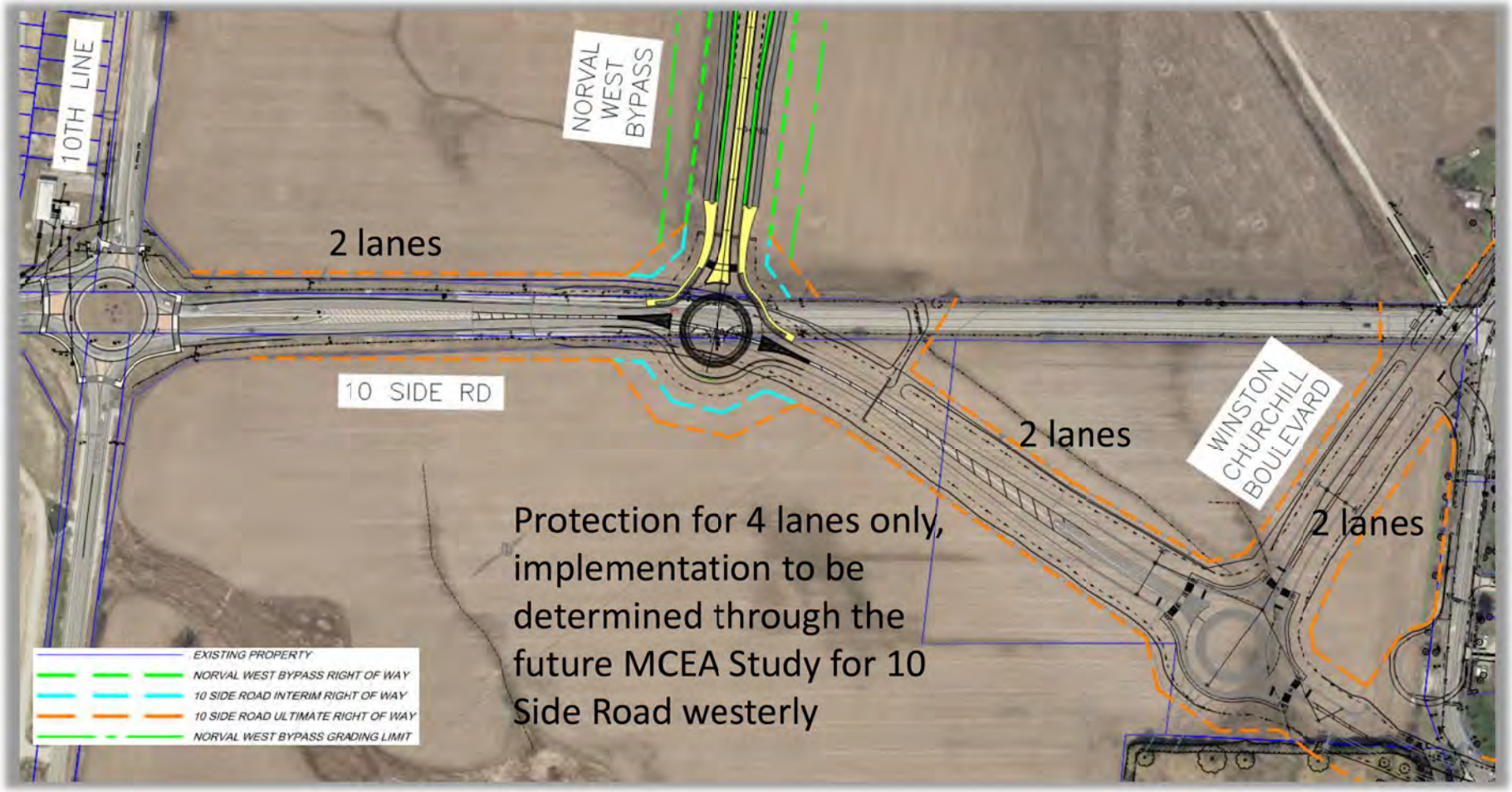
A new intersection will be created at the Norval West Bypass and 10 Side Road. The following intersection concepts were considered:

- Four leg signalized intersection
- Roundabout

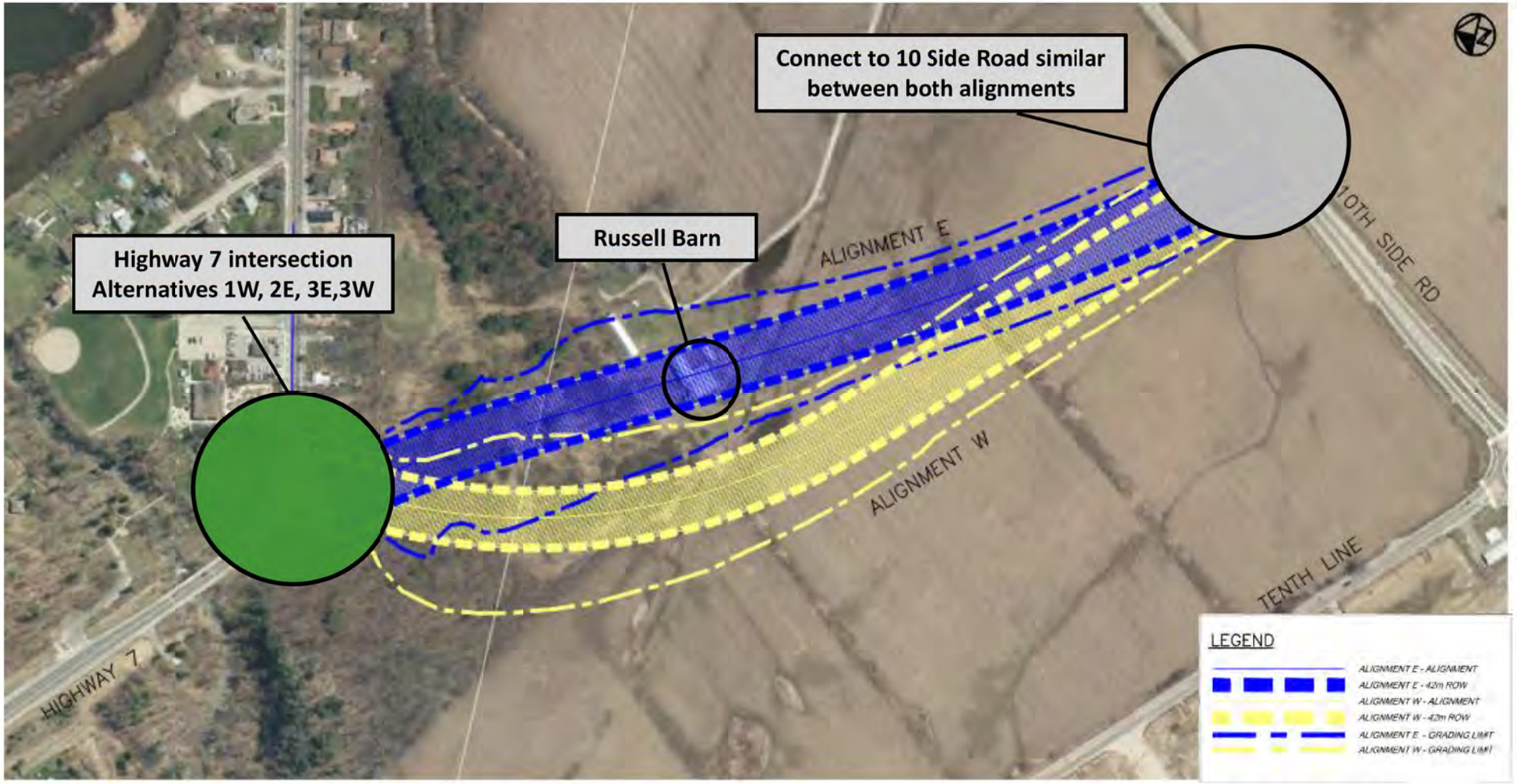
The roundabout was selected as the preferred alternative due to:

- Intersection spacing and alignment is better accommodated by a roundabout when comparted to a traditional signalized intersection
- Better traffic flow integration with the adjacent roundabouts

Preliminary Preferred Road Alignment
10 Side Road Corridor



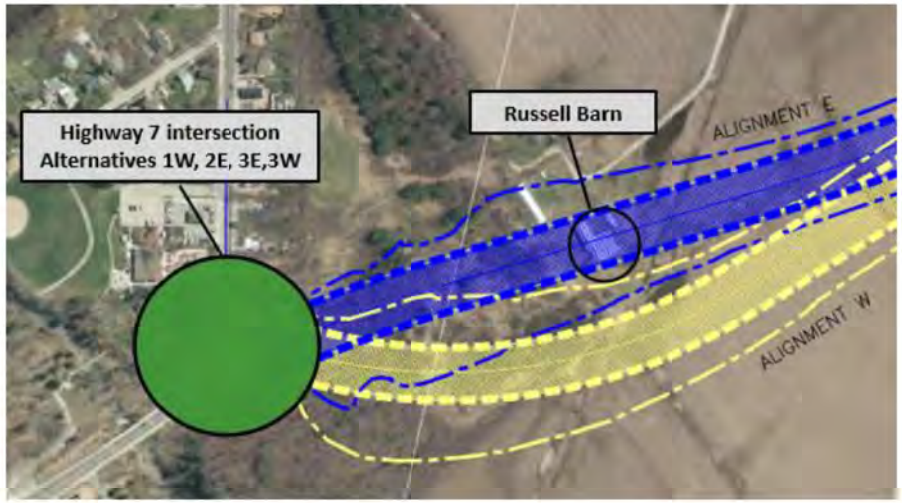
Development of Alignment Alternatives – Norval West Bypass



Alternative Intersections & Alignments

Feasible Combinations:

- Intersection Alternative 1 & Alignment W
- Intersection Alternative 2 & Alignment E
- Intersection Alternative 3 & Alignment W or E



Alignment E Considerations:

Alignment E impacts the Russell Barn which has been is identified as part of this MCEA Study as a Built Cultural Heritage Resource with Cultural Heritage Value or Interest. Further, the Southeast Georgetown Secondary Plan has identified the Russell Farm as having Cultural Heritage Significance.

Highway 7 Intersection Alternatives

A new intersection will be created at Norval West Bypass and Highway 7. The following **preliminary** intersection concepts were considered:

Intersection Alternative 1	Intersection Alternative 2	Intersection Alternative 3
		
T-intersection with Highway 7 traffic continuing straight	T-intersection with new Norval West Bypass traffic continuing straight to/from Highway 7	Introduce a roundabout for all traffic to navigate. The angle of entry into the roundabout can be adjusted to match either Alignment W or Alignment E along the Norval West Bypass

Draft Evaluation of Design Alternatives

The design alternatives (1W, 2E, 3W, 3E) were evaluated based on the following criteria:

Factors	Alternative 1W	Alternative 2E	Alternative 3W	Alternative 3E
Socio-Economic	Less Preferred	More Preferred	More Preferred	More Preferred
Natural Environment	Less Preferred	Less Preferred	More Preferred	More Preferred
Surface Water and Groundwater	Moderately Preferred	Moderately Preferred	Moderately Preferred	Moderately Preferred
Cultural Environment	Moderately Preferred	Moderately Preferred	More Preferred	Moderately Preferred
Transportation	Moderately Preferred	Moderately Preferred	More Preferred	More Preferred
Engineering / Technical Considerations	Less Preferred	Moderately Preferred	Moderately Preferred	Moderately Preferred
Estimated Capital Costs	Less Preferred	Less Preferred	More Preferred	More Preferred
Overall Summary	**Less Preferred**	**Moderately Preferred**	**Most Preferred**	**Moderately Preferred**

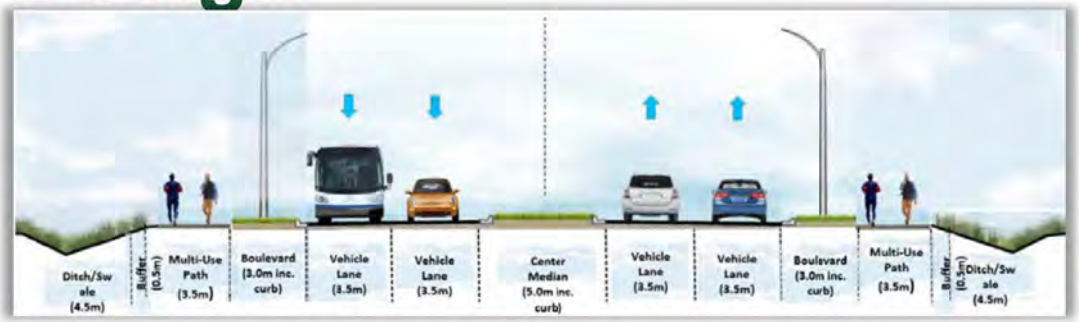
Draft Preliminary Preferred Design Alternative (3W)

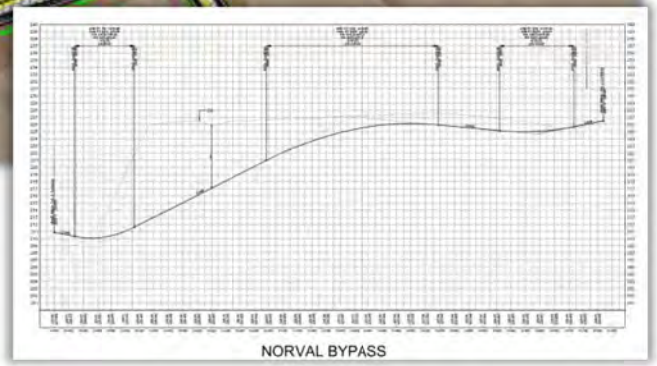
Concept 3W is the Preliminary Preferred Design Alternative for the following reasons:

- Does not require widening/ replacement of Silver Creek Bridge which could have a significant Natural Environment impact.
- Low potential to physically impact Russell Barn and associated outbuildings which have Cultural Heritage Value or Interest.
- Limits impacts to properties with Cultural Heritage Value or Interest at Highway 7.
- Overall future (2031) LOS A through the intersection.
- Improves access to 473 & 475 Guelph Street compared to the existing condition

Development of the Preliminary Preferred Design

- On-road bike lanes were transitioned to wider MUP to accommodate active transportation with the future opportunity to enhance as separated facilities.
- The Ministry of Transportation agreed in principal to the draft preferred roundabout design at Highway 7.
- Road profile was adjusted to minimize grading impacts where possible (e.g. grade raised approximately 1.5m at approximate location of Street A).



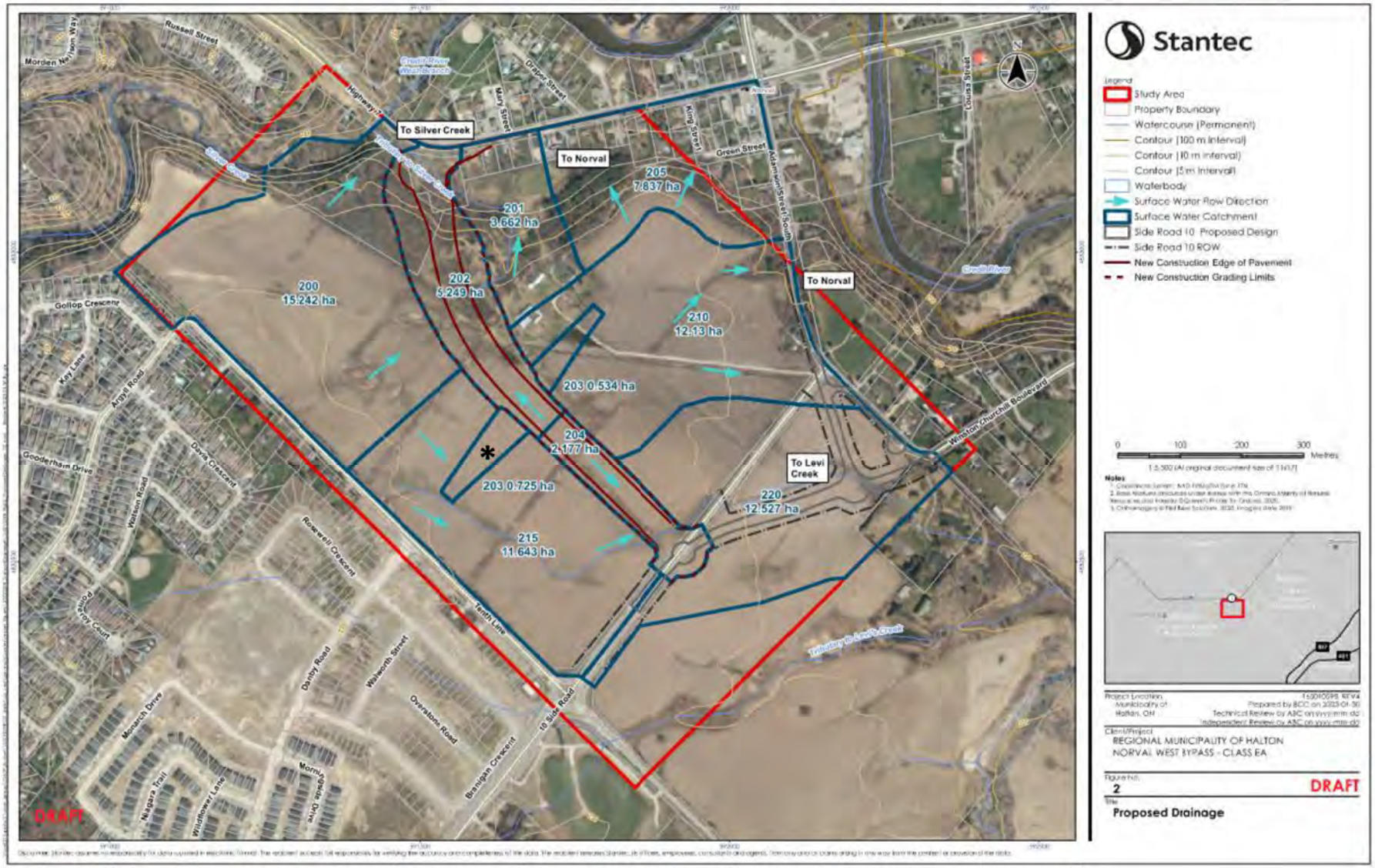


* Potential midblock intersection (Street A) location subject to change

Preliminary Preferred Highway 7 Intersection

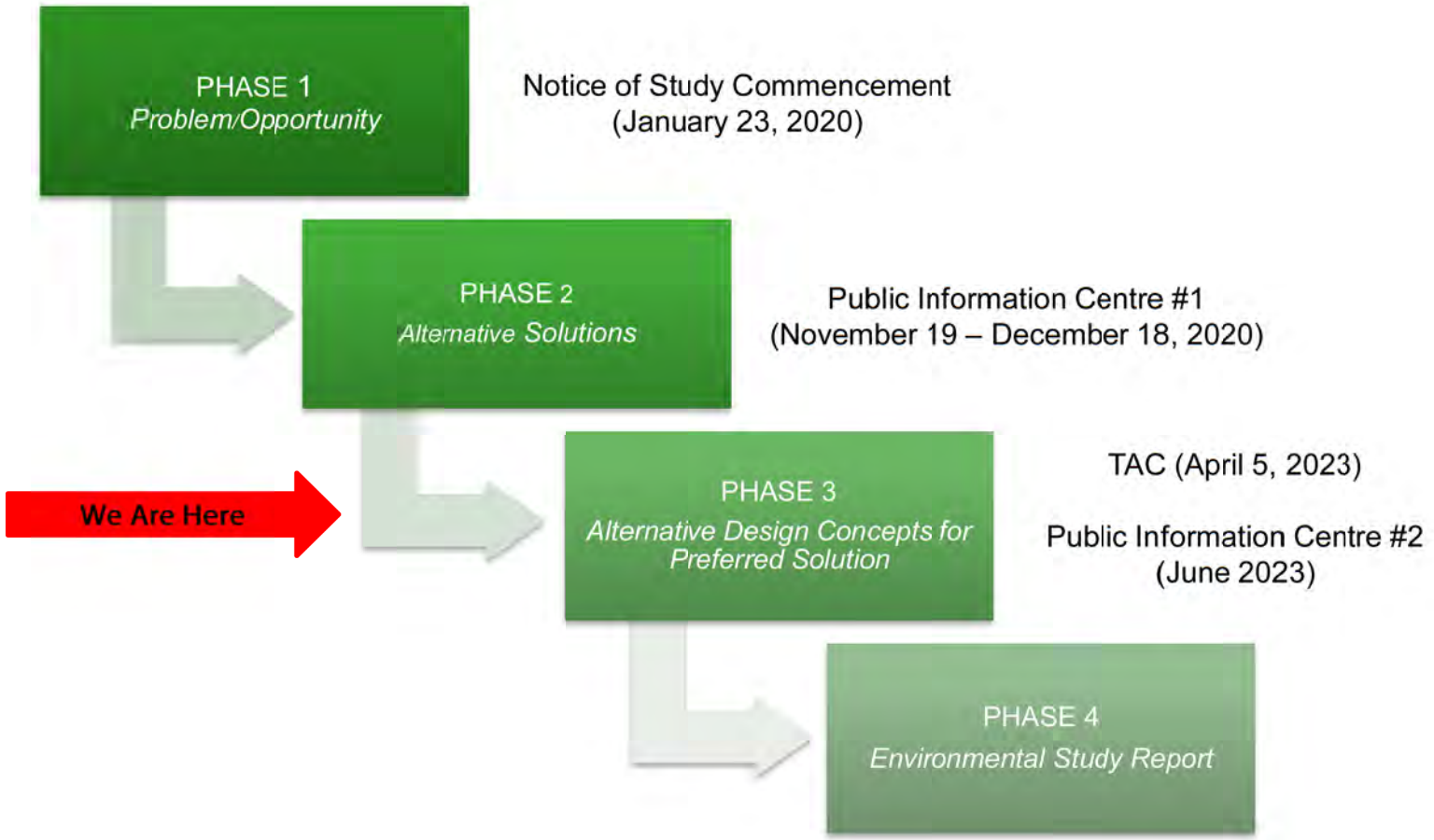
* Locations of active transportation crossings and roundabout detailed design refinements are subject to MTO review and approval

Stormwater Management – Draft Preliminary Preferred Design



*Midblock intersection (Street A) location for illustrative purposes only

Study Schedule



Next Steps

- Proceed to PIC #2 in June 2023
- Review and respond to comments received
- Meet with technical agencies as required
- Prepare the draft Environmental Study Report (ESR)

Stantec

Norval West Bypass – Technical Advisory Committee Meeting #3

Municipal Class Environmental Assessment (Highway 7 to 10 Side Road and 10 Side Road from Tenth Line to Adamson Street/Winston Churchill Boulevard, PR-2921B)

Date/Time: January 12, 2024 / 1:00 PM

Place: Microsoft Teams

Attendees:		
	Jessica Passingham	Halton Region, Transportation and Mobility Planning
	Ann Larkin	Halton Region, Transportation and Mobility Planning
	Melissa Green-Battiston	Halton Region, Transportation and Mobility Planning
	Michael Steiner	MTO, Project Engineer
	Les Dzbik	MTO, Head of Traffic
	Paul Nunes	MTO, Senior Project Manager
	Asha Saddi	Region of Peel, Transportation Development
	Scott Durdle	Region of Peel, Transportation Design and Construction
	Seema Ansari	Region of Peel, Technical Analyst
	Matthew Cambas	Region of Peel, Program Manager Data and Modelling
	Damian Jamroz	Region of Peel, Traffic Engineering Supervisor
	Felipe Serna	Region of Peel, Water and Wastewater
	Sunil Ganesh	Region of Peel, Transportation Design and Construction
	Ryan Gulyas	Region of Peel, Real Estate
	Dana Jenkins	Region of Peel, Planner, Development Services
	Kayle McMillan	Region of Peel, Research and Policy Development
	Rick Nesbitt	Region of Peel, Infrastructure Programming
	Sean Nix	Region of Peel, Manager of Transportation Operations
	Heather Crawford	Region of Peel, Program Manager
	Tamara Alexander	Region of Peel, Transportation Asset Maintenance
	Shane Forest	Region of Peel, Technical Analyst
	Julian Perez	Region of Peel, Supervisor Road Operation Maintenance
	Diana Sabti	Halton Student Transportation Services, Transportation Analyst
	Andrea Giampuzzi	CVC, Engineering Analyst
	Jakub Kilis	CVC, Senior Manager, Infrastructure and Regulations
	Ivan Drewnitski	Town of Halton Hills, Transportation Planning Technologist
	Kelly Aldridge	Town of Halton Hills, Senior Policy Planner
	Laura Loney	Town of Halton Hills, Manager of Heritage Planning
	Maureen Van Ravens	Town of Halton Hills, Director of Transportation
	John Linhardt	Town of Halton Hills, Commissioner of Planning and Development
	Karla Barboza	Ministry of Citizenship and Multiculturalism, Heritage Planner
	Liam Smythe	Ministry of Citizenship and Multiculturalism
	Isaac Bartlett	Stantec Consulting, Project Manager
	Paula Hohner	Stantec Consulting, Senior Environmental Planner
	Regan O'Henly	Stantec Consulting, Transportation Engineering Intern
	Sarah Micks	Stantec Consulting, Environmental Planner

Distribution: All attendees

Discussion Topics		Action By
1.	**Introductions and Overview**	
1.1	Meeting attendees introduced themselves.	
1.2	The purpose of the meeting was to present the Public Information Centre (PIC) #2 materials for the Norval West Bypass MCEA Study and to provide an opportunity for agencies to review the materials and provide feedback. The presentation slides are attached.	
2.0	**Discussion**	
2.1	The Town of Halton Hills enquired if the Project Team has met or will meet with the impacted property owners ahead of the PIC. The Region confirmed that meetings with property owners are being scheduled ahead of PIC#2.	Region
3.0	**Next Steps**	
3.1	Stantec to distribute the meeting minutes and draft PIC #2 slides. PIC #2 will commence online from January 31st to February 28th. All In-TAC members will be advised when the online PIC is available.	Stantec

The meeting adjourned at 1:45 PM

The foregoing is considered to be a true and accurate record of all items discussed. If any discrepancies or inconsistencies are noted, please contact the writer immediately.

Stantec Consulting Ltd.

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Norval West Bypass Transportation Corridor Improvements
Municipal Class Environmental Assessment Study

Highway 7 to 10 Sideroad (Regional Road 10) & 10 Sideroad from Tenth Line to Winston Churchill Boulevard/Adamson Street (Regional Road 19)
Town of Halton Hills

Technical Agency Committee Meeting #3
January 12, 2024

Halton REGION

Stantec

Purpose of Technical Agency Meeting (TAC) # 3

- Brief overview of material presented at TAC #2
- Present the draft Public Information Centre #2 material, which will:
  - Review of the preliminary design alternatives and evaluation process
  - Present the preliminary preferred design
- Next steps

Overview of TAC #2 Presentation

- TAC #1 Overview
- PIC #1 Overview
- Development of Road Alignments and Cross Sections
- Alternative Intersections and Alignments
- Evaluation of Design Alternatives
- Presented the Draft Preliminary Preferred Design Alternative
- Stormwater Management Overview

Overview of Public Information Centre #2

- Introduce the Study
- Study schedule/Municipal Class Environmental Assessment process
- Review the information presented at PIC #1
- Review the road alignment design alternatives
- Present preliminary preferred design for Norval West Bypass and 10 Side Road
- Discuss opportunities to provide community feedback and next steps

About Public Information Centre (PIC) #2

How to get involved

Watch the PIC videos and/or review the presentation.

Provide comments and feedback through our online survey.

Visit the Municipal Class Environmental Assessment studies webpage on **halton.ca**.

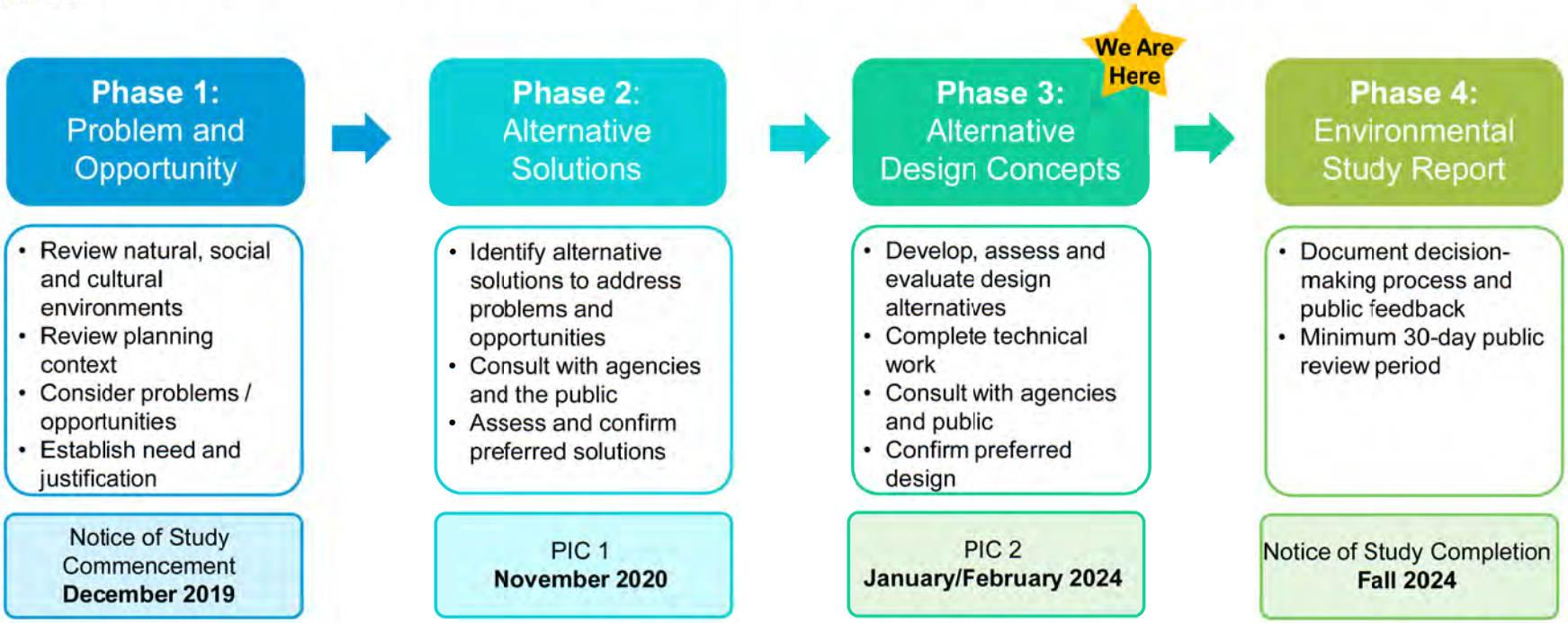
Contact Halton Region Project Manager, Jessica Passingham at Jessica.Passingham@halton.ca to join the study mailing list or provide feedback in an alternate manner.

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. It also considers 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. It 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.

Study Process and Schedule

- The Study is a planning and approval process for municipal infrastructure that follows Ontario's *Environmental Assessment Act*.
- This study has been identified as a Schedule 'C' project and will follow Phases 1 through 4 of the MCEA process.



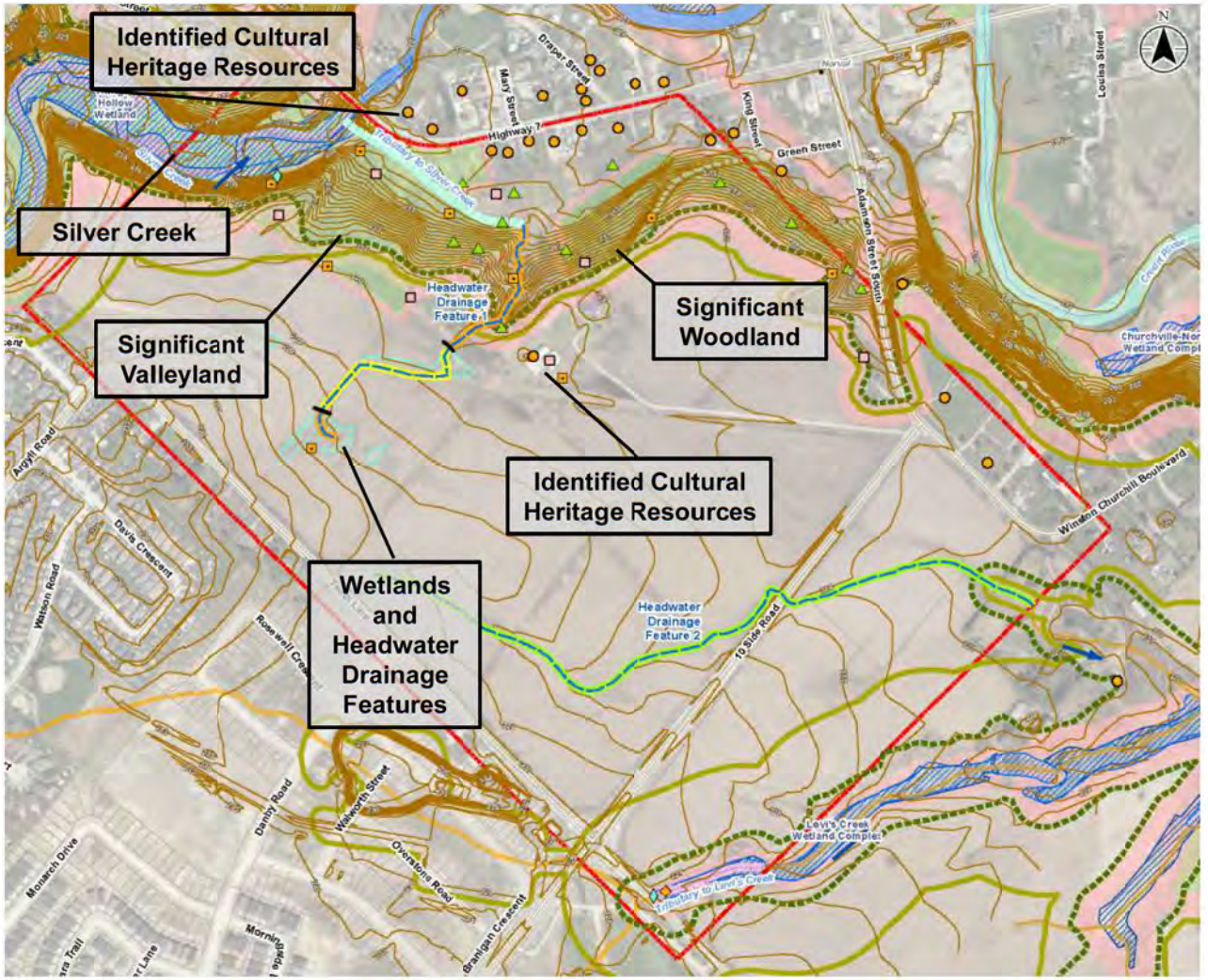
Public Information Centre #1 Summary

- 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.

Existing Conditions

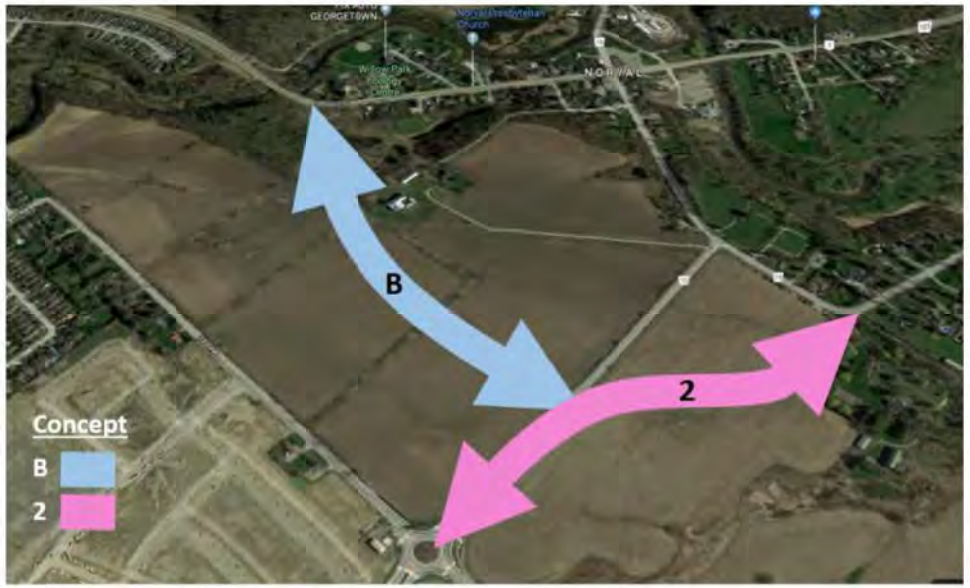
Legend

- Study Area
- Identified Heritage Resource
- Breeding Bird Point Count Location
- Bat Acoustic Monitoring Location
- Amphibian Call Station
- Woodland Plot
- Fishing Station
- Major Topographic Contour (mAMSL)
- Thermal Regime, Warm
- Thermal Regime, Cold
- Thermal Regime, Cool
- Fish Habitat Survey Location
- Conservation
- Mitigation
- No Mitigation Required
- No Visible Feature
- Headwater Drainage Feature
- Watercourse (Permanent)
- Flow Direction
- Wetland, Provincially Significant
- Wetland, Unevaluated
- Waterbody
- Property Boundary
- Estimated Flood Plain (CVC)
- Regulation Limit (CVC)
- Potential Significant Valleyland (CVC, 2015)
- Provincially Significant Wetland – CVC Boundary (as per LIO data)
- Candidate Significant Woodland (CVC, 2015)
- Regional Natural Heritage System Buffers



Preferred Road Corridor Concept presented at Public Information Centre #1

- supports the need for greater connectivity/mobility and is consistent with the approved Halton/Peel Boundary Area Transportation Study and Halton Region Transportation Master Plan (2011);
- 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 impacts to the natural, cultural, and socio-economic environments; and
- compatible with the existing road network and is consistent with the approved Region of Peel/Halton Region Winston Churchill Boulevard MCEA Study (2005).



Concept B2 was identified as Preferred at PIC 1

What we heard at Public Information Centre #1

Key Public Information Centre #1 comments:

- More than 120 comments were received from the public and stakeholders
- Comments were mostly related to potential noise impacts, cultural heritage resources, active transportation and streetscaping opportunities.

Following Public Information Centre #1, the project team:

- reviewed comments and added answers to frequently asked questions to 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 draft preliminary preferred design for public input.

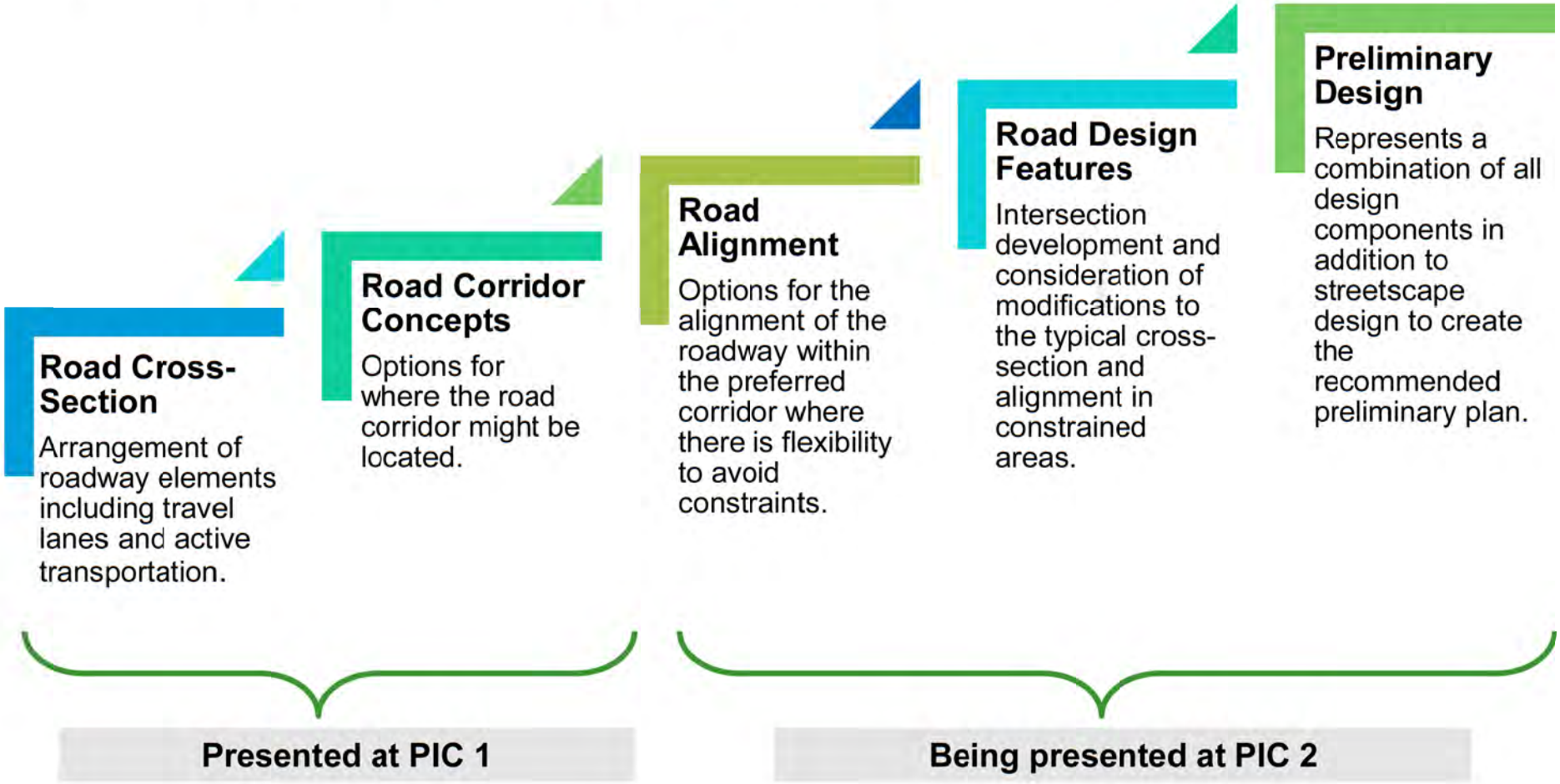
Town of Halton Hills Southeast Georgetown Secondary Plan

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 for more information.

https://letstalkhaltonhills.ca/southeast-georgetown-secondary-plan

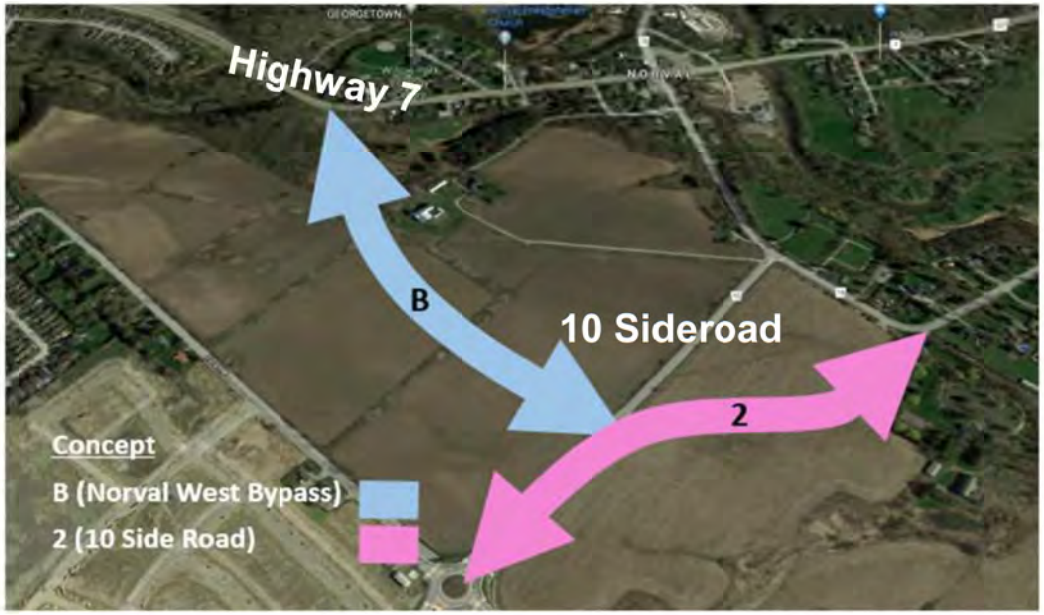
Process for Developing Recommended Solution



Road Corridor Concepts - Key Considerations

As outlined in video #2, concept B2 was selected as the preferred corridor concept. The Norval West Bypass Corridor and 10 Side Road preliminary design alignments were developed in consideration of:

- Connections to Highway 7 and 10 Side Road;
- The existing 17 metre grade change over 90 metres between Highway 7 and the Southeast Georgetown Secondary Plan area; and
- Minimizing impacts to key features.



Road Alignment - Design Alternatives Overview

There are three road components to the design alternatives that have been developed and evaluated for this study:

1. **Norval West Bypass**
   Considered road alignments within Road Corridor Concept B

2. **Highway 7 Intersection**
   Developed intersection configurations

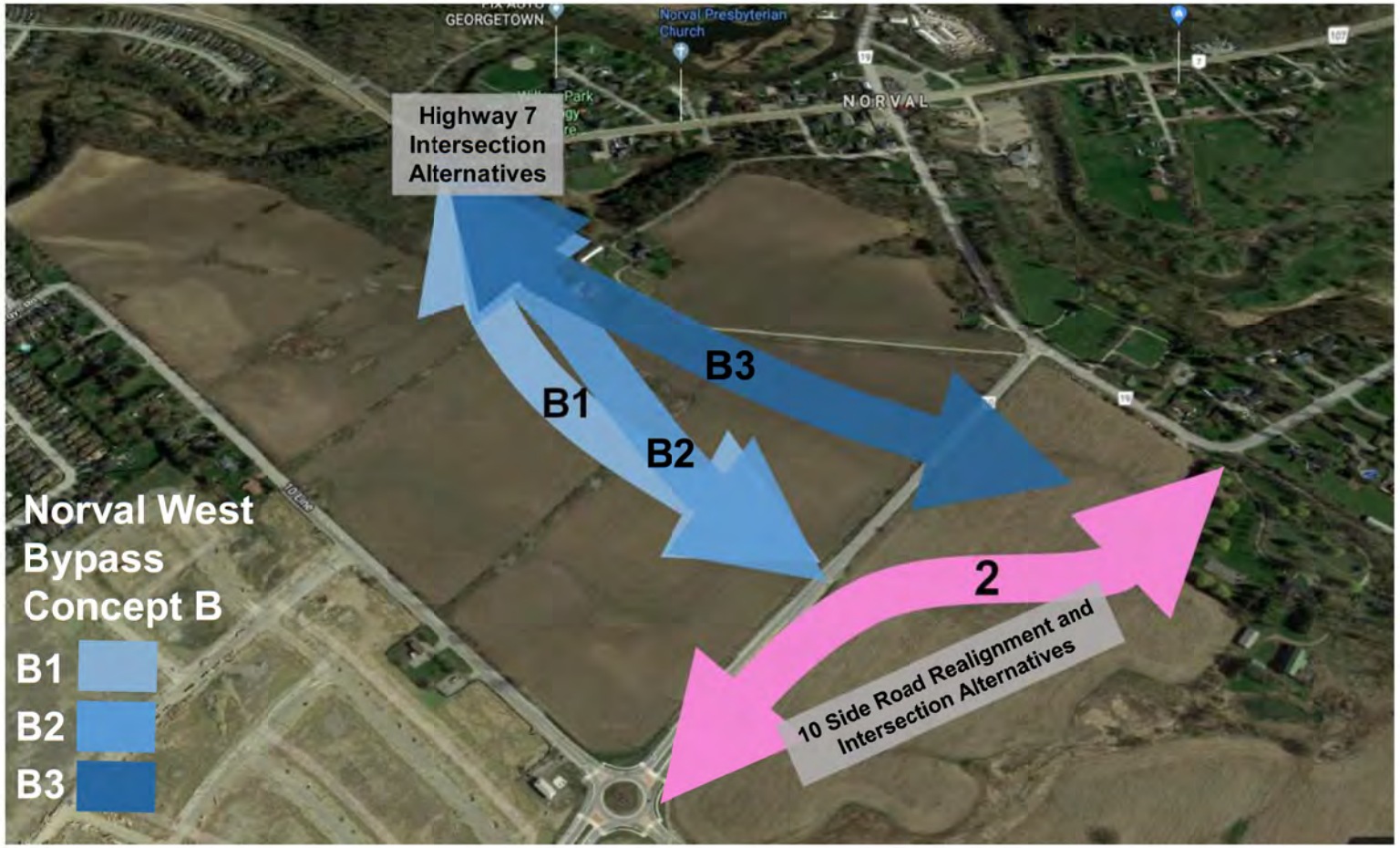
3. **10 Side Road**
   Developed intersection configurations

The following slides will present the design alternatives carried forward for evaluation.

Design Considerations and Opportunities

- Supports north-south travel
- Maximizes corridor opportunities while minimizing impacts
  - Provides for cycling and pedestrians along the corridor including protection at intersections
  - Accommodates all road users including trucks and farm equipment
  - Minimizes impacts to properties
- Integrates with the Southeast Georgetown Secondary Plan
- Minimizes impacts to key features (such as natural and cultural features)
- Considers drainage, stormwater management, and flood storage
- Considers major utilities

Norval West Bypass Road Alignment Design Alternatives



Highway 7 Intersection Alternatives

The Highway 7 and Norval West Bypass intersection design alternatives for evaluation are illustrated below.

Intersection Alternative 1

T-intersection with Highway 7 traffic continuing straight

Intersection Alternative 2

T-intersection with new Norval West Bypass traffic continuing straight to/from Highway 7

Intersection Alternative 3

Introduce a roundabout for all traffic to navigate.

Evaluation of Highway 7 Intersection Alternatives

Intersection Alternative 1

- ✓ Provides signalized crossing for pedestrian and cyclists.
- ✓ Provides acceptable future Level of Service C.
- × Has impacts to frontage of properties with Cultural Heritage Value or Interest along Highway 7.
- × Limits access opportunities to adjacent properties.
- × Requires widening of Silver Creek Bridge. Widening will have impacts to the natural environment.

Intersection Alternative 2

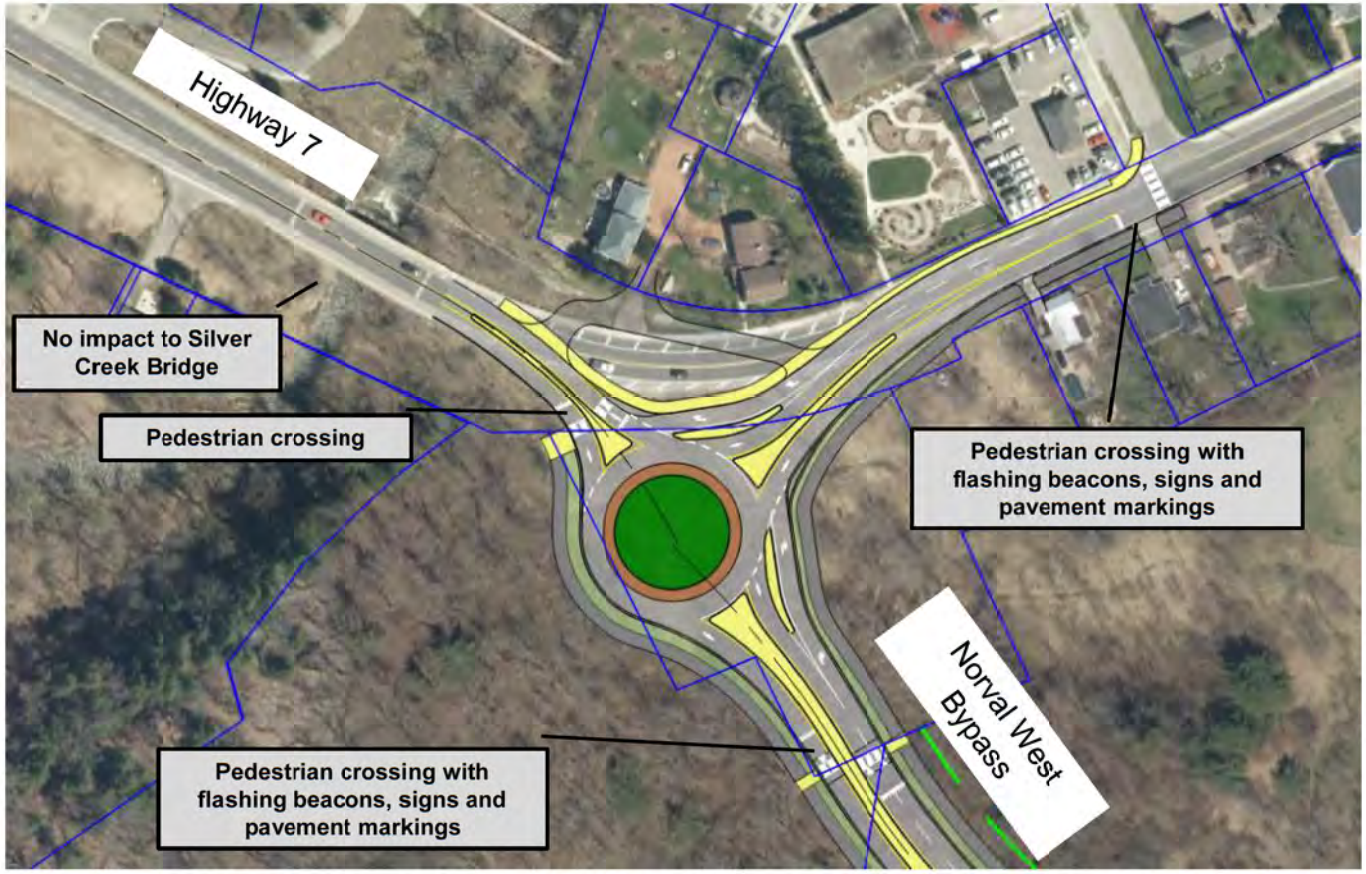
- ✓ Provides signalized crossing for pedestrians and cyclists.
- ✓ Provides acceptable future Level of Service C.
- ✓ Fewer impacts to frontage of properties with Cultural Heritage Value or Interest along Highway 7.
- × Limits access opportunities to adjacent properties.
- × Requires widening of Silver Creek Bridge. Widening will have impacts to the natural environment.

Intersection Alternative 3

- ✓ Pedestrian crossings will be implemented using flashing beacons, signs and pavement markings.
- ✓ Provides a better future Level of Service A.
- ✓ Fewer impacts to frontage of properties with Cultural Heritage Value or Interest along Highway 7.
- ✓ Potential to improve access opportunities to adjacent properties.
- ✓ Does not require widening of Silver Creek Bridge.

Carried Forward

Preferred Highway 7 Intersection - Alternative 3

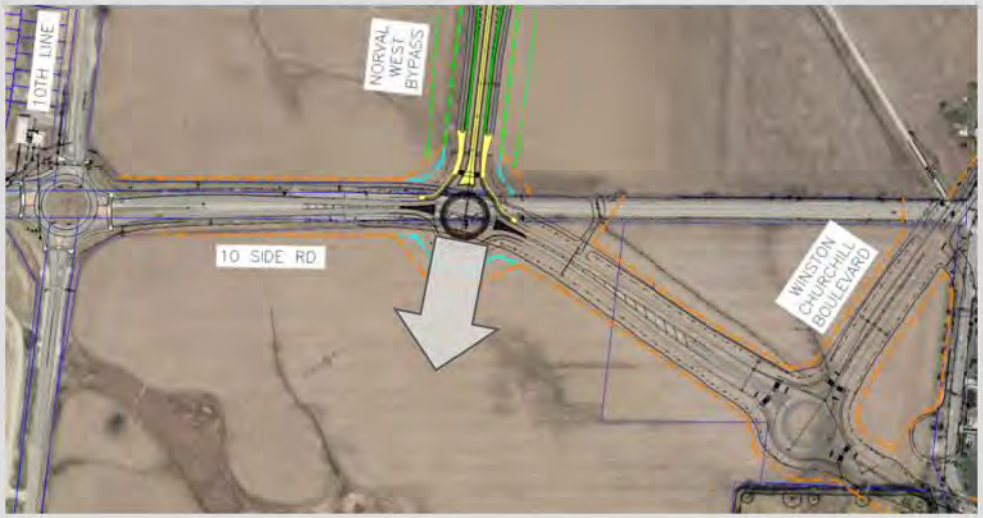


* Locations of crossings and overall roundabout configuration are subject to MTO review and approval

10 Side Road Intersection Alternatives

A new intersection will be created at the Norval West Bypass and 10 Side Road. Two roundabout alternatives for the 10 Side Road and Norval West Bypass intersection are illustrated below.

Intersection Alternative 1

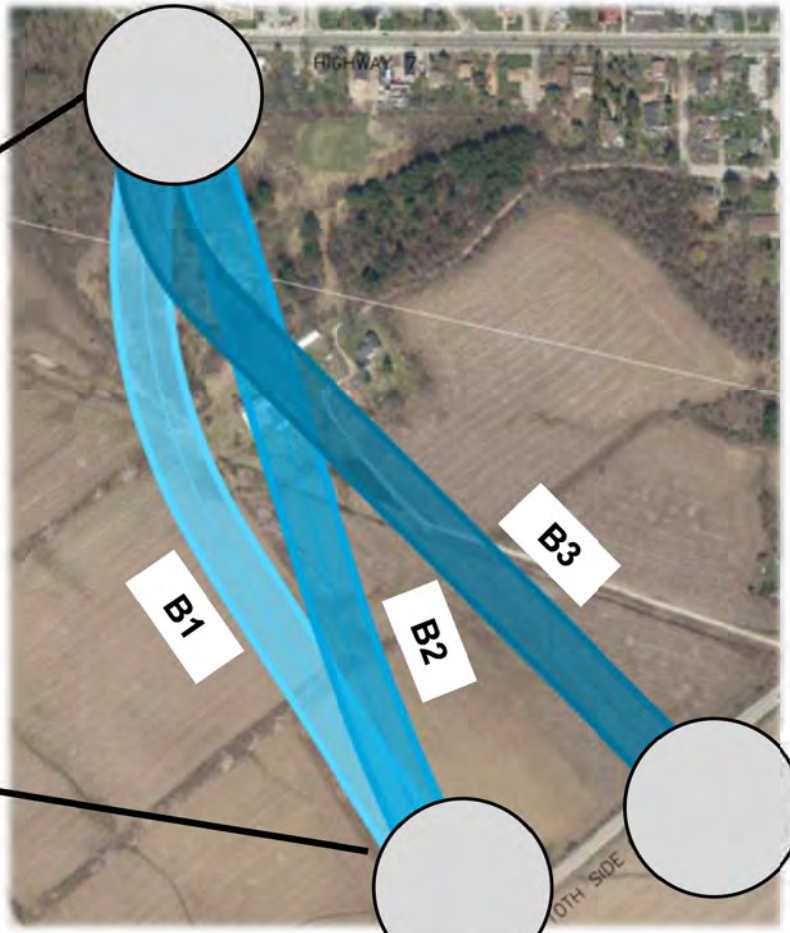


Intersection Alternative 2

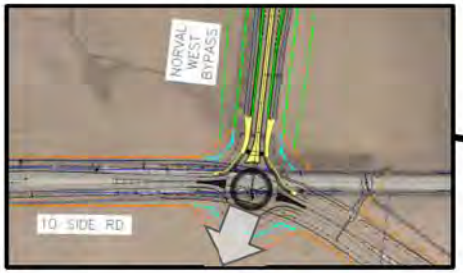
*These intersection alternatives protect for the potential future Winston Churchill Bypass, subject to a future separate MCEA Study.

Design Alternatives Overview

Preferred Highway 7 Intersection Alternative



Connect to 10 Side Road Alternative 1



Connect to 10 Side Road Alternative 2

Evaluation of Design Alternatives

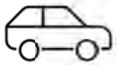
The evaluation criteria is listed below:

Socio-Economic Environment

- traffic noise
- air quality
- light pollution
- property impacts

Natural Environment

- surface water and groundwater
- natural heritage features such as ecosystems, wildlife, species-at-risk, fish and fish habitat, drainage features



Transportation

- road geometry
- access to adjacent properties
- active transportation

Cultural Environment

- archeological resources
- cultural heritage resources

Engineering / Technical

- constructability
- existing utilities

Preliminary Cost Estimate

- estimated capital costs

Evaluation of Design Alternatives

The evaluation of Design Alternatives is presented below. Each Alignment was evaluated using the Preferred Highway 7 Roundabout alternative.

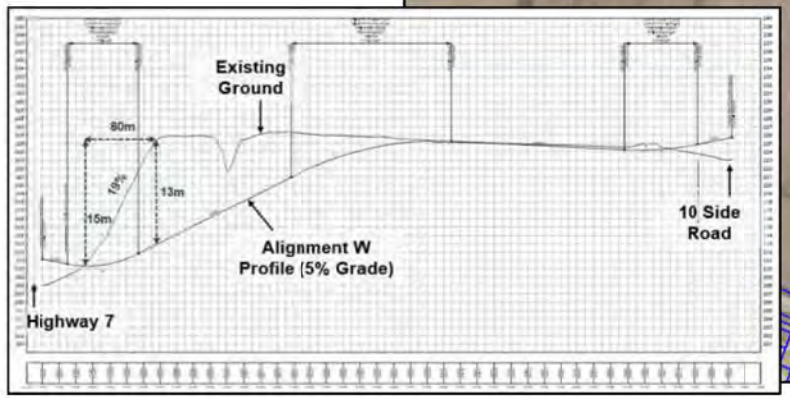
FACTORS	Norval West Bypass Alternative B1 10 Side Road Alternative 1	Norval West Bypass Alternative B2 10 Side Road Alternative 1	Norval West Bypass Alternative B3 10 Side Road Alternative 2
Cultural Resources	Most preferred	Moderately preferred	Moderately preferred
Socio-Economic Environment	Moderately preferred	Moderately preferred	Most preferred
Transportation	Moderately preferred	Moderately preferred	Most preferred
Natural Environment	Moderately preferred	Most preferred	Most preferred
Engineering / Technical Considerations	Moderately preferred	Moderately preferred	Most preferred
Preliminary Cost Estimate	No preference	No preference	No preference
OVERALL SUMMARY	**MODERATELY PREFERRED**	**MODERATELY PREFERRED**	**MOST PREFERRED**

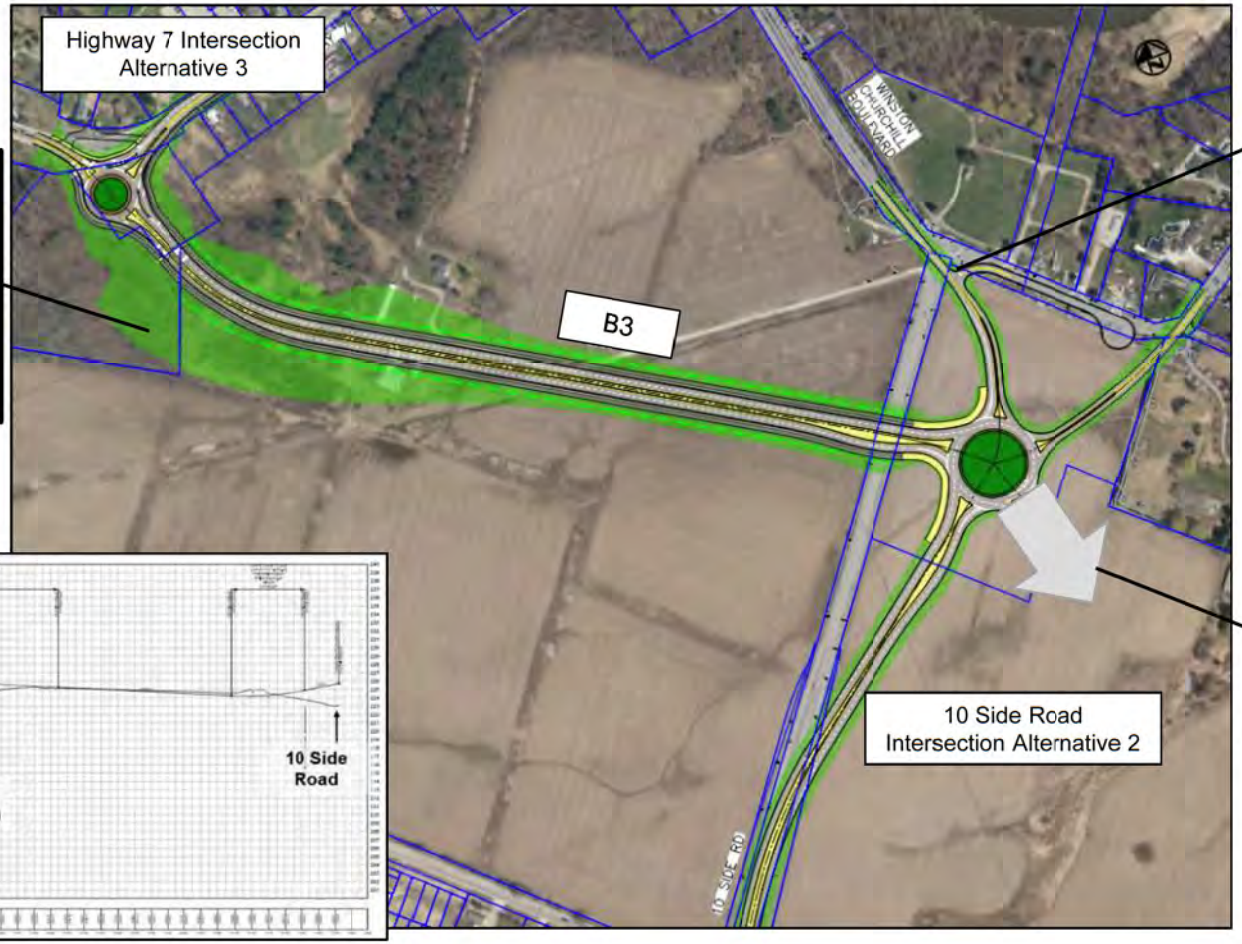
Preliminary Preferred Design Plan and Profile

Highway 7 Intersection Alternative 3

Mitigation of the grading limits will be achieved through grading and retaining walls (size and configuration of walls is subject to future geotechnical investigation in detailed design)

Winston Churchill Boulevard/ Adamson Street will be realigned to meet the intersection at 10 Side Road.

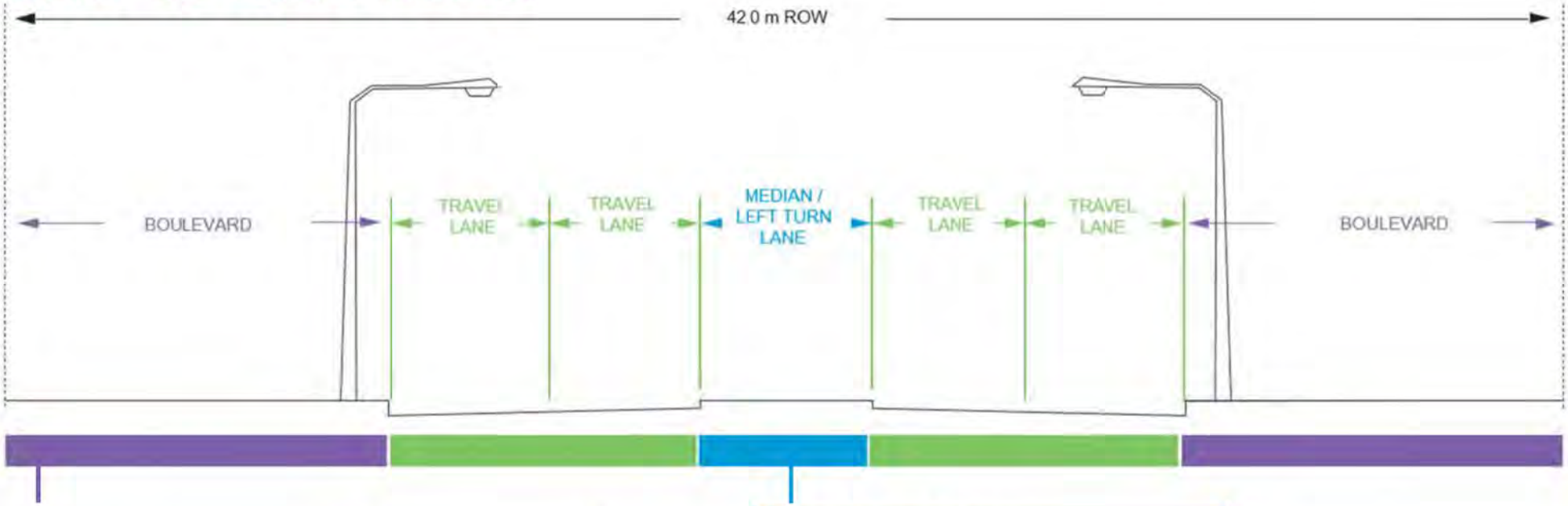




10 Side Road Intersection Alternative 2

Potential future Winston Churchill Bypass subject to future MCEA Study.

Cross-Section Elements – Norval West Bypass and 10 Side Road



Boulevard area provides space for:
- Streetscape & landscape features
- Utilities & illumination
- Curb & gutter
- Multi-Use Path for pedestrians and cyclists

Raised centre median
- At intersections this space will be used for left turn lanes

Note: The figure is for illustration purposes only and is subject to change.

Norval West Bypass Conceptual Only Rendering

Looking North at the Highway 7 Roundabout

Mitigation of the grading limits will be achieved through grading and retaining walls (size and configuration of walls is subject to future geotechnical investigation in detailed design)

Adjacent vegetation shown for illustrative purposes only

Norval West Bypass Conceptual Only Rendering

Aerial View of the Preliminary Preferred Design

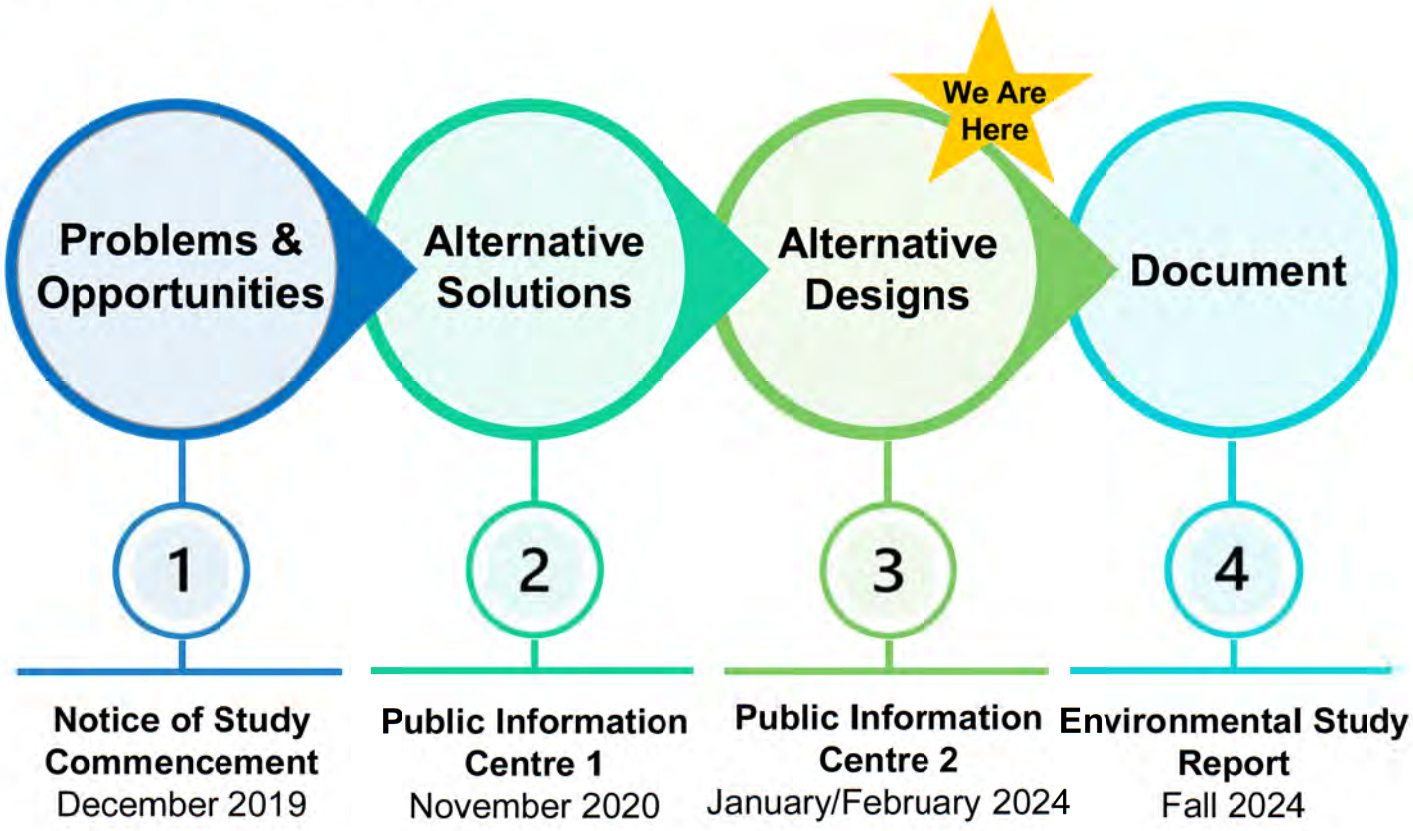
Mitigation of the grading limits will be achieved through grading and retaining walls (size and configuration of walls is subject to future geotechnical investigation in detailed design)

Adjacent vegetation shown for illustrative purposes only

Preliminary Mitigation Measures

- Based on the impacts, preliminary mitigation measures will be recommended in the Environmental Study Report along with commitments for future work.
- These measures will be based on Halton Region policies, standards and best practices as well as regulatory agency requirements and conditions of approval.
- Preliminary mitigation measures will be refined during the future detailed design phase.

Study Milestones



Next Steps in the Study

Following this Public Information Centre, the Project Team will:

- Review and consider feedback from agencies, stakeholders, Indigenous Communities, and the public;
- Prepare the Environmental Study Report to document the study decision making process and recommendations; and
- Publish the Notice of Study Completion and begin the 30-day Environmental Study Report review period.

How to stay involved:

Online survey
Provide your feedback by
XXXX XX, 2024

Study webpage
Learn more about the project at **halton.ca**

Contact the Project Team
Reach out to the Project Manager

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Project Manager
Halton Region
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Jessica.Passingham@halton.ca