

## **Appendix A.2.3**

### **PIC #2 & FAQ**

## NOTICE OF PUBLIC INFORMATION CENTRE #2

### 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 PR2921B

#### Study

Halton Region is carrying out 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. A number of road improvement alternatives have been examined as part of this Study. Development of the alternatives has taken into consideration active transportation, traffic and intersection operations, drainage, cross-section, and natural environment requirements. The impacts of the road improvements on the social, cultural, and natural environments have been assessed and evaluated throughout the study.

#### Process

The Study is being carried out in accordance with Schedule C of the MCEA, (October 2000, as amended 2007, 2011, 2015 and 2023), which is an approved process under the *Ontario Environmental Assessment Act*. A key component of the Study is consultation with interested parties (public and review agencies) through Public Information Centres (PICs). The purpose of this PIC is to review and obtain input on the preliminary preferred design alternative. Anyone with an interest in this study is invited to participate virtually. To learn about the study and provide input through our online survey, visit the [project webpage on halton.ca](#). The online PIC will be available as follows:

**Date:** Wednesday, January 31 to Wednesday, February 28, 2024

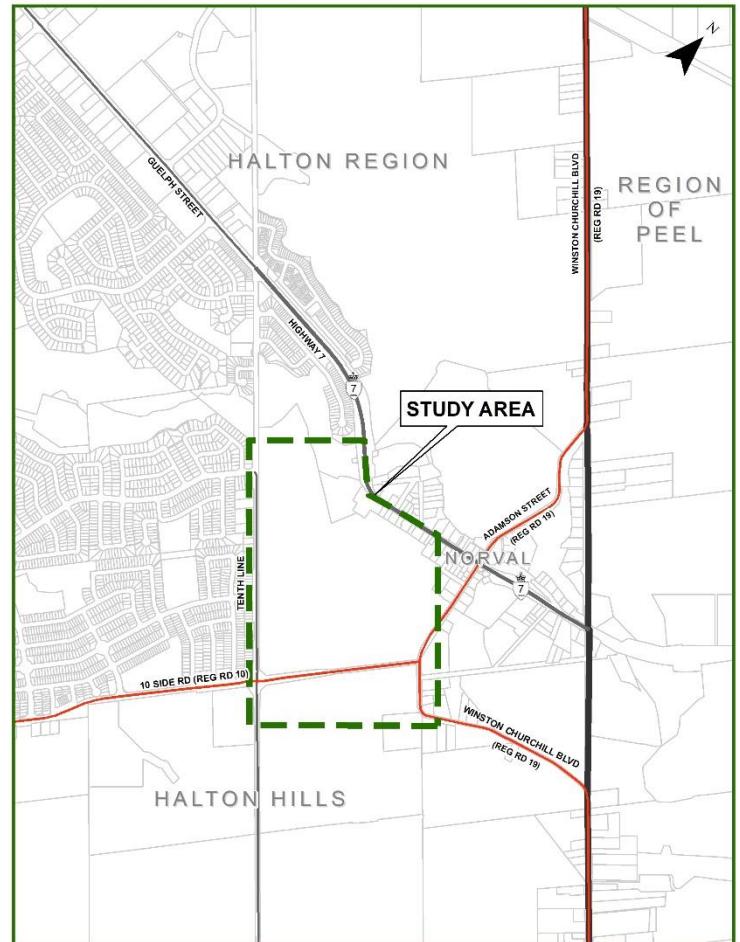
**Link:** Visit the [Norval West Bypass webpage on halton.ca](#)

#### Comments

Please provide your comments by **Wednesday, February 28, 2024**. For more information about this project, please visit the [project webpage at halton.ca](#). If you would like to be added to the study mailing list or require information in an alternate format, please contact a Project Manager below.

**Jessica Passingham, P.Eng.**  
 Project Manager, Halton Region  
 1151 Bronte Road  
 Oakville, Ontario L6M 3L1  
 905-825-6000, ext. 7556  
[jessica.passingham@halton.ca](mailto:jessica.passingham@halton.ca)

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



The map shows the approximate limits of the study areas.  
 This notice was first issued January 31, 2024.

# Halton Region Norval West Bypass Class EA

## Agency and Utility Mailing List

Current as of January 2024

### Municipal

Title	First Name	Last Name	Job Title	Agency	Address 1	Address 2	City	Province	Postal Code
Chief	Jon	Rehill	Chief of Police	Halton Hills Fire Department					
Sergeant	Paul	Davies	Traffic Services	Halton Regional Police Service	1151 Bronte Road		Oakville	ON	L6M 3L1
Chief	Greg	Sage	Director of Land Ambulance Services	Halton Region - Health	1179 Bronte Road		Oakville	ON	L6M 3L1
	Dhilan	Gunasekara	Planning, Development, and Data Inquiries	Halton Catholic District School Board					
Ms.	Laureen	Choi	Senior Analyst – Planning	Halton District School Board					
				Halton Student Transportation Services	3190 Harvester Road		Burlington	ON	L7N 3T1
Mr.	Brent	Marshall	Fire Chief and CAO	Town of Halton Hills	405 Steeles Avenue East		Milton	ON	L9T 3G6
	Jeff	Jelsma	Director of Development Engineering	Town of Halton Hills					
	Bronwyn	Parker	Director, Planning Policy	Town of Halton Hills					
	Kelly	Aldridge	Senior Planner	Town of Halton Hills					
Ms.	Maureen	Van Ravens	Manager of Transportation	Town of Halton Hills			Milton	ON	L9T 6Z5
	Asha	Saddi	Technical Analyst, Infrastructure Programming & Studies	Region of Peel					
Mr.	Jakob	Kilis	Regulations Officer	Credit Valley Conservation					
Mr.	Andrea	Giampuzzi	Engineering Plan Review	Credit Valley Conservation					



Provincial

Title	First Name	Last Name	Job Title	Agency	Address 1	Address 2	City	Province	Postal Code
Ms.	Lisa	Grbinicek	Senior Strategic Advisor	Niagara Escarpment Commission					
Ms.	Aurora	McAllister	Management Biologist	Ministry of the Environment, Conservation and Parks	50 Bloomington Road West		Aurora	ON	L4G 3G9
	Aldo	Ingraldi	Manager	Ministry of Municipal Affairs and Housing					
Ms.	Solange	Desautels	Supervisor, Project Coordination	Ministry of the Environment and Climate Change	135 St. Clair Avenue W	1st Floor	Toronto	ON	M4V 1P5
Ms.	Kathleen	Hedley	Director - Environmental Branch	Ministry of the Environment and Climate Change	135 St. Clair Avenue West	1st Floor	Toronto	ON	M4V 1P5
Mr.	Liam	Smythe	Heritage Planner	Ministry of Citizenship and Multiculturalism	401 Bay Street	Suite 1700	Toronto	ON	M7A 0A7
Ms.	Karla	Barboza	Heritage Planner	Ministry of Citizenship and Multiculturalism					
Ms.	Jackie	Van de Valk	Rural Planner	Ministry of Agriculture, Food and Rural Affairs	6484 Wellington Road 7	Unit 10	Elora	ON	N0B 1S0
Mr.	David	Marriott	Rural Planner	Ministry of Agriculture, Food and Rural Affairs					
Mr.	Michael	Steiner	Project Manager	Ministry of Transportation					
Mr.	Chris	Barber	Environmental Planner	Ministry of Transportation					
	Les	Dzbik	Traffic Manager						
	Paul	Nunes	Senior Project Manager	Ministry of Transportation					
Ms.	Lisa	Myslicki	Environmental Specialist	Infrastructure Ontario	1 Dundas Street	Suite 2000	Toronto	ON	M5G 2L5



Utilities

Title	First Name	Last Name	Job Title	Agency	Address 1	Address 2	City	Province	Postal Code
Mr.	Christopher	Hale	Engineering Supervisor	Halton Hills Hydro					
Ms.	Alex	Grypstra	Senior Engineering Technician	Halton Hills Hydro					
Mr.	Don	Matthews	Director of Engineering & Operations	Halton Hills Hydro					
Ms.	Darlene	Presley	Planning Coordinator	TransCanada Pipelines c/o MHBC	442 Brant Street	Suite 204	Burlington	ON	L7R 2G4
Mr.	Enzo	Greco		Union Gas	4450 Paletta Court		Burlington	ON	L7L 5R2
Mr.	Peter	Zalewski	Project Manager	Enbridge	50 Kiel Drive N		Chatham-Kent	ON	N7M 5J5
Mr.	Dave	Gadbois	Construction Project Manager	Union Gas	918 South Service Road		Stoney Creek	On	L8E 5M4
Mr.	Brian	McCormick	Manager, Environmental Services and Approvals Department	Hydro One Networks Inc.	483 Bay Street		Toronto	ON	M5G 2P5
Mr.	Greg	Johnston	GIS Specialist	Zayo Canada Inc.	50 Worcester Road		Etobicoke	ON	M9W 5X2
Mr.	Satish	Kumar Korpai	Coordinator - Crossings and Facilities	Trans-Northern Pipelines Inc.	45 Vogell Road	Suite 310	Richmond Hill	ON	L4B 3P6
Mr.	Jack	Hicks	Manager	Inter Provincial Pipeline Ltd.	801 Upper Canada Drive	P.O. Box 128	Sarnia	ON	N7T 7H8
Ms.	Marion	Wright	OPE Coordinator - GTA West	Rogers Cable Communications Inc.	3573 Wolfedale Road		Mississauga	ON	L5C 3T6
Mr.	Steve	Andrews	System Planner/ Designer	Rogers Cable Communications Inc.	3573 Wolfedale Road		Mississauga	ON	L5C 3T6



# **Norval West Bypass Transportation Corridor Improvements Municipal Class Environmental Assessment Study**


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

**Public Information Centre #2  
January 31 to February 28, 2024**



# About this Public Information Centre

## Purpose of this presentation

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

# About this Public Information Centre (PIC)

## How to get involved

Watch the PIC videos and/or review the presentation.



Provide comments and feedback through our online survey by February 28, 2024.

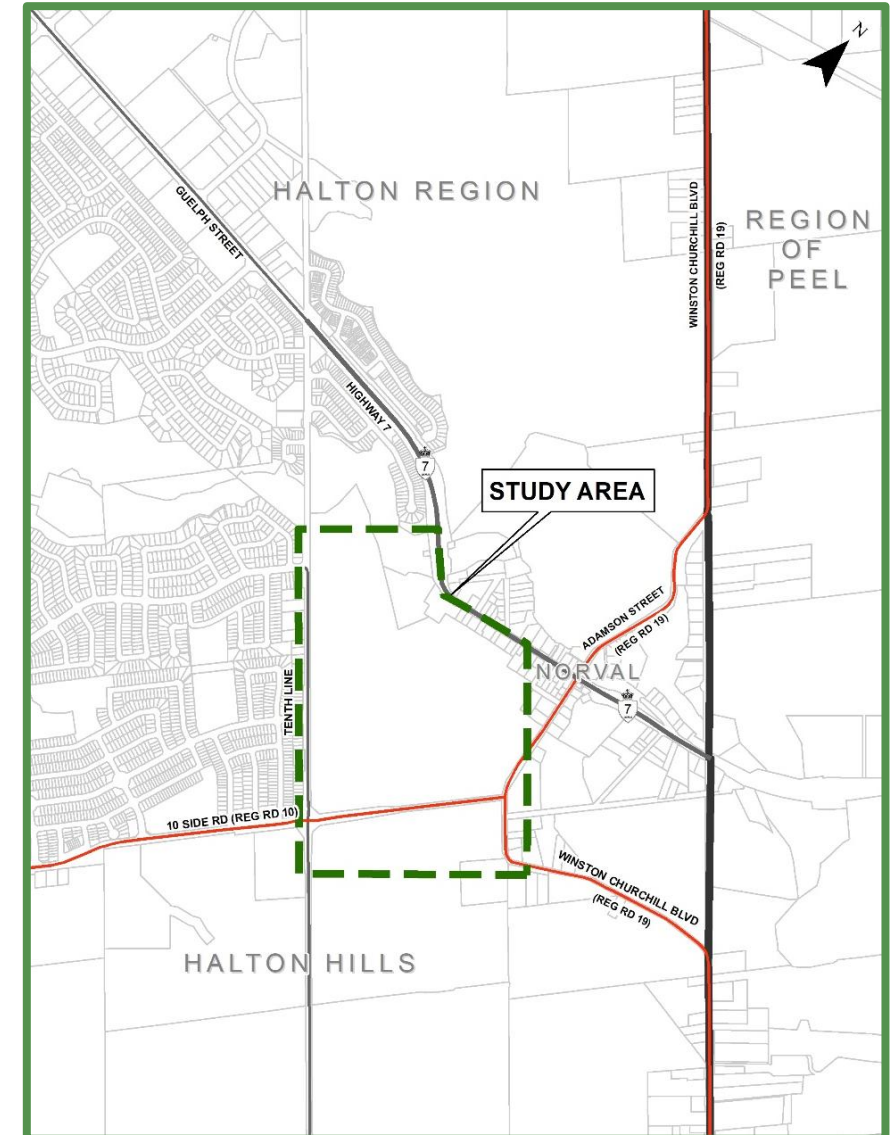
Visit the [Municipal Class Environmental Assessment studies webpage](#) on **halton.ca**.

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



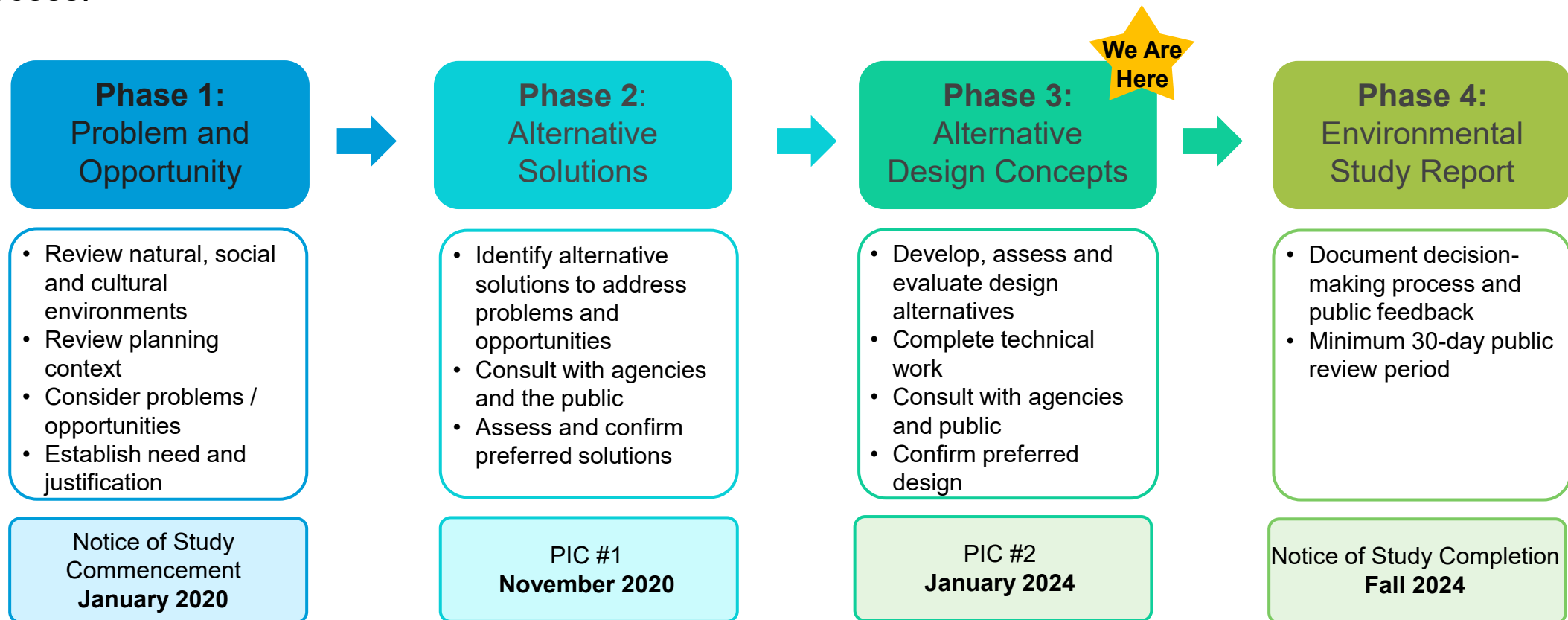
# What is the focus of this Study?

- 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.
  - 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 Municipal Class Environmental Assessment 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.



# **Norval West Bypass Municipal Class Environmental Assessment Study**

## **Public Information Centre #2**

### **Video 2 - Background**

# Public Information Centre #1 Summary

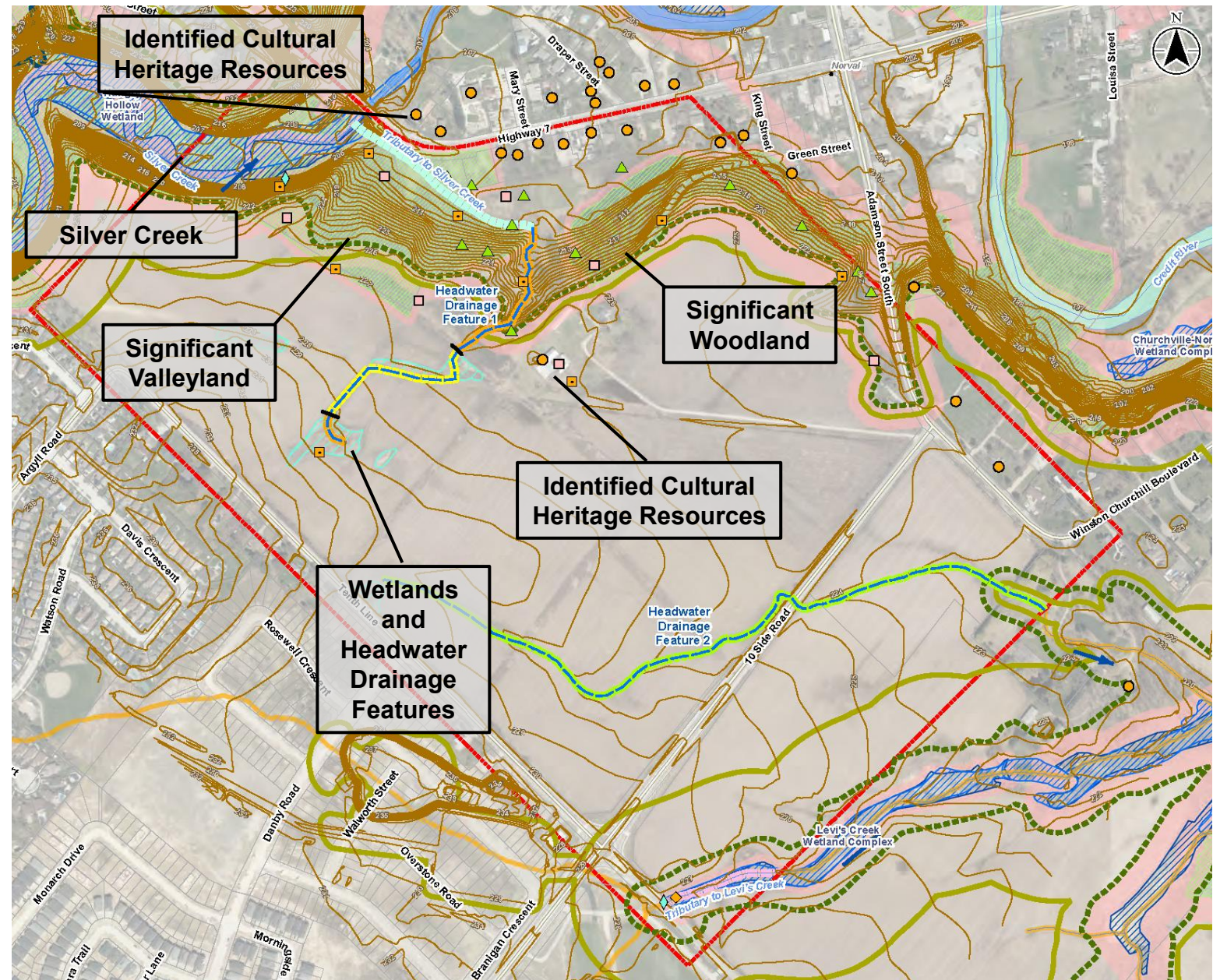
- The first Public Information Centre was held online from November 19 to December 18, 2020 to present information and receive public input on:
  - existing conditions including key features such as cultural heritage, natural environment and transportation conditions;
  - transportation problems and 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

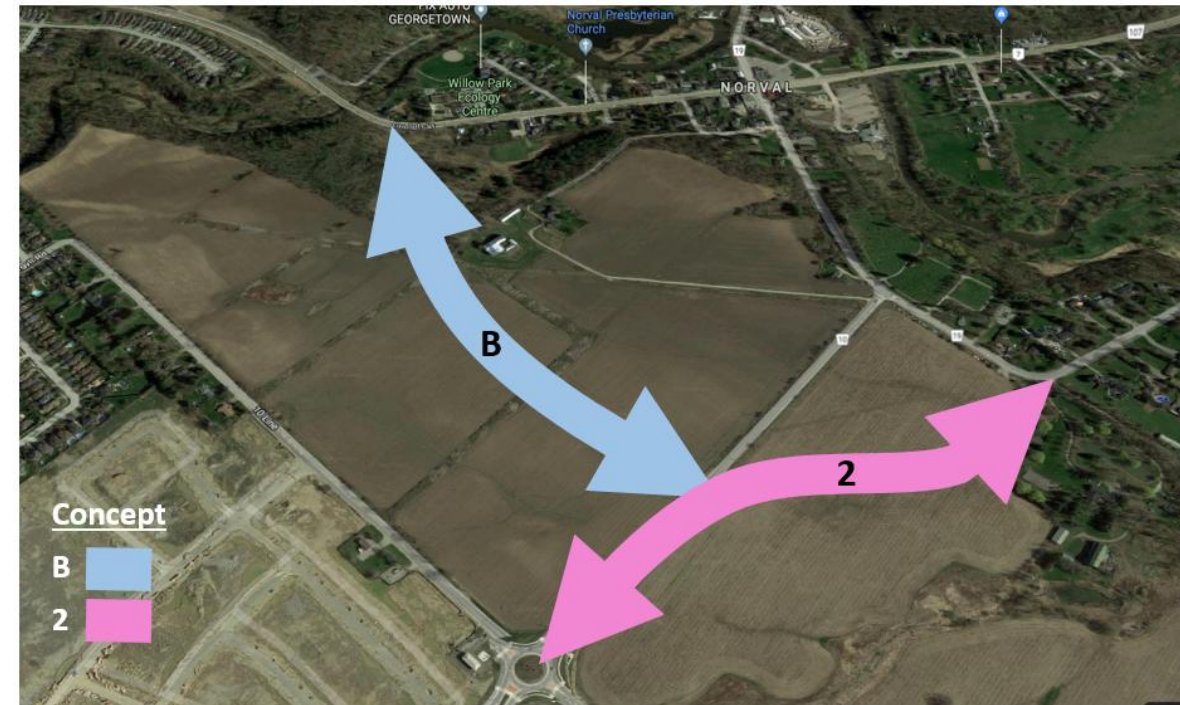
## Legend





# 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 (2010) 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 and 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
- Majority of comments were related to noise impacts, cultural heritage resources, active transportation, and streetscaping opportunities.

## After Public Information Centre #1:

- 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>

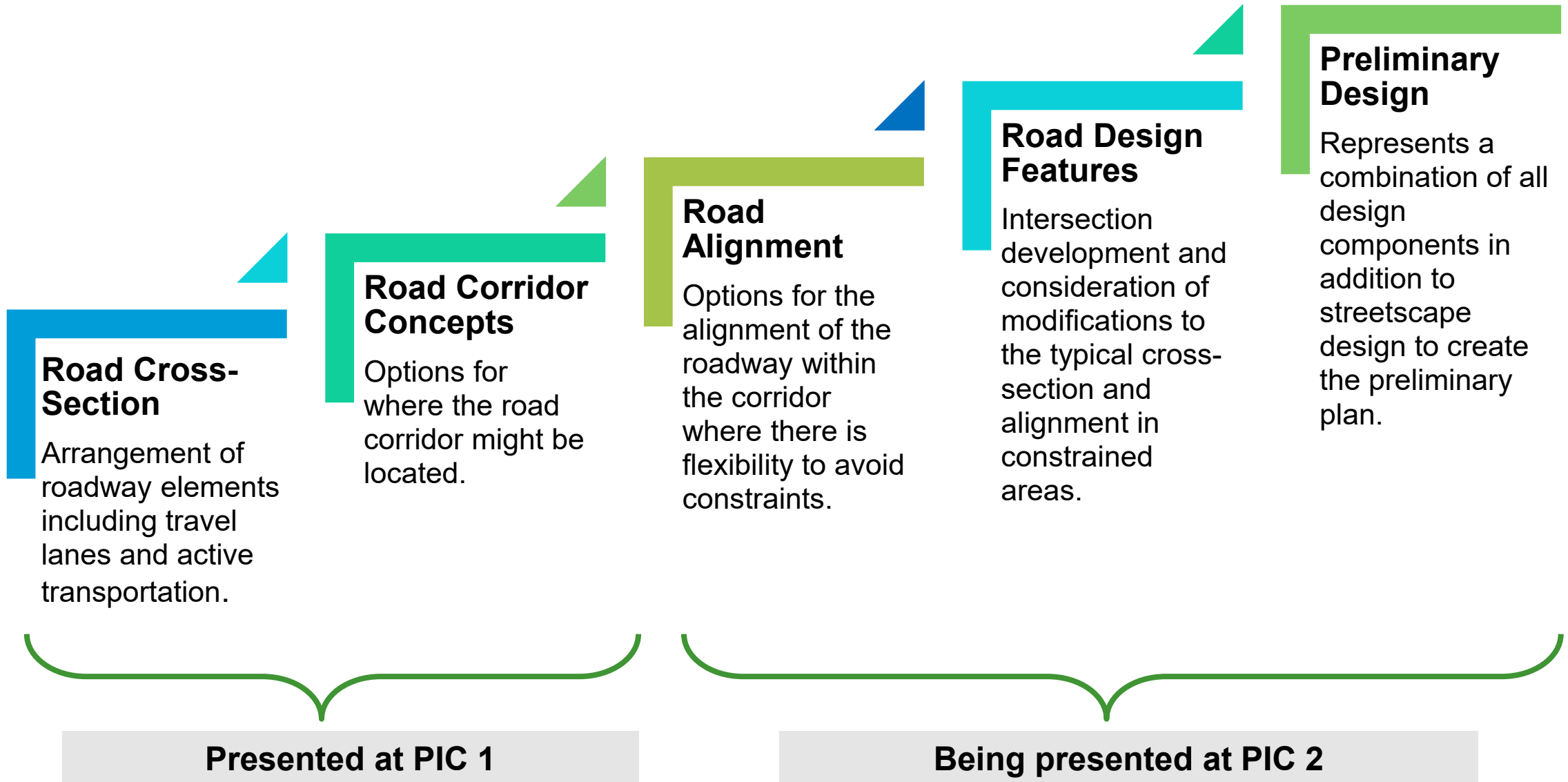


# **Norval West Bypass Municipal Class Environmental Assessment Study**

## **Public Information Centre #2**

### **Video 3 - Road Alignment Alternatives**

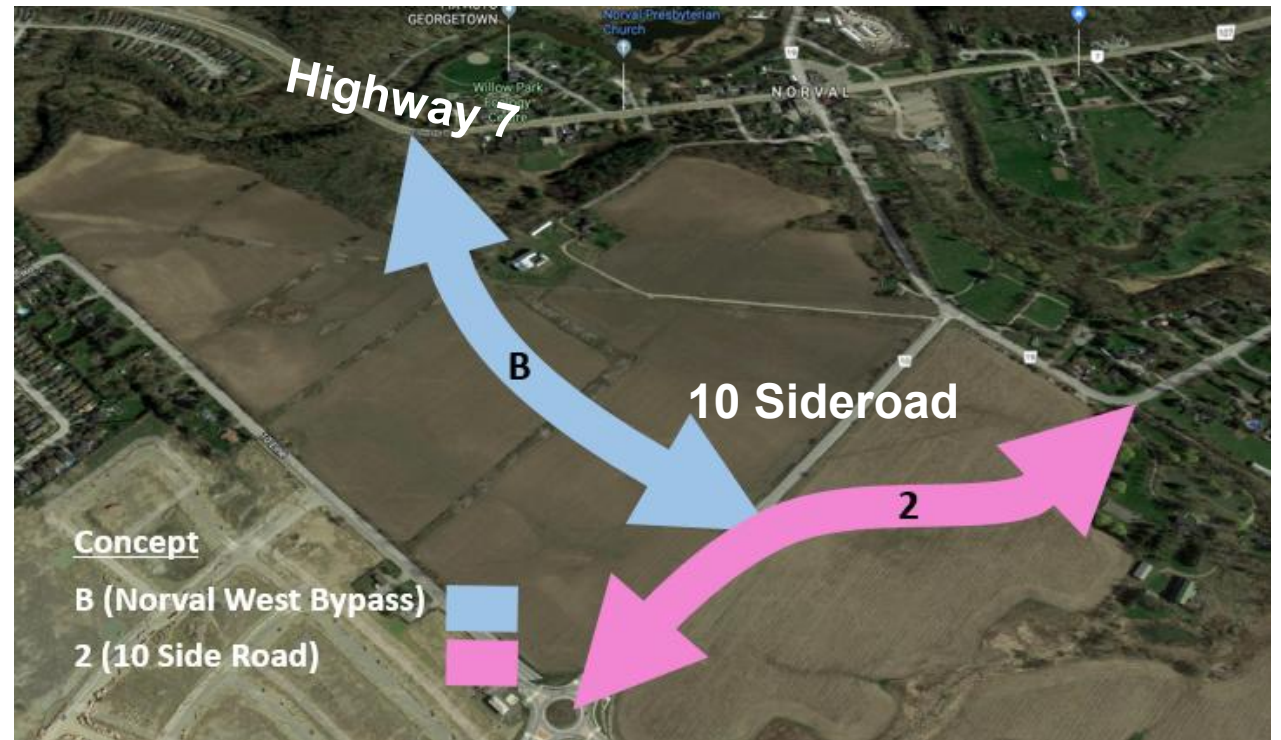
# Process for Developing Recommended Solution



# 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

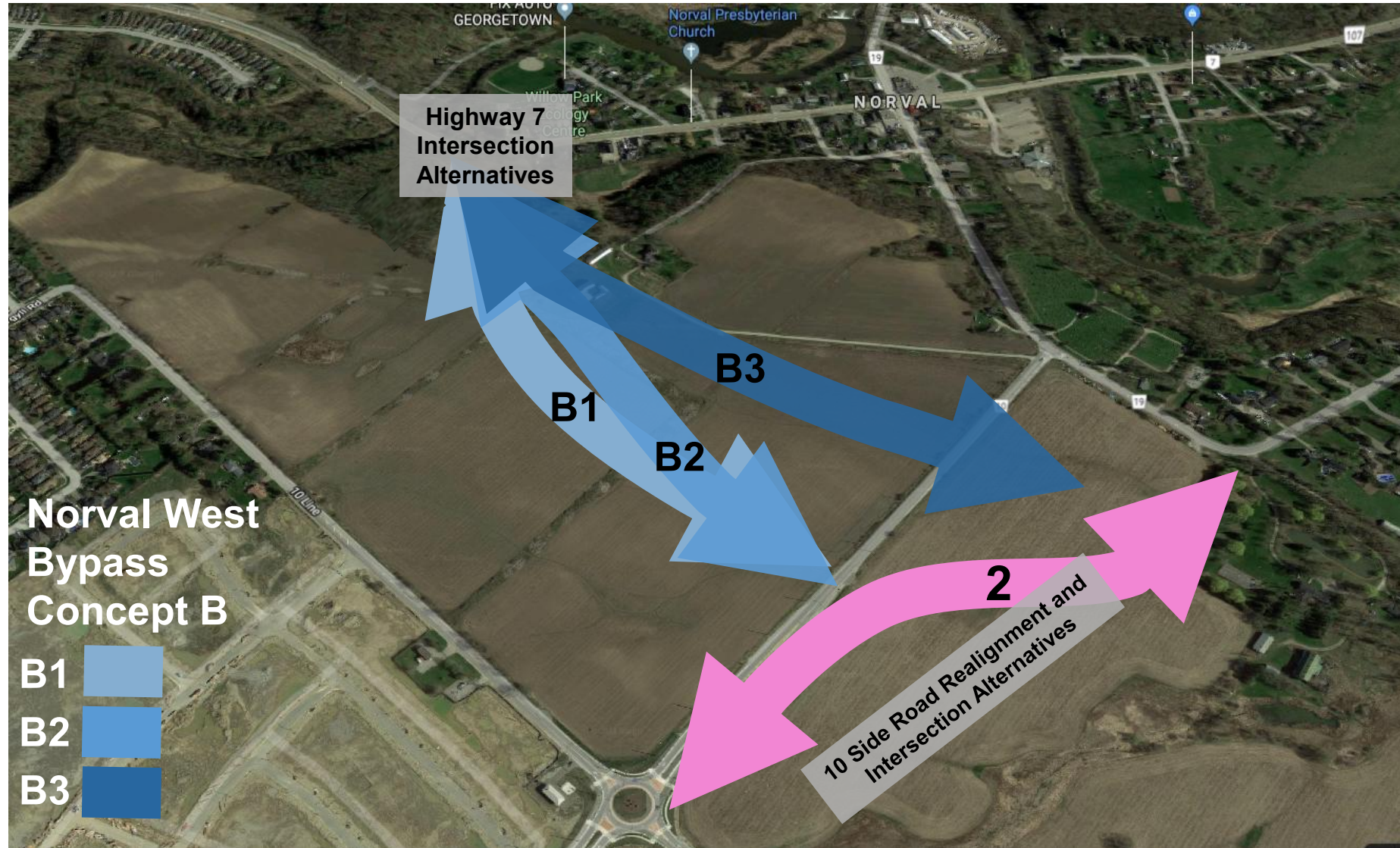
The following slides will present the design alternatives carried forward for evaluation.

# 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



# 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 acceptable future Level of Service C.
- ✓ Accommodates pedestrians and cyclists.
- ✗ 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 acceptable future Level of Service C.
- ✓ Accommodates pedestrians and cyclists.
- ✓ 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



- ✓ Provides acceptable future Level of Service A.
- ✓ Accommodates pedestrians and cyclists.
- ✓ 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

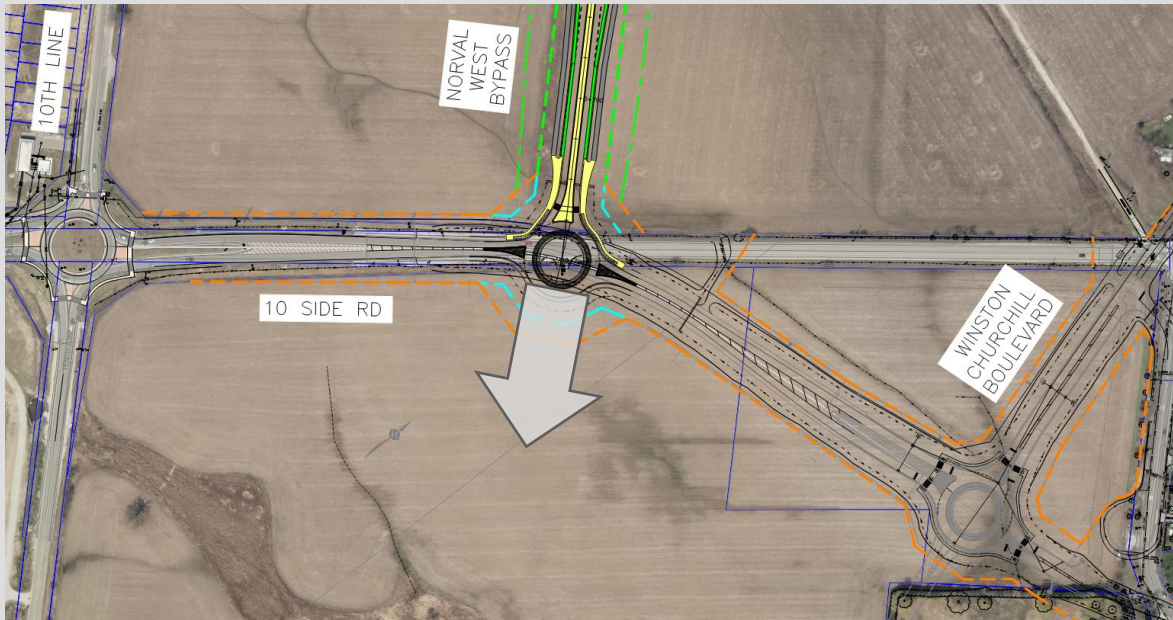


\* Locations of crossings and overall roundabout configuration are subject to MTO review and approval

# 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 shown 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.

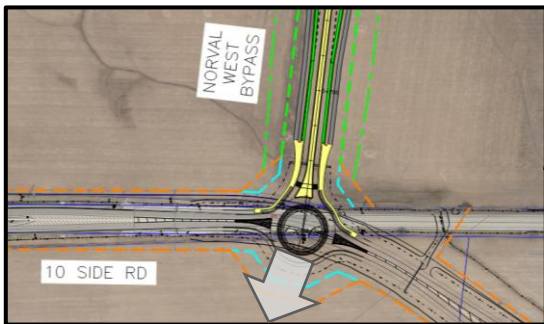


# Design Alternatives Overview

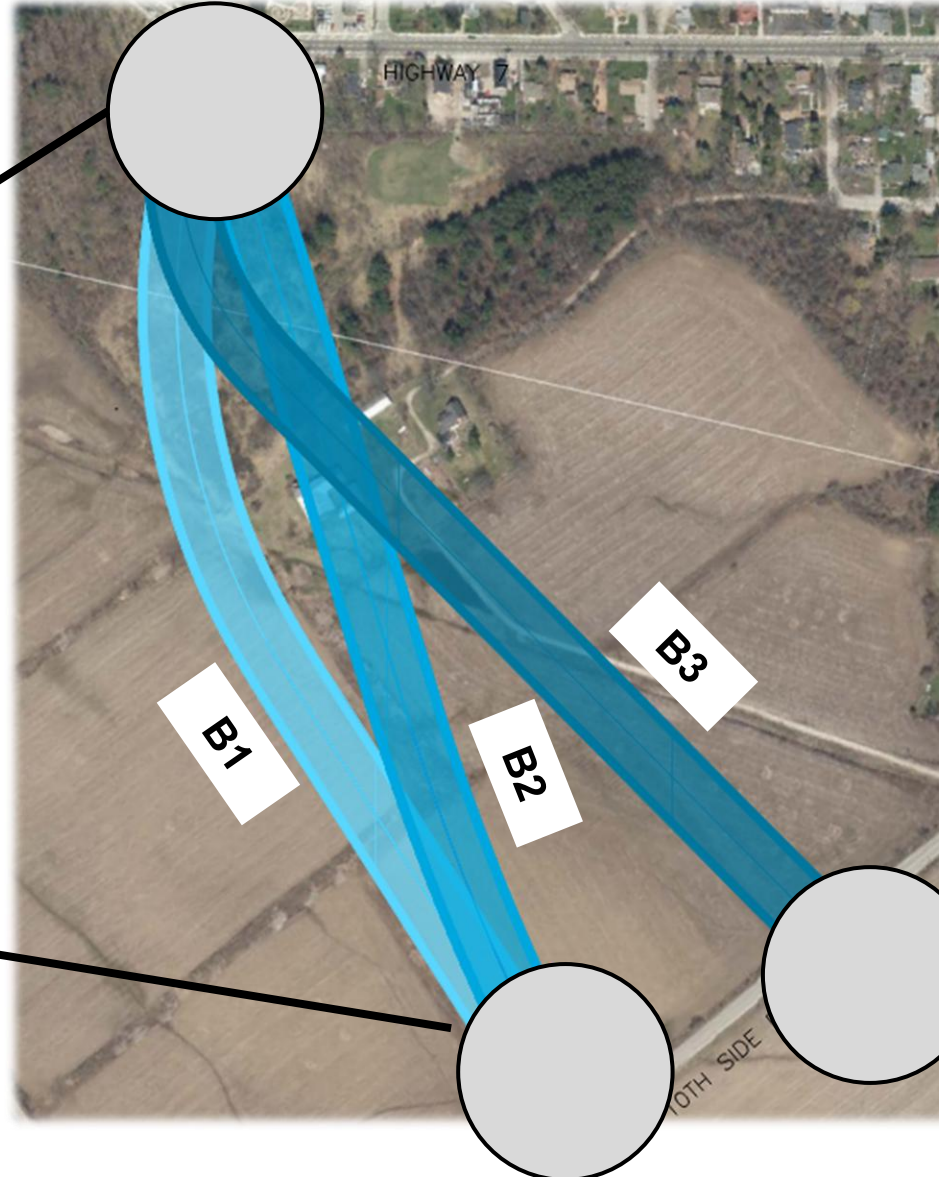
**Preferred Highway 7 Intersection  
Alternative**



**Connect to 10 Side Road  
Alternative 1**



**Connect to 10 Side Road  
Alternative 2**



# Evaluation of Design Alternatives

The evaluation criteria is listed below:



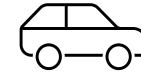
## Socio-Economic Environment

- 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



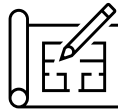
## Transportation

- 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
<b>OVERALL SUMMARY</b>	<b>MODERATELY PREFERRED</b>	<b>MODERATELY PREFERRED</b>	<b>MOST PREFERRED</b>

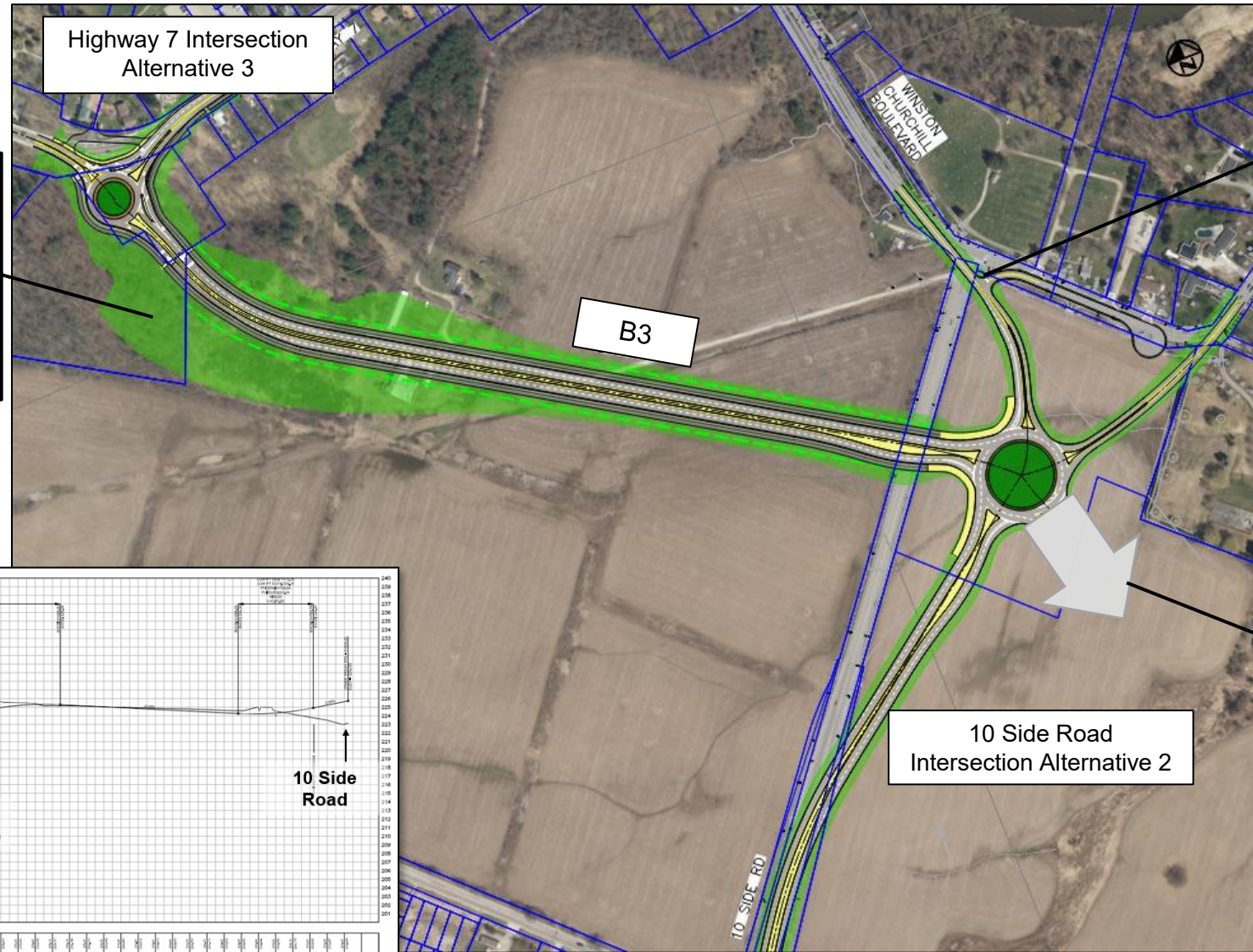
# **Norval West Bypass Municipal Class Environmental Assessment Study**

## **Public Information Centre #2**

### **Video 4 - Preliminary Preferred Alternative and Next Steps**



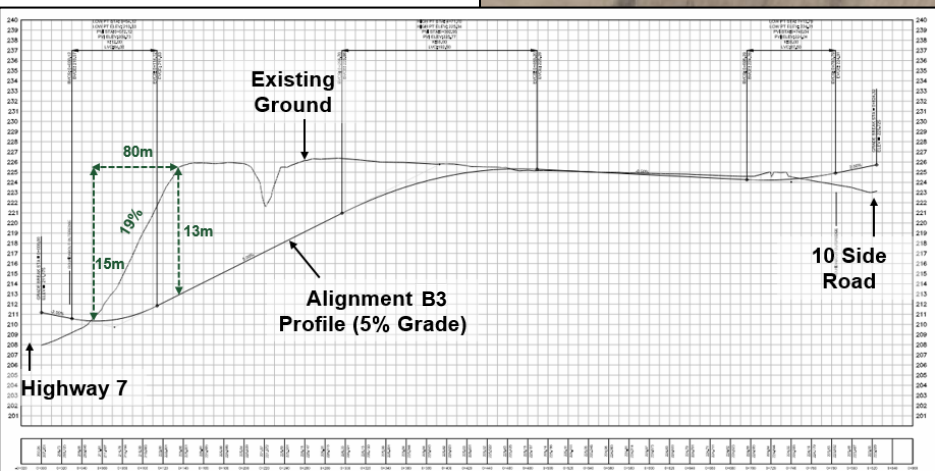
# Preliminary Preferred Design Plan and Profile



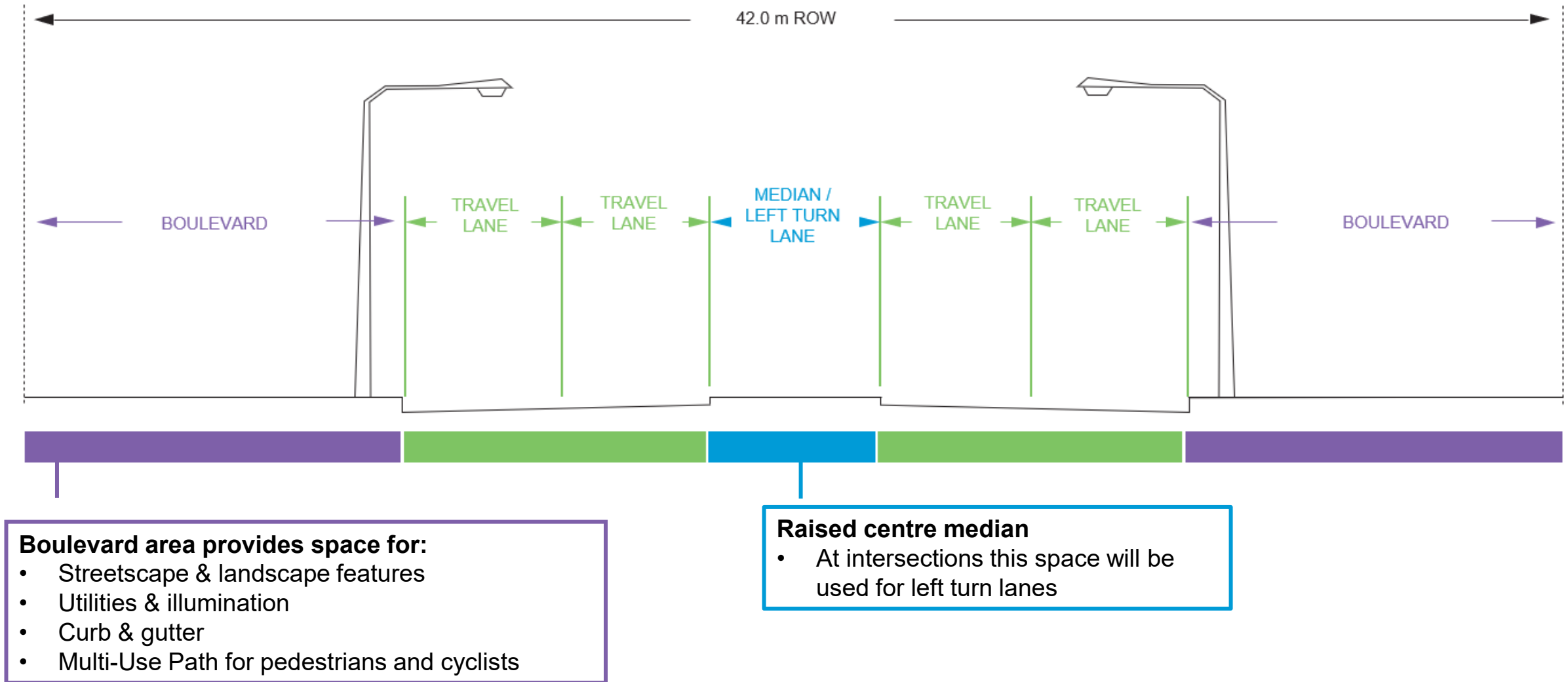
Mitigation of the grading limits will be achieved through grading and retaining walls (size of walls are subject to future geotechnical investigation in detailed design)

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

Potential future Winston Churchill Bypass subject to future separate MCEA Study.



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



*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



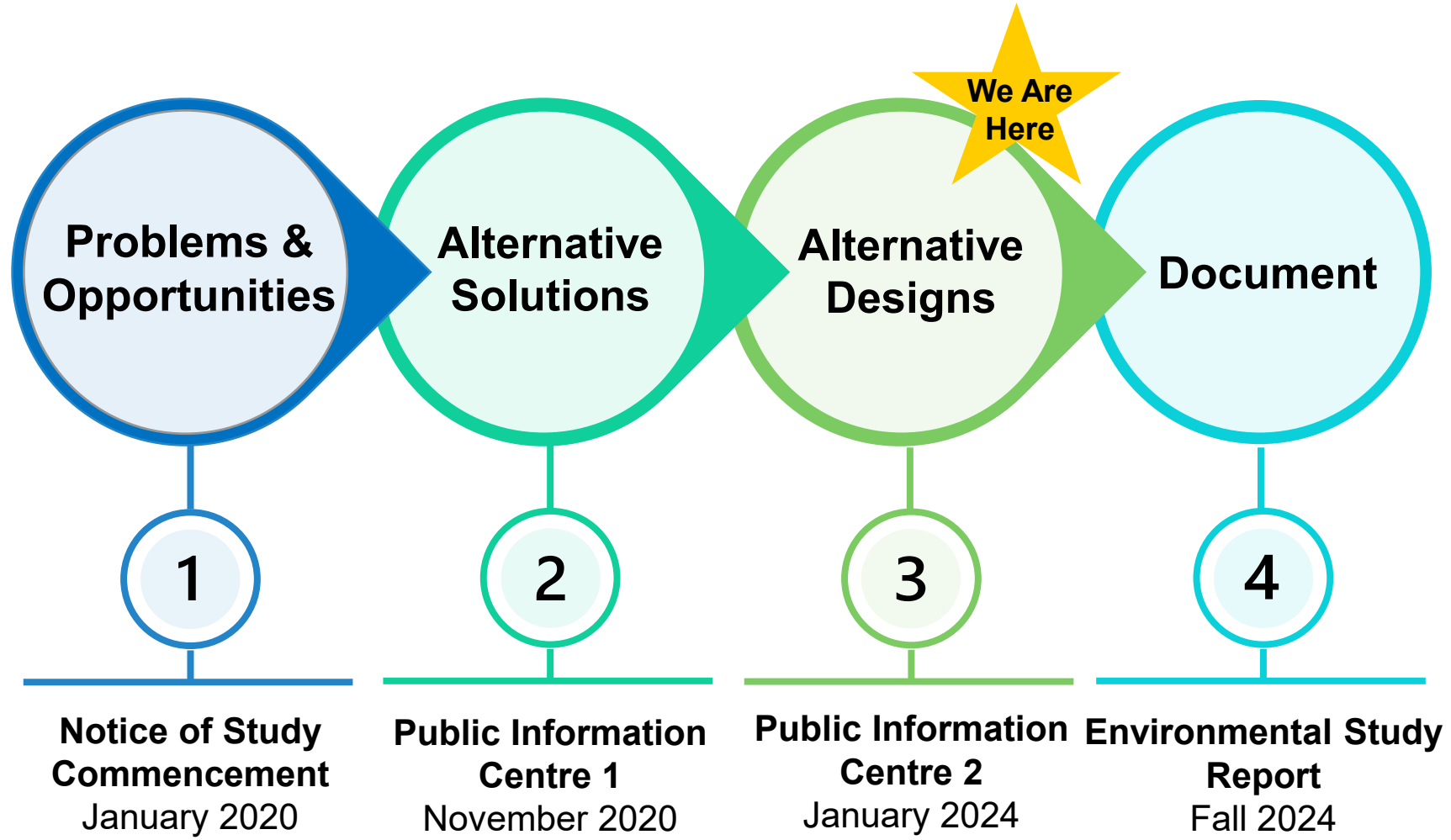
Mitigation of the grading limits will be achieved through grading and retaining walls (size and configuration of walls is subject to future geotechnical investigation in detailed design)

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.

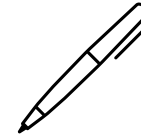
# Study Milestones



# 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  
**February 28, 2024**

### Study webpage

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

### Contact the Project Team

Reach out to the Project Manager

**Jessica Passingham, P.Eng**

Project Manager

Halton Region

905-825-6000 ext. 7556

Jessica.Passingham@halton.ca

# **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**.

#### **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 December 2019. 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.



# **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](http://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](http://letstalkhaltonhills.ca), for more information.

# **Norval West Bypass – Online PIC #2 Presentation**

## **Script – Video #3**

### **Slide 12 (Video 3 - Road Alignment Alternatives)**

Hello and welcome to the Road Alignment Alternatives video – the third of four videos for the Norval West Bypass study. In this video, we will review the development of alternative design concepts, evaluation criteria, and the evaluation of the alternative design concepts.

### **Slide 13 (Process for Developing Recommended Solution)**

This slide shows the process followed to develop the recommended solution.

At the first Public Information Centre, we presented:

- The road cross-sections for both the Norval West Bypass and 10 Side Road corridors, including the arrangement of roadway elements such as travel lanes and active transportation; and
- The road corridor concepts with options for where each road corridor may be located.

At this Public Information Centre, we will present:

- The road alignments, including options for the alignment of the roadway within the preferred corridor where there is flexibility to avoid constraints;
- The road design features, including intersection development and consideration of modifications to the typical cross-section and alignment in constrained areas; and
- The recommended preliminary design for both the Norval West Bypass and 10 Side Road corridors.

### **Slide 14 (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.

### **Slide 15 (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 – the Norval West Bypass considered road alignments within Road Corridor Concept B

2. Highway 7 Intersection – intersection configurations were developed for the intersection of Highway 7 and the Norval West Bypass
3. 10 Side Road – intersection configurations were developed for the intersection of 10 Side Road and the Norval West Bypass

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

### **Slide 16 (Design Considerations and Opportunities)**

The development of design alternatives and selection of the preliminary preferred plan considers a number of potential 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; and
- Considers major utilities.

### **Slide 17 (Road Alignment Design Alternatives)**

Three road alignments were developed within the Norval West Bypass Road Corridor Concept B; Alignment B1, B2 and B3. All three alignments tie into Highway 7 at the same location. Alignments B1 and B2 tie into the same location at 10 Side Road, while Alignment B3 has a tie-in point further to the east on 10 Side Road.

These alignments were developed with consideration for the design elements described on the previous slide. An evaluation of these alignments is provided later in this presentation.

### **Slide 18 (Highway 7 Intersection Alternatives)**

A new intersection will be created at the new Norval West Bypass and Highway 7. Three alternative concepts were considered for the new intersection and corridor alignment:

- Intersection Alternative 1 is a T-intersection with Highway 7 traffic continuing straight.
- Intersection Alternative 2 is a T-intersection with the new Norval West Bypass traffic continuing straight to and from Highway 7.
- Intersection Alternative 3 introduces a roundabout for all traffic to navigate.



## Slide 19 (Evaluation of Highway 7 Intersection Alternatives)

The three Highway 7 intersection alternatives were screened and evaluated to determine the preliminary preferred intersection.

Intersection Alternative 1:

- Provides acceptable future Level of Service C. Level of Service is a representation of an average vehicle delay at an intersection. A Level of Service A indicates minimal delays, where a Level of Service F indicates long delays; and
- Accommodates pedestrians and cyclists.

However, Alternative 1 also:

- Has impacts to frontage of properties with Cultural Heritage Value or Interest along Highway 7;
- Limits access opportunities to adjacent properties; and
- Requires widening of Silver Creek Bridge. Widening will have impacts to the natural environment.

Intersection Alternative 2:

- Provides acceptable future Level of Service C,
- Accommodates pedestrians and cyclists, and
- Has fewer impacts to frontage of properties with Cultural Heritage Value or Interest along Highway 7.

However, Intersection Alternative 2 also:

- Limits access opportunities to adjacent properties; and
- Requires widening of Silver Creek Bridge. Widening will have impacts to the natural environment.

Intersection Alternative 3:

- Provides acceptable future Level of Service A,
- Accommodates pedestrians and cyclists;
- Has fewer impacts to frontage of properties with Cultural Heritage Value or Interest along Highway 7;
- Has potential to improve access opportunities to adjacent properties; and
- Does not require widening of Silver Creek Bridge.

Based on the screening and evaluation of the Highway 7 intersection alternatives, Intersection Alternative 3, the roundabout, is carried forward as the preliminary preferred intersection for Highway 7 and the Norval West Bypass.

## **Slide 20 (Preferred Highway 7 Intersection – Alternative 3)**

Alternative 3 is the preferred Highway 7 intersection alternative. Since this intersection overlaps with Highway 7, a provincially owned highway, the locations and overall configuration of the roundabout are subject to Ministry of Transportation review and approval.

## **Slide 21 (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 shown below.

Intersection Alternative 1 was developed for the intersection of 10 Side Road and the Norval West Bypass, incorporating the previous preliminary design of the Winston Churchill Boulevard M-C-E-A Study (2005).

Intersection Alternative 2 was developed to provide flexibility when integrated with the Southeast Georgetown Secondary Plan, by allowing the change from the Winston Churchill Boulevard M-C-E-A Study preliminary design.

Both of these designs protect for a potential future Winston Churchill Bypass (identified in the Halton/Peel Boundary Area Transportation Study), subject to a future separate M-C-E-A Study, as indicated by the grey arrow on the figures.

Under both scenarios, 10 Side Road will be realigned.

## **Slide 22 (Design Alternatives Overview)**

This slide presents how all the discussed design alternatives fit together, including the Norval West Bypass road alignment alternatives, the preferred Highway 7 intersection alternative and 10 Side Road alternative intersections.

The Preferred Highway 7 Intersection Alternative is the roundabout, and is the recommended intersection for all of the alignments.

Norval West Bypass Alignments B1 and B2 connect Highway 7 to 10 Side Road with a direct path. These two alignments connect to 10 Side Road Intersection Alternative 1.

Norval West Bypass Alignment B3 was developed to better integrate with the Southeast Georgetown Secondary Plan, and connects to 10 Side Road Intersection Alternative 2.

These combinations are evaluated on the following slides.

## **Slide 23 (Evaluation Criteria)**

The evaluation criteria used to assess the alternatives is presented on this slide, and considers the following:

- Socio-economic environment, including traffic noise, air quality, light pollution, and property impacts

- Natural environment, including surface water and groundwater, and natural heritage features such as ecosystems, wildlife, species-at-risk, fish and fish habitat, and drainage features
- Transportation, including road geometry, access to adjacent properties and active transportation
- Cultural environment, including archaeological resources and cultural heritage resources
- Engineering/technical considerations, including constructability and existing utilities
- Preliminary cost estimate, including estimated capital costs

### **Slide 24 (Evaluation of Design Alternatives)**

The evaluation of design alternatives is presented below. As noted earlier, each Alignment was evaluated using the Preferred Highway 7 Roundabout alternative.

The design alternatives were evaluated based on the evaluation criteria on the previous slide. As a result of the evaluation, Norval West Bypass Alternative B3, and 10 Side Road Alternative 2 were determined to be the preliminary preferred design alternative.

# **Norval West Bypass – Online PIC #2 Presentation**

## **Script – Video #4**

### **Slide 25 (Video 4 – Preliminary Preferred Alternative and Next Steps)**

Hello and welcome to the Preliminary Preferred Alternatives and Next Steps video – the final of four videos for the Study. In this video, we will review the preliminary preferred alternative, cross-section elements, visual conceptual graphics, preliminary mitigation measures, and next steps.

### **Slide 26 (Preliminary Preferred Design Plan and Profile)**

The preliminary preferred design plan on this slide recommends the following design alternatives:

- Highway 7 Intersection Alternative 3 – Roundabout
- Norval West Bypass Alignment B3
- 10 Side Road Intersection Alternative 2

The study area has a significant grading difference approaching Highway 7. The figure on the bottom left corner of this slide shows the existing ground profile and the new road. As a result of the profile, grading will be required to construct the preliminary preferred plan. Mitigation of the grading limits will be achieved through a combination of grading and retaining walls. The size and configuration of retaining walls are subject to future geotechnical investigations in detailed design.

Winston Churchill Boulevard/Adamson Street will be realigned to meet the recommended intersection at 10 Side Road. As a result of the realignment, a section of the existing Winston Churchill Boulevard/Adamson Street will be reconfigured to a cul-de-sac. The grey arrow on this slide represents a potential future Winston Churchill Bypass (identified in the Halton/Peel Boundary Area Transportation Study), subject to a future separate M-C-E-A Study .

### **Slide 27 (Proposed Typical Section)**

The diagram here shows a typical cross-section for the Norval West Bypass and 10 Side Road.

- The Norval West Bypass typical section is proposed to include a 42 metre right-of-way, with four vehicular lanes, and a raised median which will be used for left turn lanes at intersections.
- The boulevard area shown in purple will provide space for streetscaping and landscaping, utilities and lighting, curb and gutter, and multi-use pathways for pedestrians and cyclists.



## **Slide 28 (Norval West Bypass – Conceptual Only Rendering Looking North at the Highway 7 Roundabout)**

This conceptual rendering shows us the Norval West Bypass, looking north towards the Highway 7 roundabout. Mitigation of the grading limits will be achieved through a combination of grading and retaining walls (size and configuration of walls are subject to future geotechnical investigation in detailed design). The adjacent vegetation is shown for illustrative purposes only.

## **Slide 29 (Norval West Bypass – Conceptual Only Rendering - Aerial View of the Preliminary Preferred Design Looking North from 10 Side Road)**

This conceptual rendering shows the Norval West Bypass, Highway 7 roundabout and 10 Side Road from a bird's eye view. As previously noted, mitigation of the grading limits will be achieved through a combination of grading and retaining walls (size and configuration of walls are subject to future geotechnical investigation in detailed design) and the adjacent vegetation shown is for illustrative purposes only.

## **Slide 30 (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.

## **Slide 31 (Study Milestones)**

As discussed earlier in the presentation, this study is nearing the end of Phase 3 of the M-C-E-A process. The next phase of the project will involve confirming the preliminary preferred plan to continue to Phase 4, where we will publish the Environmental Study Report. The Environmental Study Report will document the decision-making process and study recommendations, and will be made available for review for a minimum of 30 days at the end of the study. This is tentatively planned for the Fall of 2024.

## **Slide 32 (Next Steps)**

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.

We encourage you to submit any comments or questions to the Project Team by **February 28, 2024**. Please provide your feedback using the online survey on the study webpage on **halton.ca**.

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

Number	Date	Comment	Response/ Status
1.	January 31, 2024  Email	We are unable to attend the meeting but we are totally against this . The reasons are it will increase noise and traffic on our road which people already speed on constantly and huge trucks go on to get to the shops It will decrease out home value, I'm sure we will not be reimbursed or our tax rate decrease this is a no win with no advantage to us at all	<b>Email Response February 15, 2024</b> Thank you very much for your email and your comments regarding the Norval West Bypass Municipal Class Environmental Assessment Study. Public Information Centre #2 is being held online from January 31 <sup>st</sup> to February 28 <sup>th</sup> on the Region's website: <a href="https://www.halton.ca/For-Residents/Opportunities-to-Participate">https://www.halton.ca/For-Residents/Opportunities-to-Participate</a> . The online PIC includes pre-recorded videos about the study as well as an online comment form to provide any additional comments.  A number of design alternatives have been examined as part of this Study. You will find on slide 23 and 24 of the PIC presentation (at the link above), the design alternatives have been developed and evaluated based on a number of considerations, for example minimizing impacts to the natural, social and cultural environments, which along with mitigation measures will be documented in the Environmental Study Report.  If you have any additional questions or comments regarding the study, please feel free to reach out to me.
2.	February 6, 2024  Email	I live near Winston Churchill and 10 side road. How old is this picture? Why are the subdivisions not showing on the map. Either I am looking at the wrong town or we are being hood winked? Show a map of the area with the subdivisions in relation to this new bypass. Are you hiding something?  Don't trust politicians or government.	
	February 8, 2024  Email	In the field near Winston Churchill and 10th a subdivision with med & high density and a park has been proposed. How can Norval bypass be going through the subdivision? Where is the current subdivision on 10th line leading into Argyll? Why is it not on the map? Why am I not getting an answer. The email was given to field questions was it not?	<b>Email Response February 9, 2024:</b> Thank you for your emails and questions regarding the Norval West Bypass Municipal Class Environmental Assessment Study. Although the aerial imagery in the mapping does not show the completed subdivisions on the west side of Tenth Line, these residences are a key consideration in the study. In the next stage of the study we will update the aerial imagery.  As noted on slide 11 of the PIC material, 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: <a href="https://letstalkhaltonhills.ca/southeast-georgetown-secondary-plan">https://letstalkhaltonhills.ca/southeast-georgetown-secondary-plan</a>
3.	February 20, 2024  Email	Please find our attached comments on behalf of Fieldgate Developments in response to the second Norval Bypass EA public information centre.  We request that a meeting be arranged to discuss our comments and next steps.  <b>Letter Contents Below:</b> We are writing on behalf of Fieldgate Developments, the owners of the majority of the subject lands, to express our views and seek further information following the release of the Norval West Bypass Transportation Corridor Improvements Environmental Assessment PIC #2 materials. We would like to extend our general support for the preferred design solution presented. We believe the proposed preferred alignment will	



Number	Date	Comment	Response/ Status
		<p>positively contribute to the betterment of local transportation infrastructure, enhancing connectivity and mobility in the region.</p> <p>We have the following specific requests that we hope can be addressed to ensure the success of the proposed transportation corridor and its full integration with the development vision of our client:</p> <p><b>1. Acknowledgement of "Street B":</b> We kindly request that "Street B" as illustrated in Fieldgate's concept plan of subdivision (attached for reference) intersecting at 10 Side Road (Regional Road 10), be officially recognized and incorporated into the overall design and planning of the Norval West Bypass works. This proposed local street is a critical component of Fieldgate's development vision, is supported by the Town of Halton Hills' proposed Secondary Plan for the subject lands, and provides essential access and integration with the surrounding infrastructure including linkage to existing residential developments to the west.</p> <p><b>2. Access from the Bypass:</b> It is important to ensure access from the Norval West Bypass to the lands fronting the east side of the corridor, currently envisioned to be developed as a mixed-use node (plus a stormwater management pond). To support the successful integration of Fieldgate's development with the new transportation that an access be identified and protected for at approximately 250 to 300 metres north of the proposed 10 Sideroad roundabout. Such an access would also serve as a maintenance connection for the proposed stormwater management pond situated near the south limits of the subject lands</p> <p><b>3. Confirmation of Access to the Stormwater Management Pond:</b> Access to the stormwater management pond is crucial for not only the sustainability and environmental management strategies of the development, but to also accommodate the drainage from the Bypass corridor itself. We seek confirmation that access to the proposed stormwater management facilities planned as part of the bypass project can be provided via the requested access noted in preceding Item #2.</p> <p><b>4. Clarity on Required Grading and Management:</b> The presentation raised questions regarding the grading required for the bypass construction, especially near the north limits of the corridor approaching the proposed Highway 7 roundabout. We seek more detailed information on how grading will be accomplished, including identifying any potential impacts on Fieldgate's development limits and how they can be minimized.</p> <p>We are committed to working collaboratively with Halton Region, your engineering consultant, and all stakeholders involved to ensure the Norval West Bypass project meets the transportation needs of the broader community. Additionally, we seek the Region's response to the foregoing requests on behalf of our client and would be pleased to meet with the</p>	



Number	Date	Comment	Response/ Status
		Region and their consultants to review the salient design elements. We believe that by addressing these specific requests, we can achieve a mutually beneficial outcome for all parties involved.  We look forward to your response and the opportunity to discuss these matters further. Please feel free to contact me directly at 437.247.3792 to arrange a meeting or to provide any additional information required.	
	Email  March 11, 2024	<b>Email Received March 11, 2024:</b> I wanted to follow up on TYLin’s attached comments on behalf of Fieldgate Developments in response to the second Norval Bypass EA public information centre. Did you have any comments or questions related to our submission? As requested, please provide your availability to discuss our comments and next steps.	<b>Region responded.</b>
	Email  May 27, 2024	TyLin provided comments back to Region based on the Region’s responses to February 2024 letter/email. Comments/letter appended.	
	Email  August 15, 2024	<b>Email Received August 15, 2024:</b>  I’m following up regarding our formal response on behalf of Fieldgate Developments to the second Norval Bypass EA public information centre, which we sent over earlier this year. The document included our additional comments and appended our previous correspondence for your reference.  We’d appreciate your feedback and any updates you might have regarding our submission. Please don’t hesitate to reach out if you have any questions or need further information from our end.	<b>Email Response August 21, 2024:</b>  Thank you very much for your email below and letter dated May 27, 2024. We appreciate the comments and your participation in the project. This is to let you know that we are currently preparing the Environmental Study Report to document the decision-making process and commitments to be carried forward to detailed design. For example, the Environmental Study Report will include commitments for continued coordination with the Town’s Southeast Georgetown Secondary Plan and development of these lands.  The preliminary preferred design for the Norval West Bypass, including the preliminary grading and profile, will be included in the ESR and both will be subject to review and refinement during the subsequent detailed design phase. Further to the comments raised regarding drainage, please note that the preliminary profile for the Norval West Bypass includes a break point between the northern slope section and the southern section where the profile is close to existing grade. Based on the preliminary profile of the Norval West Bypass, the grade break point is located approximately 300m north of the proposed 10 Side Road roundabout and would form the natural drainage divide within the Norval West Bypass. As previously noted, stormwater management facilities within the development lands must accommodate the ultimate Norval West Bypass drainage.
4.	Phone Call  February 26, 2024	<b>Phone Call February 26, 2024:</b> <ul style="list-style-type: none"><li>• He lives on Louisa Street and travels to and from work on Ninth Line south of Steeles Avenue</li><li>• I clarified how he would navigate the 10 Side Road roundabout</li><li>• He commented that he believes the single lane roundabout at Highway 7 and the Norval West Bypass may not provide enough capacity</li><li>• He prefers Highway 7 Alternative #1</li><li>• He suggested considering an extension of Wanless Drive from Winston Churchill to Guelph Street</li></ul>	



Number	Date	Comment	Response/ Status
5.	Email  February 27, 2024	<p><b>Email Received February 27, 2024:</b></p> <p>My name is [REDACTED], I am a life long resident of Norval. I am the President of the Norval Community Association, and in the past our board a non-profit has communicated in written submission to Region of Halton regarding the Norval West By-Pass. Do you still review these written documents from citizens?</p> <p>During the last upgrades on Adamson Street (with in the Hamlet boundary) the Region of Peel ignored the Norval Secondary Plan Guidelines. Again in reviewing many transportation studies, I cannot find any mention of the Norval Secondary Plan, it is simply not mentioned in the development of the Norval West By-Pass. If you can direct me to a transportation study that does take into consideration the Norval Secondary Plan please forward to me these studies.</p> <p>The Norval Community Association has remained in favour of the By-Pass however, in reading that Adamson Street in the Hamlet of Norval is proposed to be a 4 lane road into the heart of the village, we only want two lands through the village. This is shocking and basically will destroy the last hamlet features we hold proud. General Sir Peter Adamson gave the land for the Anglican Church, and hall, and the Pioneer Cemetery along Adamson Street.We need to protect his legacy now and into the future. The cemetery hill as we know it will be destroyed. This Adamson Street road remains our jewel as A.J. Casson, the famous Group Seven artist painted this streetscape in the 1920's and the painting hangs at the McMichael Gallery in Kleinburg, Ontario.</p> <p>The decision makers continue to just steal Adamson Street under the guise of Winston Churchill Blvd., boundary road, Adamson Street is in the Hamlet of Norval and not the Halton/Peel Boundary Road.</p> <p>Residents need reassurance that consideration for the Lucy Maud Montgomery Literary trail and the Credit Valley Trail planned for the Hamlet has been considered in the planning process of the Norval West By-Pass.</p> <p>The Hillcrest Cemetery is a feature trail for visitor's from around the world coming to Norval, a site made famous by Canada's most famous author Lucy Maud Montgomery who lived in Norval from 1926-1935. The Hillcrest Cemetery is one such site. It needs to be protected and plans in place so residents of Norval can walk to the cemetery to visit the sites of loved ones.</p> <p>The work done on Adamson Street needs be done with the lens of the Norval Secondary Plan and Norval residents who live here.</p>	

Number	Date	Comment	Response/ Status
		<p>The last upgrade by the Region of Peel is quite shocking with 50 year plus telephone poles embedded into stamped rubber, no landscape features, no historic light fixture considered, no trees planted, or pollinator gardens, after many complaints a bench was placed for the school children who wait at the bus stop at 14 Adamson Street and lamp post were placed at the 4 corners, so high you cannot see them. There were no streetscape features, one would expect to be installed in a village over 200 years settled. Gateway feature signs were ignored, sidewalks, and street crossings, and no consideration for children waiting at bus stops, pedestrians or cyclists.</p> <p>Norval is our home, we walk to our community gardens, cemetery, post office, and churches. Highway # 7 is busy enough, with the loss of two Norval children on Hwy #7 in my lifetime. These children are buried in Hillcrest Cemetery. Three other children were killed at the railway crossing at Adamson Street and 10 sideroad. These children are also buried in Hillcrest Cemetery. There needs to be very careful consideration of traffic calming, not a freeway for passing motorists to destroy the last remaining roads of our Hamlet.</p> <p>Please do not build a freeway through our village on Adamson Street or 4 lanes Hwy #7. We need traffic calming roads for our citizens who live here. You must review the plans that suggest a four way road through our Hamlet. Adamson Street services the village residents with a designated historic church and hall, an art gallery, spa, carpet business, convenience store, post office, and dental clinic, plus a town house, and residential homes and bus stop for our children. It should not be a an arterial road for speeding trucks and cars heading north. This road is part of our historic village, our homes, we want to preserve Adamson Street so future generations can say what a good job was done on preservation of this Historic Hamlet.</p> <p>There needs to be open and frank discussion regarding Adamson Street in the Hamlet of Norval. Are you the right person who can take our concerns to another level? Norval citizens live in the Region of Halton in the municipality of Halton Hills. The approved Norval Secondary Plan, is approved in the Town of Halton Hills Official Plan.</p> <p>Our citizens should not be told to communicate with the Region of Peel, as was done during the last upgrades to Adamson Street, the Norval Secondary Plan is Halton Hills Official Plan. The citizens of Norval will want Halton Region to protect our citizens, Hwy #7 and Adamson Street should not be a four lanes highways through the heart of the Village.</p> <p>We want our voices heard by Halton Region staff.</p>	

Number	Date	Comment	Response/ Status
6.	Email March 4, 2024	<p><b>Email Received March 4, 2024:</b> Please ensure my name and contact information remain on the list for future updates.</p> <p>Thank you for the extension to provide feedback. You may be aware that the Residents of Norval have also requested a public in person meeting with the Region of Halton and Staff from Town of Halton Hills. It would be beneficial to have our Ward 2 Councillors in attendance.</p> <p>Many Norval Residents find the Region's Online Consultation difficult to navigate. Not everyone has a computer. It is important that the proposed Bypass, Realignment of 10th Side Road, Roundabouts and locations, and the impact all of this will have on our tiny Hamlet of Norval are fully understood prior to providing our feedback.</p> <p>The project team must have more precise diagrams to share with Residents rather than conceptual drawings. We would appreciate the opportunity to review these and to direct our individual questions to the Project Team.</p>	<p><b>Email March 8, 2024:</b> Thank you very much for the phone call yesterday as well as your previous email regarding the Norval West Bypass MCEA Study Public Information Centre #2. As I mentioned on the phone, the comment period for the online PIC has been extended to March 27<sup>th</sup>, 2024. Please let me know if you would like a copy of the PIC material in an alternate format such as a printed copy including the script from the video.</p> <p>We can confirm that your name and contact information are included on the study mailing list. I am available by phone or email to discuss any specific comments or questions regarding the MCEA study in more detail at 905-825-6000 ext. 7556 or <a href="mailto:Jessica.Passingham@halton.ca">Jessica.Passingham@halton.ca</a>.</p>
	Email March 15, 2024	<p><b>Email Received March 2024:</b> Thank you for your response. May I trouble you for 10 printed copies of the PIC material? I will provide the printed "packages" to interested residents.</p> <p>I understand Andrew Farr, Region Commissioner of Public Works is currently reviewing our request to hold an in person meeting with members of our local community. Should I forward my email of March 4, 2024 to his attention? Please advise.</p> <p>Thanking you in advance for your assistance.</p>	<p><b>Email Response March 18, 2024:</b> Thank you very much for your email. Andrew Farr is aware of the comments you have provided regarding the Norval West Bypass MCEA Study PIC #2. As requested, we will prepare 10 printed copies of the PIC material and I will send you an update when they are being delivered to you.</p>
	Email March 27, 2024	<p><b>Email Received March 27, 2024:</b> For the 46 years we have resided in Norval there has been great promise of a bypass. Having witness the increase in traffic both east west and west and north south it could be a welcome solution. I say "could" as I think this study shows some real promise and potential solutions. It could certainly provide an alternative to the current volume going through the village along the highway, but fails to address the north south volume on Winston Churchill Blvd. (WCB). With future planned development in both Peel and Halton north of the Village as well as potential future development east and west of Norval.</p> <p>Although we live just outside of the study area, any solution will have an impact on all of the village.</p> <p>Given the significance of the bypass on our historic Hamlet, I would welcome the Region coming to Norval and meeting those villagers who will be directly impacted by the bypass, both during the construction and upon it's completion. To not involve Rural route Norval and the residents not in the "study area", would be a huge oversight.</p>	<p><b>Email Response April 1, 2024:</b> Thank you very much for your email and comments regarding the Norval West Bypass MCEA Study. We are currently reviewing all feedback received as part of Public Information Centre #2 and appreciate you taking the time to provide your comments below.</p>



Number	Date	Comment	Response/ Status
		Finally I think the current traffic volumes going north south, as well of those going east west must be addressed. They are only going to get worse with proposed new development plans surrounding our little hamlet This progress must have open two way communication in order to be successful. Thank you	
1. 1.	January 31, 2024	<p>1. I live in the area.</p> <p>2. Yes</p> <p>3. This has been conducted without the knowledge of the community. ( covid communication restricted) and new plot built and sold by developpers withholding the bypass from newcomers.</p> <p>4. Yes</p> <p>5. We cannot call this democratic when we have to vote between 3 alternative which will destroy the natural habitat bring noise and pollution and trucks since it will be the exit of the 413</p> <p>6. the study process is flowed there was no real reason why the bypass shouldnt be on brampton's land since it is their traffic heritage is full of field why one as close to houses and our ravine.</p> <p>The population present at the vote were not representative of the perosn most affected by the bypass. We were asked to choose between where the road will come a choice of a few meters and what type of habitation we will have built along that road but not once why we need a road that big cutting through the ravine and being aggregated next to our houses.</p> <p>Are you going to built soundproff walls ? are my taxes required to pay for brampton traffic and transportation. We are fixing poor hindsight in housing planning. All these developpers grabbed all the land and now we have to pay for their traffic why not a bypass along heritage instead all buildings . I reasoned that our municipality does not have the means to defend its property.</p> <p>From an environemental impact it is terrible the deer coyotes I see will be cut off from credit valley conservation.</p> <p>All we give is a solution to brampton traffic for sandalwood and bovaird easier. I would like someone to have some common sense and see you are opening the floodgate to way more traffic on guelph to cross georgetown .Your studies have a massive flow in the fact that most georgetown will take that bypass instead of 9th and trafalgar especially since it is linked to 413 on the 413 map see their website . Added to that the traffic to Guelph for the truck path Guelph Brampton , we will redirect all traffic to guelph . that T intersection you are palnning is going ro be jammed lock and pollute the ravine constantly .</p> <p>I do not think you have lived here where the bridge was in construction people stuck in traffic blasted their music threw garbage out the window and it was constant traffic and fumes non stop for the time of the construction. Two houses sold because of that inconvenience. You will destroy the fabric of our community and have newcomers not aware of the hindrance of a close highway move in .</p>	



Number	Date	Comment	Response/ Status
		Thank you for not being concerned about the human factor and environmental factor, why pretend you actually care about our opinion.	
2.	January 31, 2024	<ol style="list-style-type: none"><li>1. I live in the area.</li><li>2. No</li><li>3. NA</li><li>4. No</li><li>5. NA</li><li>6. NA</li></ol>	
3.	January 31, 2024	<ol style="list-style-type: none"><li>1. I live in the area</li><li>2. No</li><li>3. NA</li><li>4. Yes</li><li>5. The preliminary preferred road design plan appears to be well thought out and the best solution.</li><li>6. Although the preferred "roundabout" intersection at HWY 7 does not require a new bridge, the bypass itself and 10 Side Road are both planned to be 4 lane boulevards. The existing approach to the 2 lane Silver Creek Bridge from Georgetown is only 2 lanes but the traffic heading into this approach is 4 lanes (Guelph St). Creation of this bypass will invite significant additional traffic along this route. Has this been identified in a traffic study? Such increased traffic will only exacerbate what will undoubtedly be a major bottleneck at the proposed round about. Equally so for traffic travelling North on the bypass. Does it make sense for 8 lanes (indeed 10 lanes including Hwy 7) to be compressed into 2 lanes over a 2 lane bridge? Are there any future plans to widen the Sivercreek bridge? Should this not be considered at this same time? Another major bottleneck will occur at the roundabout at the bypass/10 Side Road/Winston Churchill intersection. Both the bypass and 10 Side Road, 4 lanes each, traffic will predominantly travel the route to Winston Churchill South which is 2 lanes. Effectively, you will have 8 lanes(10 including WC) merging into 2. Are there future plans to expand Winston Churchill into 4 lanes? In fact, are there any plans to connect the bypass to Hwy 7 in Brampton (as per the study in HBATS)? Without a continued bypass into Brampton, the future Hwy 413 and a cloverleaf intersection at Heritage Road will effectively destroy Norval with horrendous amounts of traffic! Unless there are definitive plans for such enhancements, then a "Norval West Bypass" is futile and you might as well discard such plans entirely and set you sights on taking Norval off of the map with an 8 lane highway in its place.</li></ol>	



Number	Date	Comment	Response/ Status
4.	January 31, 2024	1. I live in the area 2. No 3. NA 4. No 5. NA 6. Looks good	
5.	January 31, 2024	1. I live in the area 2. Yes 3. What the affect to the existing properties in Norval will be. Diminishing value of homes and property. Destroying sensitive eco systems 4. Yes 5. I think you should consider the west bypass of Norval completely. Cut off hwy 7 at 473 and have hwy reroute over the bypass 6. NA	
6.	February 1, 2024	1. I live in the area. ;I commute through the area. 2. Yes 3. How do the owners of the property in Norval who live on the north side of the proposed roundabout turn left? They are forced right or have to cut across 2 lanes of traffic to enter the roundabout, do a 270 degree turn, just to go left. Ridiculous. 4. Yes 5. Stop building more houses. Save farmlands. Less people reduces traffic congestion. But there's no money to be made that way, is there? 6. Destroying more farmland to accommodate more housing that will overcrowd the area. Stupid. Will there be compensation for those who live in these immediate areas as their way of life is being compromised?	
7.	February 1, 2024	1. I live in the area 2. Yes 3. Keep the small town feel and make people use main arteries 4. Yes 5. Don't do it 6. NA	
8.	February 5, 2024	1. I live in the area 2. No 3. NA 4. Yes 5. I can't imagine how crazy the roundabouts will be during high traffic times. Currently the line ups along Winston Churchill from highway 7 can go south beyond 10 sideroad 6. What kind of traffic volumes can be managed by the roundabouts that have been designed? With the development lands west of 8th line I can easily see the traffic volumes easily double over the next 10 to 15 years. Wouldn't the addition of 3 traffic circles to the road infrastructure create traffic bottlenecks?	

Number	Date	Comment	Response/ Status
9.	February 5, 2024	1. I live in the area 2. No 3. NA 4. Yes 5. Not sure where where in Norval the bypass is in relation to downtown Norval 6. NA	
10.	February 6, 2024	1. I love in the area 2. No 3. NA 4. No 5. NA 6. NA	
11.	February 6, 2024	1. I live in the area. ;I commute through the area. 2. No 3. NA 4. No 5. NA 6. B2 plan looks great	
12.	February 6, 2024	1. I commute through the area 2. No 3. NA 4. Yes 5. You state in the presentation that the bypass will accommodate farm equipment. In the past, your roundabouts were not designed for this. Please ensure that farm equipment can maneuver these roundabouts. 6. NA	
13.	February 6, 2024	1. I occasionally visit 2. Yes 3. Maintenance and lifecycle costs 4. Yes 5. Lane widths should be narrow and not wide. 6. Do not want to see road expansion and removal of woodland.	
14.	February 6, 2024	1. I commute through the area 2. Yes 3. The downstream Road improvements that would be required in order to facilitate the additional traffic. This route is avoided actively by many because it is a pinchpoint, once that is removed traffic volumes will increase likely more than expected. 4. No 5. NA 6. Generally like the alignment, but would like to ensure the downstream road improvements/widening is already being contemplated to accommodate the increase in traffic this route adjustment will most certainly create. I am also keenly interested in how cycling infrastructure will be accommodated within this design and into the greater road network	





Number	Date	Comment	Response/ Status
		feeding into and out of this improved area. I would like to see the detailed plans for coordination with Town of Halton Hills on this infrastructure as they work diligently to improve cycling connections throughout the Town and Region! This area is an important link and would be a huge loss to not have the city consulted at this stage.	
15.	February 6, 2024	1. I commute through the area 2. No 3. NA 4. No 5. NA 6. NA	
16.	February 6, 2024	1. I live in the area 2. No 3. NA 4. No 5. NA 6. NA	
17.	February 6, 2024	1. I live in the area 2. No 3. NA 4. Yes 5. How will Adamson Street handle the east/west truck traffic if it is not rehabilitated? 6. NA	
18.	February 6, 2024	1. I live in the area 2. No 3. NA 4. No 5. NA 6. NA	
19.	February 6, 2024	1. I live in the area. ;I commute through the area. 2. Yes 3. This does nothing to go along 7 to Brampton 4. Yes 5. This is only 1/2 of the way, should include a true 7 bypass not a 1/2 to Winston Churchill 6. See above	
20.	February 6, 2024	1. I commute through the area 2. No 3. NA 4. No 5. NA 6. NA	
21.	February 6, 2024	1. NA 2. No 3. NA 4. No	



Number	Date	Comment	Response/ Status
		5. NA	
22.	February 6, 2024	1. Live in Glen WQilliams and support the Norval Community. 2. Yes 3. The map doesn't really show me what is happening, but as long as traffic is not rerouted too far north, I am enthusiastic. 4. Yes 5. The map isn't clear. What I said above. 6. Our friends in Norval deserve to have this addressed now!	
23.	February 6, 2024	1. Georgetown resident 2. Yes 3. I thought there was no truck traffic allowed on Winston Churchill except local. What truck traffic are you diverting? 4. Yes 5. A bypass from east of Noval across the valley to 10 side road would divert truck traffic better. 6. NA	
24.	February 6, 2024	1. I live in the area 2. Yes 3. Future residential plans and or future highways/road way congestion. Heritage sites 4. No 5. NA 6. NA	
25.	February 6, 2024	1. I live in the area. ;I commute through the area. 2. Yes 3. weather. steep hills with ice are going to cause an issue. 4. Yes 5. yes, make sure you do your work and research 6. NA	
26.	February 6, 2024	1. I commute through the area 2. Yes 3. quit putting in round about , nobody understands them 4. Yes 5. stop designing round abouts	
27.	February 6, 2024	1. I live in the area. 2. NA 3. NA 4. NA 5. NA 6. NA	
28.	February 6, 2024	1. I live in the area 2. No 3. NA 4. No 5. NA 6. The design looks very good. I'd say this has been a long time coming. Let's get it done for everyone's benefit.	



Number	Date	Comment	Response/ Status
29.	February 6, 2024	1. I commute through the area 2. No 3. NA 4. No 5. NA 6. NA	
30.	February 6, 2024	1. I live in the area. ;I commute through the area. 2. No 3. NA 4. No 5. NA 6. Ensure that it takes care of the increased traffic density with Georgetown becoming home to more families.	
31.	February 6, 2024	1. I commute through the area, I use this as an alternative route out of Georgetown 2. No 3. NA 4. No 5. NA 6. NA	
32.	February 6, 2024	1. I live in the area 2. No 3. NA 4. Yes 5. What is the timeframe for construction of the Norval by-pass? 6. I could not tell from the video where pedestrian and cycling routes would be located along 10 th sideroad into the Hamlet of Norval. Pedestrian Traffic has increased as folks in the new Georgetown south development are walking to Norval to use the GO bus system.	
33.	February 6, 2024	1. I live in the area 2. No 3. NA 4. No 5. NA 6. I live at [REDACTED] 7. Looking for the distance from our house to the bypass road. We purchased the house in 2020 knowing we have a busy street at the front but have a peaceful backyard with trees and silence, and privacy. Now, we will have a road beside our property as well and it will create noise in our peaceful backyard, and also have pollution from the vehicles surrounding my property. We were under the impression when we purchased this property that we were surrounded by conservation land and it would never be developed on. I look at all the other properties surrounding the bypass, and my house has the most impact affected and I am deeply concerned. I am looking for further details and information. [REDACTED]	



Number	Date	Comment	Response/ Status
34.	February 6, 2024	1. I live in the area 2. No 3. NA 4. No 5. NA 6. NA	
35.	February 6, 2024	1. I live in the area 2. No 3. NA 4. No 5. Great idea to help reduce traffic in the area!	
36.	February 6, 2024	1. I live in the area 2. No 3. NA 4. No 5. NA 6. NA	
37.	February 6, 2024	1. I live in the area 2. No 3. NA 4. No 5. NA 6. excellent set of videos	
38.	February 6, 2024	1. I live in the area 2. No 3. NA 4. No 5. NA 6. NA	
39.	February 6, 2024	1. I live in the area 2. No 3. NA 4. Yes 5. The plan shows multi-use paths on the road between the two proposed roundabouts. Is there a plan to extend these paths up hwy 7 into georgetown? Otherwise they will be of little use if they don't connect anywhere 6. NA	
40.	February 6, 2024	1. I live in the area. ;I work or own a business in the area.;I commute through the area. 2. Yes 3. Why is widening the norval bridge not included in this project. I understand there is an environmental impact (which you decided not to include in the study?) 4. Yes 5. We need to widen the norval bridge during this construction.	





Number	Date	Comment	Response/ Status
		6. How can you reference a traffic planning document from 14 years ago. Do any of you live here? That's a major artery coming from Brampton and you don't think it's wise to widen that bridge in this project? By the time you're finished building this road, it will need to be done. Oh, and the reason we need this is because you keep letting transport trucks take over Armstrong ave.Great job on the Mountainview resurfacing. Too bad the trucks are going to ruin it in 3 years, just like this road you're planning	
41.	February 6, 2024	1. I live in the area. ;  commute through the area. 2. No 3. NA 4. No 5. NA 6. NA	
42.	February 7, 2024	1. I live in the area. ;  commute through the area. 2. Yes 3. Avoiding destruction of farmland. 4. Yes 5. I do not think this bypass is necessary, and I am concerned that the proposals would go through farmland. Keep the farmland intact! 6. This is expensive, unnecessary, and destroys valuable farmland to save commuters a few minutes. Absolutely not. Don't do it.	
43.	February 7, 2024	1. I live in the area 2. No 3. NA 4. No 5. NA 6. It looks to be a very good design.	
44.	February 7, 2024	1. I commute through the area. 2. No 3. NA 4. No 5. NA 6. I think this is a great alternative	
45.	February 7, 2024	1. I live in the area 2. No 3. NA 4. No 5. NA 6. NA	
46.	February 7, 2024	1. I commute through the area 2. Yes 3. Highway 7 east and westbound traffic 4. No 5. NA 6. It's about time	

Number	Date	Comment	Response/ Status
47.	February 7, 2024	1. I live in the area 2. No 3. NA 4. No 5. NA 6. NA	
48.	February 7, 2024	1. I live in the area 2. Yes 3. current videos and documents do not address connection to Peel portion of Hwy 7. From what is presented we are just moving the current problem further down the road. Truck traffic on roundabouts will also cause congestions that we are trying to reduce. 4. Yes 5. truck traffic on multi lane roundabouts doesn't make sense. Speed will become an issue as well. 6. For a proper response, you need to highlight the proposed connection to the Peel portion of the realignment. Right now the alternative appears to connect to a single lane road with no connection to existing Hwy 7. If the plan is to use Adamson St and make a right turn, more thought needs to be put into the space available.	
49.	February 7, 2024	1. I live in the area 2. No 3. NA 4. No 5. NA 6. NA	
50.	February 7, 2024	1. I live in the area 2. No 3. NA 4. No 5. NA 6. NA	
51.	February 7, 2024	1. I live in the area. ;I work or own a business in the area.;I commute through the area. 2. just south of cemetary and corner 3. Yes 4. a connection across credit to highway 7 as well near Crawford Apples 5. Yes 6. Roundabout in Norval at base of hill and alternaive 3 on W.C.	
52.	February 7, 2024	1. I live in the area 2. Yes 3. NA 4. Acton needs a by-pass first 5. Yes 6. Build the proposed Acton bypass first	



Number	Date	Comment	Response/ Status
53.	February 7, 2024	1. I commute through the area. 2. By bicycle in the spring and summer. Car in the winter. 3. Yes 4. Bicycle lanes. This is very dangerous for people community by bicycle which we should be promoting. 5. No 6. I like the roundabout, I think it is laid out well, except for bicycle lanes	
54.	February 7, 2024	1. I live in the area. 2. NA 3. NA 4. NA 5. NA 6. NA	
55.	February 7, 2024	1. I live in the area. 2. No 3. NA 4. No 5. NA 6. Looks great to me, I like the preferred options from the videos as well. Please make this priority #1! I commute this route from home nearby nearly every day, and in warmer weather try to commute via motorcycle and 10 & Winston Chirchill intersection is beyond deadly, particularly southbound.	
56.	February 7, 2024	1. I live in the area. ;I work or own a business in the area.;I commute through the area. 2. Yes 3. When connecting the B3 roundabout to Hwy 7, what environmental impact will the road have on the waterway by Hwy 7? 4. No 5. NA 6. NA	
57.	February 7, 2024	1. I live in the area 2. No 3. NA 4. Yes 5. NA 6. As a resident of Norval I would like to make sure that all final alternatives include a provision for safe multi use cycling/pedestrian trails to connect Norval residents along Highway 7 with new development along 10th Sdrd and into Georgetown along Hwy 7	
58.	February 8, 2024	1. I live in the area 2. No 3. NA 4. No 5. NA 6. NA	



Number	Date	Comment	Response/ Status
59.	February 8, 2024	<ol style="list-style-type: none"><li>1. I commute through the area.</li><li>2. I used to live in Burlington and commuted to Milton to work on a daily basis.</li><li>3. NA</li><li>4. Yes</li><li>5. NA</li><li>6. NA</li></ol>	
60.	February 8, 2024	<ol style="list-style-type: none"><li>1. I live in the area</li><li>2. No</li><li>3. NA</li><li>4. No</li><li>5. NA</li><li>6. NA</li></ol>	
61.	February 8, 2024	<ol style="list-style-type: none"><li>1. I live in the area</li><li>2. Yes</li><li>3. Traffic through the centre of Norval in the north/south direction. What you have shown will give trucks access to Georgetown without having to go through the lights but the volume of automotive traffic has significantly increased as well.</li><li>4. No</li><li>5. NA</li><li>6. This does nothing to address the increased volume through the lights in the North/South direction from the new subdivision to the north on Winston Churchill and the traffic from Brampton via Mayfield/Wanless.</li></ol>	
62.	February 8, 2024	<ol style="list-style-type: none"><li>1. I live in the area</li><li>2. Yes</li><li>3. It looks like it only take into account people travelling to Winston Churchill, but what about all the traffic from Brampton that comes through Norval? What's the point of the bypass if it doesn't address that traffic issue.</li><li>4. Yes</li><li>5. For such a high traffic route I don't think people are well versed enough with traffic circles, especially multi-lane ones to make them effective in Halton Hills. We have enough issues with the existing one on Tenth Sideroad, with people whipping through</li><li>6. I hope the environmental assessment is not in favour, your plan goes through farm land, forestry, a home. There had to be other options. Traffic circles are a nightmare, single lane ones are fine as long as there is no landscaping obstructing the view, once you move to multi-lanes, then you have issues. The existing traffic circle is already dangerous, cars whip through it at high speeds, they don't use signals, and you can't see them because of the ridiculous landscaping. Traffic lights are just safer. I just moved back to Georgetown in 2021, so this is my first chance to voice my thoughts on this, and I hate it. I was happy that I moved close to the trails of Halton Hills, the thought that a bypass will be going</li></ol>	



Number	Date	Comment	Response/ Status
		through the woods near them is disheartening, they are so peaceful. I don't want to hear automobiles when walking the trails.	
63.	February 8, 2024	1. I live in the area 2. No 3. NA 4. No 5. NA 6. Love it. I live nearby. It will make driving safer thanks to the shallower grade especially in winter.	
64.	February 8, 2024	1. I live in the area. ;I commute through the area. 2. No 3. NA 4. Yes 5. How do I get a better picture of rhe design, since rhe videos aren't clear? 6. The design is not clear in the videos. I like the aereal view but would like to see it in pdf.	
65.	February 8, 2024	1. I live in the area 2. No 3. NA 4. No 5. NA 6. NA	
66.	February 9, 2024	1. NA 2. No 3. NA 4. No 5. NA 6. NA	
67.	February 9, 2024	1. I live in the area 2. No 3. NA 4. No 5. NA 6. NA	
68.	February 10, 2024	1. I live in the area. ;I commute through the area. 2. No 3. NA 4. No 5. NA 6. NA	
69.	February 10, 2024	1. I live in the area 2. No 3. NA 4. No 5. NA 6. NA	





Number	Date	Comment	Response/ Status
70.	February 10, 2024	1. I live in the area 2. No 3. NA 4. No 5. NA 6. NA	
71.	February 10, 2024	1. I live in the area 2. Yea 3. How are the hundreds or transport trucks and dump trucks going to navigate these roundabouts? 4. No 5. NA 6. How are the hundreds or transport trucks and dump trucks going to navigate these roundabouts?	
72.	February 10, 2024	1. I live in the area 2. No 3. NA 4. No 5. NA 6. NA	
73.	February 10, 2024	1. I live in the area 2. No 3. NA 4. No 5. NA 6. NA	
74.	February 10, 2024	1. I commute through the area. 2. No 3. NA 4. Yes 5. I think that this will be great to relieve the congestion at Winston Churchill and Guelph St. And keep the traffic flowing westbound on 10 side road. 6.	
75.	February 10, 2024	1. I commute through the area. 2. No 3. NA 4. No 5. NA 6. NA	



Number	Date	Comment	Response/ Status
76.	February 10, 2024	1. I live in the area 2. NA 3. NA 4. NA 5. NA 6. I do not see any advantages to changing the road structures as they exist presently. Thus I feel that the Norval bypass is a waster of money.	
77.	February 11, 2024	1. I commute through the area. 2. No 3. NA 4. No 5. NA 6. NA	
78.	February 11, 2024	1. I live in the area. 2. No 3. NA 4. NA 5. NA 6. there is always a lot of traffic congestion during rush hour on 10th side road and winston churchill intersection and its mainly due to inflow of traffic north of winston churchill and traffic coming east on 10th side road trying to make left turn. sometimes it takes me 15-20 mins just to make left at that intersection. if the road could be widened and an underpass is built there i believe that would solve the problem.	
79.	February 11, 2024	1. I live in the area 2. No 3. NA 4. No 5. NA 6. NA	
80.	February 11, 2024	1. I live in the area. ;I commute through the area. 2. Yes 3. East/west commuters to & from Brampton & Georgetown will still cause congestion through Norval 4. No 5. NA 6. NA	
81.	February 12, 2024	1. I live in the area 2. Yes 3. NA 4. No 5. NA 6. What impact will this bypass have on # 10 Sideroad? Will # 10 Sideriad become a major artery through Georgetown?	



Number	Date	Comment	Response/ Status
82.	February 12, 2024	1. I live in the area 2. No 3. NA 4. No 5. NA 6. NA	
83.	February 12, 2024	1. I live in the area 2. No 3. NA 4. No 5. NA 6. NA	
84.	February 12, 2024	1. I live in the area 2. No 3. NA 4. Yes 5. I do not see how the new route will help alleviate traffic flow as the traffic is just rerouted back into Norval again. 6. NA	
85.	February 12, 2024	1. I live in the area 2. Yes 3. Will improving roads in the area lead to an increase in traffic? Also, if the bypass becomes busy, will drivers try to take a shortcut through Norval, and be rather aggressive while doing it? 4. No 5. NA 6. NA	
86.	February 13, 2024	1. I live in the area 2. No 3. NA 4. No 5. NA 6. NA	
87.	February 13, 2024	1. I commute through the area. 2. Yes 3. Way too many vehicles for a roundabout especially at the most northern area on Highway 7 and Adamson 4. Yes 5. Both areas of Highway 7 is already well above the limits of a safe roundabout and will require actual traffic lights...especially at the most northern proposed roundabout just near the base of the incline before the bridge leading towards Georgetown. 6. NA	



Number	Date	Comment	Response/ Status
88.	February 14, 2024	1. I live in the area 2. Yes 3. NA 4. No 5. NA 6. Please dedicate some budget and manpower to fix mayfield rd west of Winston Churchill. It is the road leading into halton from Brampton and it has to be the worst road in Ontario. It is severely damaged and you leave Brampton on a smooth maintained road to enter halton like you are off-roading in the middle of the forest. It is not a good welcome to our region and it is frustrating for those of us that drive it every day. Do you have a time line when this roadwork will be repaired? Thank you.	
89.	February 14, 2024	1. NA 2. Yes 3. is Winston churchill going to end running southbound to towards 10 sdrd 4. Yes 5. it shouldn't be run through someones farm. that is disgusting 6. NA	
90.	February 14, 2024	1. I commute through the area. 2. No 3. NA 4. No 5. NA 6. NA	
91.	February 16, 2024	1. NA 2. NA 3. NA 4. NA 5. NA 6. NA	
92.	February 16, 2024	1. NA 2. Yes 3. Safety. Design speed should be aligned with intended travel speed. 4. Yes 5. Ensure connection to Norval on Winston Churchill Blvd for pedestrians and cyclists, who will not need to use the bypass to access Norval. 6. Massively overbuilt stroad. Not necessary and will induce higher levels of traffic in the area.	
93.	February 17, 2024	1. I commute through the area. 2. No 3. NA 4. No 5. NA 6. NA	



Number	Date	Comment	Response/ Status
94.	February 18, 2024	<ol style="list-style-type: none"><li>1. I live in the area</li><li>2. Yes</li><li>3. Volume of traffic data from both South (Winston Churchill) and East (Hwy 7) into Georgetown along Guelph st.</li><li>4. Yes</li><li>5. I think the volume of traffic will be too high for the narrow bridge over Silver Creek.</li><li>6. Widening the bridge over Silver Creek in this build may be a more long term cost effective way of getting to what will likely be the end result. The bridge needs 4 lanes. I do like the round-about approach to intersections.</li></ol>	
95.	February 19, 2024	<ol style="list-style-type: none"><li>1. I live in the area. I commute through the area.</li><li>2. No</li><li>3. NA</li><li>4. No</li><li>5. NA</li><li>6. Please advise when the bypass construction is planned to start. Also, please advise how traffic flow will be maintained during that time - as we saw with the bridge re-construction that occurred in 2023, there were significant delays and difficulties getting out of our subdivision onto hwy 7.</li></ol>	
96.	February 19, 2024	<ol style="list-style-type: none"><li>1. I live in the area. I commute through the area.</li><li>2. Yes</li><li>3. I would like to see some provision made in the project for permanently protecting at least an equal amount of some natural and undeveloped land. I'm concerned that Halton is on one path to keep building more homes, more industrial space, and more roads.</li><li>4. No</li><li>5. NA</li><li>6. I have no doubt that the new road design will be effective and readily used by the public. Let's make an actual effort in Halton to not pave everything though. Each project must be married to a land acquisition component where we buy a woodlot or wetland, and even an old field, to be retained as natural space inventory for all generations to follow.</li></ol>	
97.	February 20, 2024	<ol style="list-style-type: none"><li>1. I live in the area.</li><li>2. Yes</li><li>3. The whole point of the bypass was to bypass Norval. None of these proposals delivered on that. I am hoping the Region can explain why?</li><li>4. Yes</li><li>5. Again - what happened to the bypass part? Norval will without question be ruined if your current proposal goes through. Nevermind the poor people whose properties will no longer be enjoyable, and will drop significantly in value. Not acceptable.</li><li>6. I really do not understand how there wasn't a single bypass option presented. Perhaps in the many years this has been on the horizon, the concept of bypass of Norval became simply a bypass of the 4 corners in the Region's mind? Clearly there is a large dislocation on</li></ol>	





Number	Date	Comment	Response/ Status
		what was expected, and what is now being proposed. That said, there are lots of opportunities to do this correctly if we get back to the purpose of the Norval bypass. I anticipate a great deal of local push back on this upcoming. I am also not supportive of how residents were not included in this. My understanding is that the owners of the two historic properties that will be ruined were notified, but the neighbour across the street, who also will suffer significantly from this project, were not given the opportunity to meet with Region staff. Let's go back to the drawing board and focus on an actual bypass, and let's also include the actual residents of Norval in this.	
98.	February 28, 2024	<ol style="list-style-type: none"><li>1. I live in the area. I work or own a business in the area</li><li>2. Yes</li><li>3. What about the impact of east/west traffic through Norval? Brampton continues to grow. Won't there be even more traffic through Norval to and from Brampton? I thought that was one of the major concerns of Norval residents.</li><li>4. NA</li><li>5. NA</li><li>6. I appreciate that that the suggested alternative will assist in traffic on a north/south basis but is there not a lot of traffic travelling east/west? How does this plan affect that traffic, if at all?</li></ol>	
99.	March 2, 2024	<ol style="list-style-type: none"><li>1. I live in the area. I work or own a business in the area. I commute through the area. I farm in the area. I farm the land which the proposed bypass grows through.</li><li>2. No</li><li>3. What about the impact of east/west traffic through Norval? Brampton continues to grow. Won't there be even more traffic through Norval to and from Brampton? I thought that was one of the major concerns of Norval residents.</li><li>4. Yes</li><li>5. Please make road have wide enough shoulders for large farm equipment to move safely on. Make rounds abouts large enough for large farm equipment and trucks. Set back road signs and lightposts so they do not get interfere with moving large farm equipment.</li><li>6. Please be sensitive to the fact that this area is still an active farming area and this bypass affects more then just commuter vehicles. Please reach out if you wish to discuss further.</li></ol>	
100.	March 2, 2024	<ol style="list-style-type: none"><li>1. I live in the area.</li><li>2. Yes</li><li>3. Take it right out of the area, as it will leave Norval non-existent.</li><li>4. No</li><li>5. NA</li><li>6. NA</li></ol>	



Number	Date	Comment	Response/ Status
101.	March 7, 2024	1. NA 2. No 3. NA 4. No 5. NA 6. NA	
102.	March 11, 2024	1. I live in the area. 2. No 3. NA 4. No 5. NA 6. NA	
103.	March 18, 2024	1. I live in the area. 2. Yes 3. I'm concerned about the impact on the north south routes through the village (i.e., Winston Churchill Blvd (WCB) 4. Yes 5. What consideration has been taken on the impact of the only north south route, Winston Churchill Blvd. (WCB), through the Hamlet. 6. I am wondering why there have been no information sessions for the residents of the Village. We are not only the tax payers but the residents who will be directly impacted by the proposed bypass.	
104.	March 20, 2024	1. I live in the area. 2. No 3. NA 4. No 5. NA 6. I think it's a great idea going forward it is much needed& should have been started years ago.	
105.	March 20, 2024	1. I live in the area. 2. Yes 3. Potential disruption to the adjacent 3 properties 4. No 5. NA 6. NA	
106.	March 21, 2024	1. I live in the area. My property may or may not be within the study area on Guelph Street in Norval. 2. Yes 3. The human & financial impact on properties directly impacted by this proposal. Short & long term impacts for property owners on boundary area. Discuss how this proposal ties directly into the HPBATS East & West Bovaird Road Extensions for Peel Region. 4. Yes 5. Not BYPASS solutions. These are alternate routes to move higher traffic through the village of Norval. These plans realistically will NOT be a long term solution to keeping traffic out of Norval. On the contrary, it moves MORE TRAFFIC INTO THE VILLAGE.	



Number	Date	Comment	Response/ Status
		<p>6. What are the NEGATIVE IMPACTS from this project if implemented, on the Village of Norval and its residents? This study has minimal focus on meeting the needs of local village of Norval residents. The study material focus is on all the positive impacts this will have on moving non-resident, and high volumes of traffic through the Village of Norval. This MCEA Study needs to include a serious study and review of how the increased volume of traffic is going to impact the lives of the people directly impacted by its construction and implementation. Beyond the human impact, the environmental impact is significantly more damaging than this study leads the viewer to believe. The pretty pictures do not accurately represent what is actually going to happen environmentally in the location setting. The visual material provided is misleading the public. There is a LESS is BETTER approach to providing information. This MCEA Study is hyper focused on creating a study result that meets a predetermined outcome. You want to move higher volumes of traffic. A true study would take a holistic approach and determine first, what is in the best interest of the local residents most directly affected by current traffic and any purposed solutions. The primary concern should be meeting the needs of the local Village of Norval residents and not the greater PEEL REGION and HALTON REGION non-resident of Norval movement of traffic, short and long term. More honesty and forth coming about how this ties into the PEEL REGION plans as outlined in the HPBASTS study regarding the connection to Bovaird Drive East West Connection options. Again HPBATS speaks to the East West and Norval Network Alternatives speaking directly to connecting to Norval West Bypass as an option of merit. The Bovaird Drive East and West Extension evaluation speaks to the need for an East West connection. These existing PEEL REGION plans show major roadways cutting through the North and South part of the actual village of NORVAL. They show purposed high volume traffic routes cutting through Upper Canada College, Willow Park, Norval School Property, all to connect to this purposed Round About on Highway 7 or Guelph Street. Why does this MCEA Norval West Bypass Study NOT address or outline how the longer term HPBATS plans tie into this current ROUND ABOUT proposal? First and foremost, the definition of BYPASS: verb: go past or around. Noun: A road passing around a town or its centre to provide an alternative route for through traffic. I think we can all agree that when a study is identified as a BYPASS STUDY, most people believe the plan is to "go around a town". In this case, that is exactly what should be happening. A plan should be developed that finds a way completely around the Village of Norval. Two small bridges (one lane each direction), 2 main HEADWATER waterways (Credit River &amp; Silver Creek), significantly sensitive environmental greenspaces on watershed, and natural wildlife habitat, and the lives of all the locally impacted residents of Norval, all at risk to move traffic with absolutely NO VESTED INTEREST in the environmentally sensitive area it is</p>	

Number	Date	Comment	Response/ Status
		purposed. This MCEA Study is deficient and needs to go back and address why an actual BYPASS STUDY was not initiated nor considered. Outside of the reason outlined in a meeting: "IT WOULD COST TOO MUCH MONEY TO BUILD A BRIDGE, we didn't event look at that". This plan neglects to address the HUMAN IMPACT this project will have on the people, residences it directly impacts here in Norval. You haven't even considered the negative impact on quality of life. Quality of life in Norval is already significantly impacted by high volumes of traffic. This MCEA Study purposes to move even greater volumes of traffic INTO THE VILLAGE, AND THROUGH THE VILLAGE OF NORVAL. None of the purposed solutions is the right solution to address the need for moving traffic OUT OF THE VILLAGE OF NORVAL, or AROUND the village of Norval. The Region of Halton needs to REDO this MCEA Norval West Bypass Study.	
107.	March 25, 2024	<ol style="list-style-type: none"><li>1. I live in the area.</li><li>2. Yes</li><li>3. This is not a bypass....It is a short sighted, short term plan to accommodate traffic to / from Brampton. The property owners should have been consulted way earlier in the process.</li><li>4. Yes</li><li>5. Why did you not consider widening the Silver creek bridge and creating a true bypass of Norval</li><li>6. What will be done to accommodate and compensate adjacent property owners who are directly affected by this proposal. Our house value has been affected and the project hasn't even been built yet, according to a few local real estate professionals we consulted. This isn't fair.....</li></ol>	
108.	March 26, 2024	<ol style="list-style-type: none"><li>1. I live in the area. I commute through the area.</li><li>2. Yes</li><li>3. Roundabouts do not work, it will make traffic considerable worse.</li><li>4. Yes</li><li>5. Traffic lights will work much better and allow large Tractor Trailers better access to Winston Churchill</li><li>6. I don't think I can say strongly enough that I think the roundabouts will cause traffic mayhem.</li></ol>	
109.	March 27, 2024	<ol style="list-style-type: none"><li>1. I live in the area. I commute through the area.</li><li>2. Yes</li><li>3. Prefer widening of Silver Creek Bridge into 4 lanes (alternate B) as an intersection with a long turn left lane into Norval will encourage traffic to continue on the Bypass route. Also, the B alternative encourages traffic to stay on route onto the Bypass</li><li>4. Yes</li><li>5. The age of the Silver Creek Bridge does not lend itself to continued and expanded use. It should be replaced with a 4 lane bridge per alternative B. 4 lane Georgetown to Brampton !</li><li>6. Are there any plans currently under consideration to widen Adamson St beyond the roundabout into 4 lanes? Also, are there any plans to adopt HPBATS concepts of connecting 10 Side Rd to Bovaird in the</li></ol>	



Number	Date	Comment	Response/ Status
		near future? If so, do these plans incorporate the proposed Hwy 413 intersection? Connection of 10 Side Rd to Williams Pkwy instead of Bovaird would encourage traffic to take the Bypass as a more direct route to access the 413. Otherwise, traffic will avoid the bypass and continue through Norval to access the 413 at Bovaird.	



# **Norval West Bypass Transportation Corridor Improvements Municipal Class Environmental Assessment Study**

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

**Public Information Centre #2 Frequently Asked Questions  
June 2024**



# Thank You For Your Feedback!

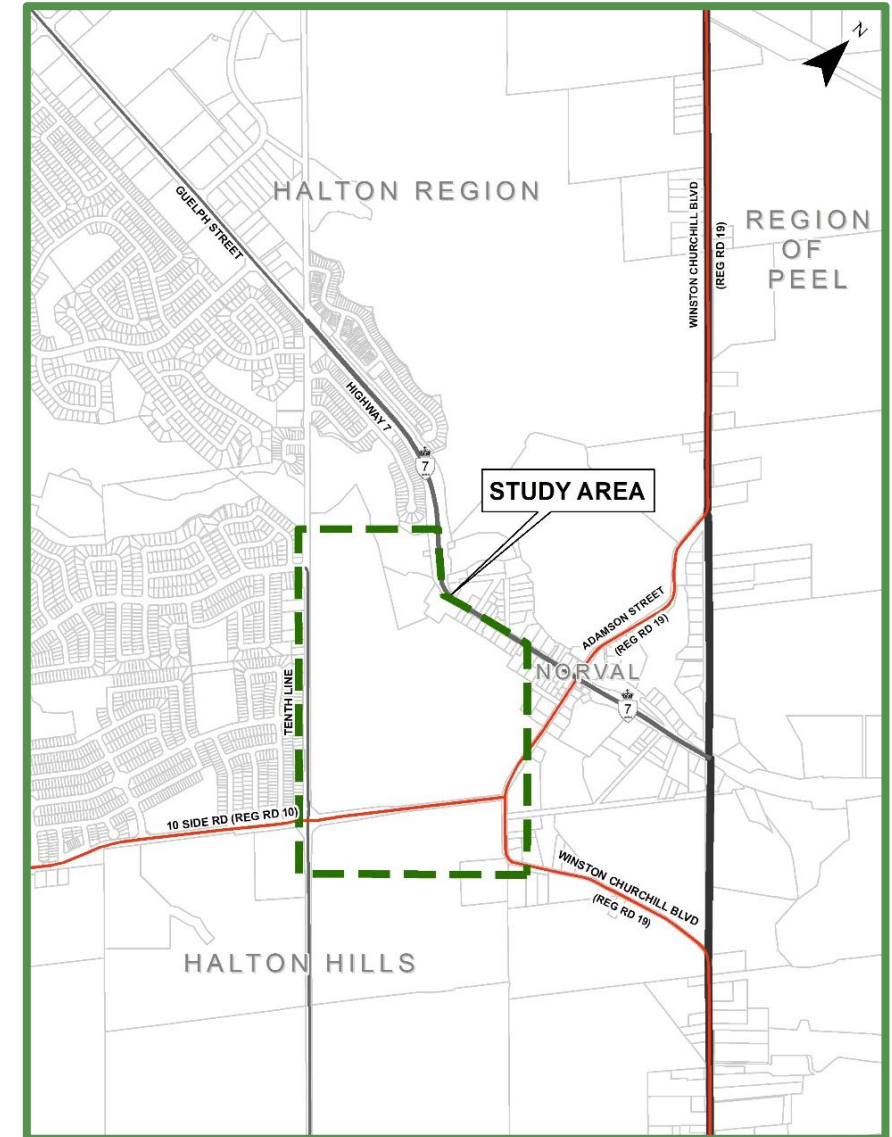
- More than 120 responses were received in response to the Public Information Centre #2 online survey with valuable input on the Norval West Bypass MCEA Study – thank you for your feedback!
- Comments touched on a variety of themes, including for example:
  - How the Norval West Bypass and improvements to 10 Side Road fit into the short and long-term transportation plans for this area
  - Impact of the Norval West Bypass on traffic through the community of Norval
  - How impacts to adjacent properties and the natural environment have been mitigated
- This video provides additional background and information on the study's frequently asked questions received in response to Public Information Centre #2.

## Theme: Study Area

**What is the study area for the Norval West Bypass MCEA Study and how is the surrounding area considered?**

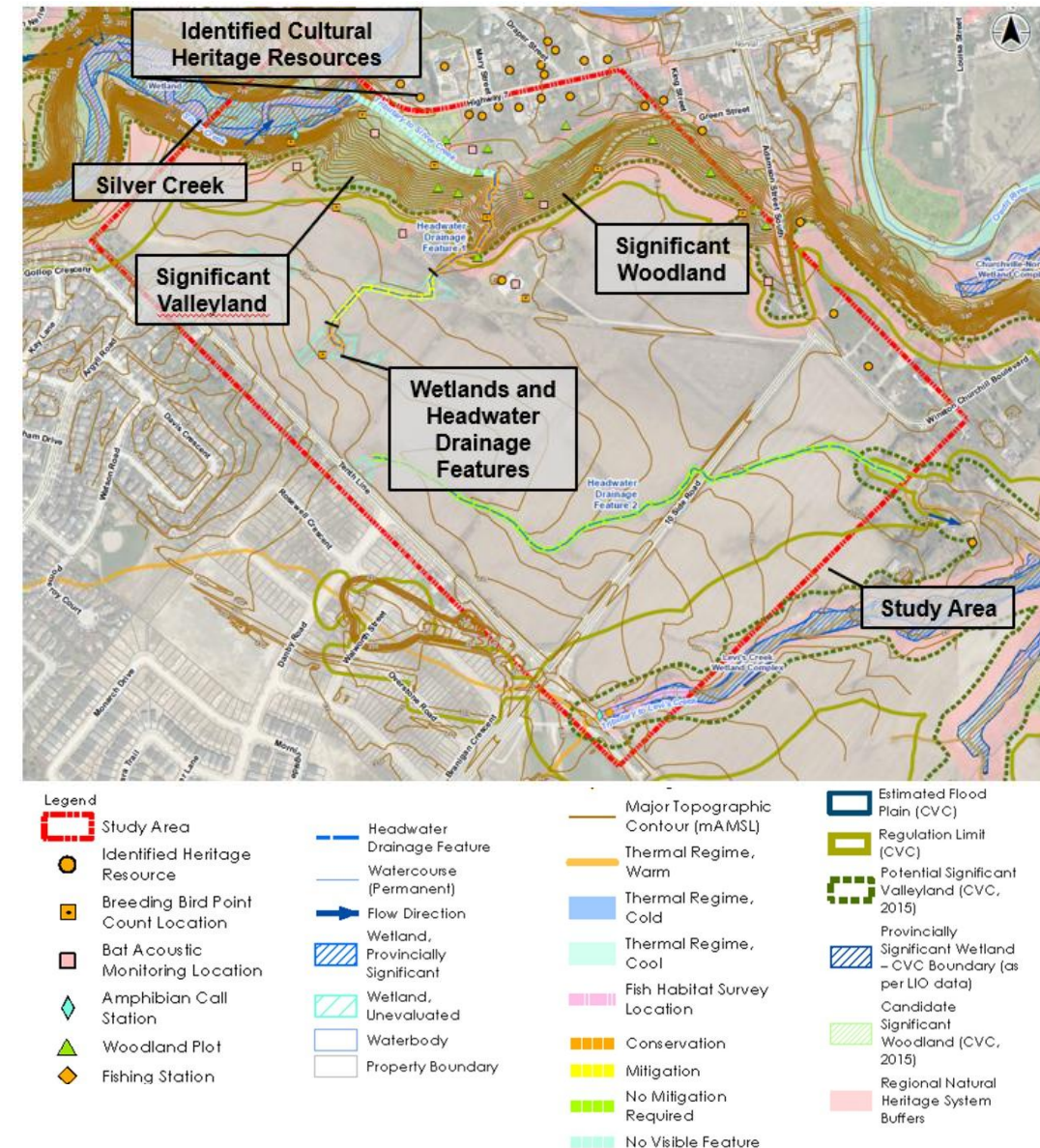
# What Is The Focus Of This Study?

- 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. It is also part of the overall Halton/Peel Boundary Area Transportation Study (HPBATS) improvements.
- 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 that connects Highway 7 to 10 Side Road



# What Area Does The Study Consider?

- The study area limits shown on the map display the boundary where the Norval West Bypass and improvements to 10 Side Road have been considered.
- The project considers the impact of the improvements on the local community, beyond the study area limits presented in the figure.
- Several technical studies undertaken as part of this project, including traffic, cultural heritage, natural environment, air and noise, consider the area outside of the study area limits including the north side of Highway 7.
  - For example, cultural heritage features were identified and considered on the north side of Highway 7/Guelph Street





## **Theme: Transportation Planning**

**How do the Norval West Bypass and improvements to 10 Side Road fit into the short and long-term transportation plans for this area?**

# Transportation Planning

Several background studies were considered as part of this study. These studies consider transportation planning in a larger geographical area and make recommendations to improve network connectivity throughout the Region. These studies include:

- **Halton-Peel Boundary Area Transportation Study (HPBATS) (2010)** – identified the required road network to accommodate future travel demand and network connectivity to 2031 in the area of the Halton-Peel boundary
- **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 active transportation improvements for the Regional road network
- **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

# Halton-Peel Boundary Area Transportation Study (HPBATS) (2010)

- The purpose of HPBATS was to develop a roadway network to address the long-term transportation needs around the Halton-Peel Boundary area.
- The study recommended a transportation network with new road corridors and the widening of existing roadways to address travel demand in the area.
- **The Norval West Bypass is one piece of these recommended transportation improvements to support travel demand.**

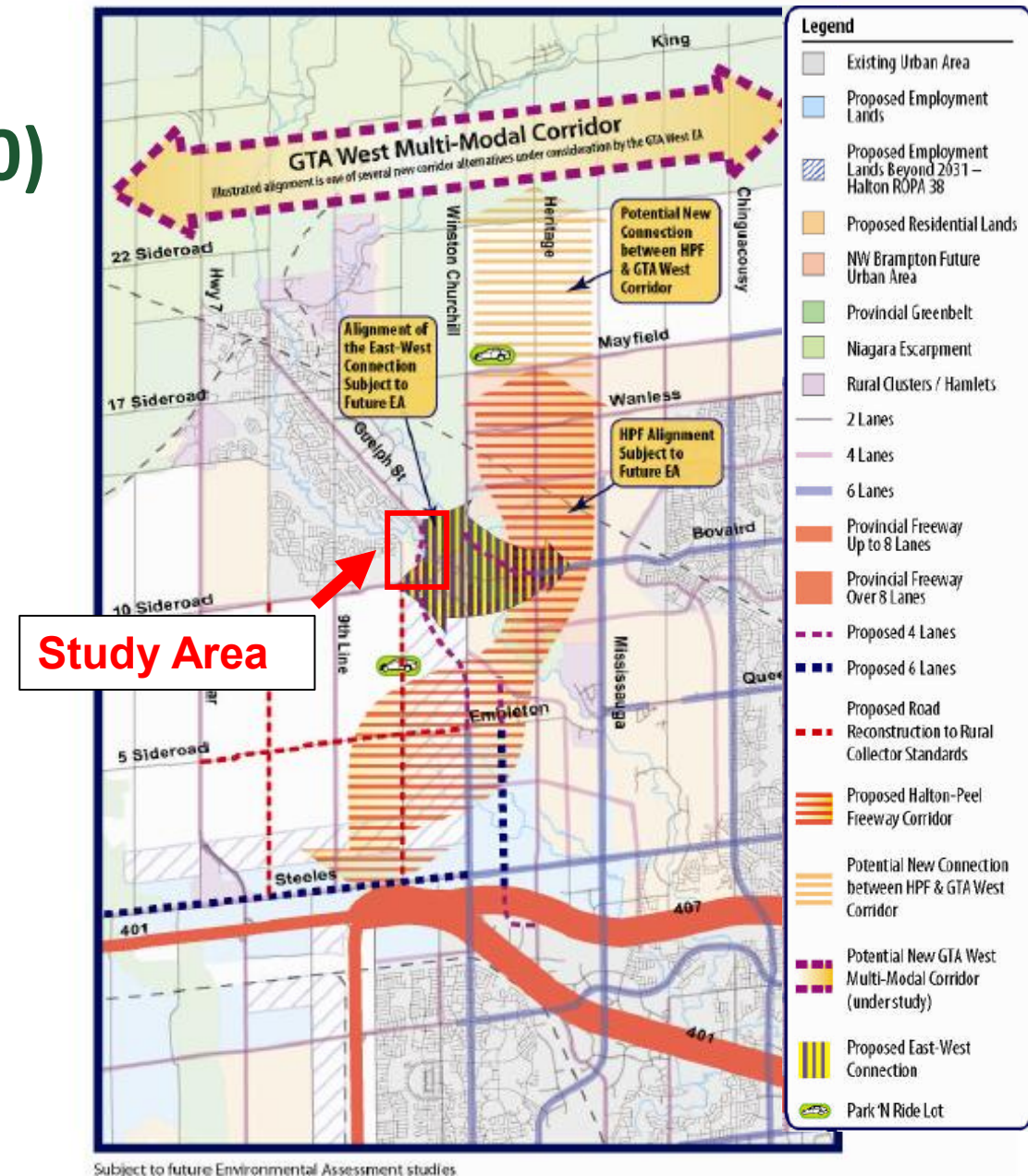


Exhibit 8-3: HPBATS Recommended Road Network, 2031

# Halton-Peel Boundary Area Transportation Study (HPBATS) (2010)

- As per HPBATS, the Norval West Bypass is a key corridor in accommodating future travel demand, and alleviating congestion within Norval.
- With the Norval West Bypass and Winston Churchill Bypass, the existing Winston Churchill Boulevard/Adamson Street would serve local traffic and redirect north-south travel demand to the bypass.
- The HPBATS traffic modelling identified that with all recommended improvements in place, traffic is expected to decrease about 64% on Highway 7 through Norval and about 58% on Adamson Street south of Norval.

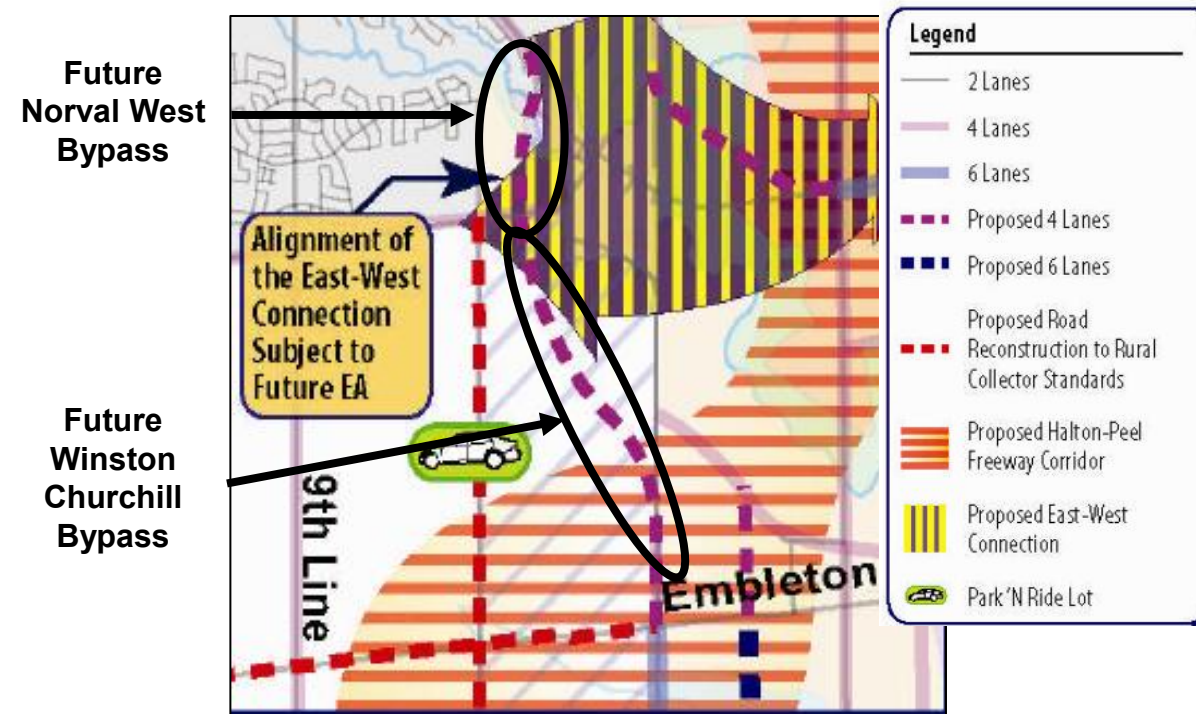


Exhibit 8-2: HPBATS Recommended Road Network; Halton Hills, 2031

## **Theme: Winston Churchill Boulevard**

**What are the future plans for Winston Churchill Boulevard?**

# Winston Churchill Boulevard

- Winston Churchill Boulevard is currently a boundary road between the Region of Peel and Halton Region
- HPBATS identified a future four-lane Winston Churchill Bypass from north of 5 Side Road to 10 Side Road/Norval West Bypass.
  - The Winston Churchill Bypass is subject to a separate future MCEA Study
- The Halton Region Transportation Master Plan (2011) and HPBATS identified Winston Churchill Boulevard as six lanes from Highway 401 to the future Winston Churchill Bypass
- The Region has not identified any future widening of Winston Churchill Boulevard/Adamson Street through Norval.
- The Region is currently undertaking the Integrated Master Plan which will include development of the new Multi-Modal Transportation Master Plan.

**Halton Region Water, Wastewater and Transportation Integrated Master Plan Webpage:**  
<https://halton.ca/For-Residents/Roads-Construction/Infrastructure-Master-Plans/Water-Wastewater-Transportation-IMP>



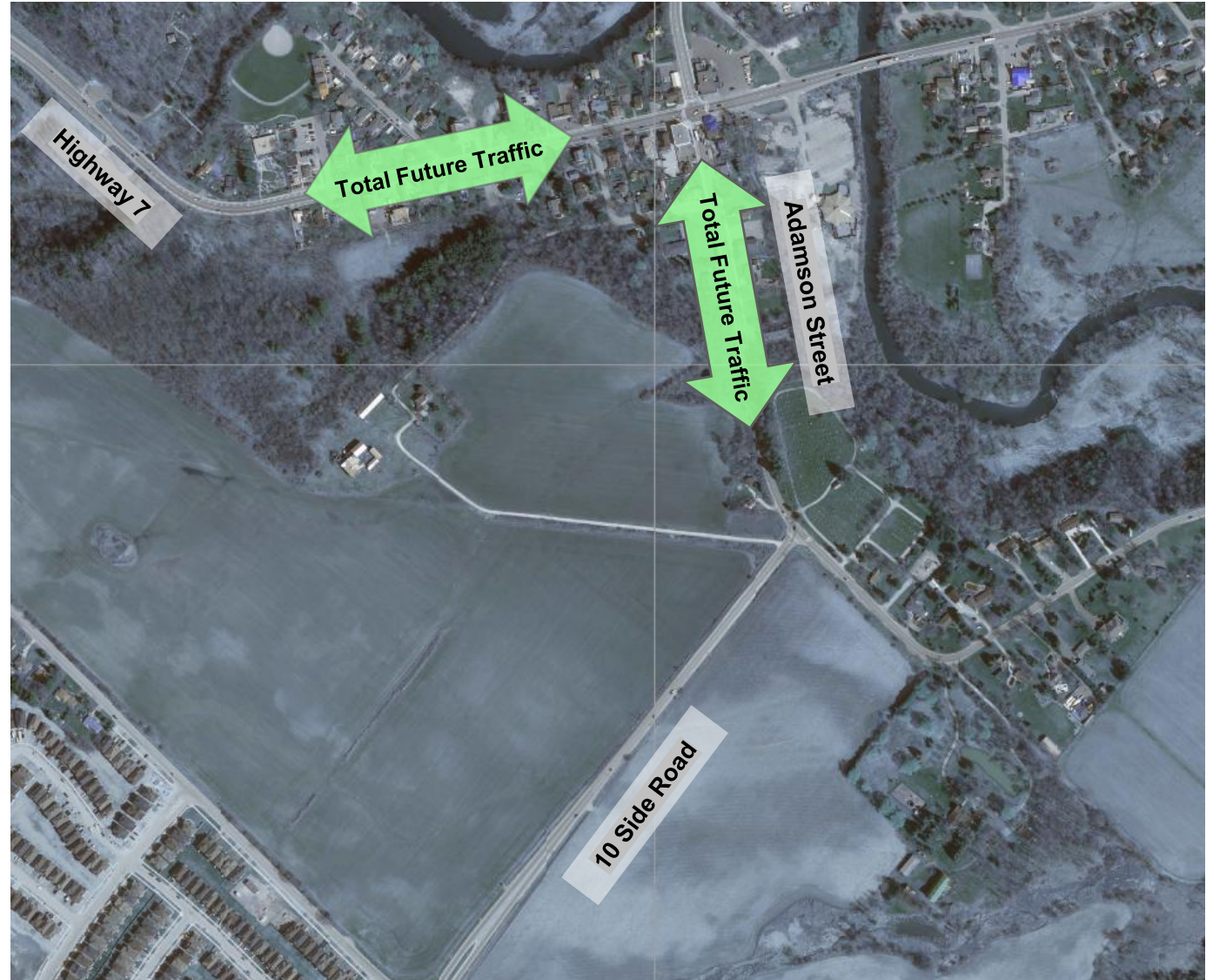
## **Theme: Future Travel Demand**

**How will the Norval West Bypass impact traffic through the community of Norval?**

# Future Travel Demand

## Do Nothing Scenario

- Under the existing intersection configuration (without the addition of the Norval West Bypass), all existing and future traffic will proceed through the community of Norval.
- The traffic operations at the intersection at Highway 7 and Adamson Street will worsen.





# Future Travel Demand With the Norval West Bypass

- With the addition of the Norval West Bypass, it is anticipated that approximately  $\frac{2}{3}$  of the existing and future traffic will be diverted to the Bypass, with the remaining  $\frac{1}{3}$  using Highway 7/Guelph Street through Norval.
- This redistribution will reduce traffic on Adamson Street and the intersection at Highway 7.
- Traffic signal timing and operations at Highway 7 and Adamson Street will continue to be reviewed and monitored to accommodate the new travel patterns.





# Future Travel Demand With the Norval West Bypass and Winston Churchill Bypass

- With the addition of the Winston Churchill Bypass (subject to a future separate study), it is anticipated that more traffic will use the Norval West Bypass, further reducing the overall traffic on Highway 7/Guelph Street through Norval.
- This redistribution will further reduce traffic on Adamson Street and the intersection at Highway 7.
- Traffic signal timing and operations at Highway 7 and Adamson Street will continue to be reviewed and monitored to accommodate the new travel patterns.

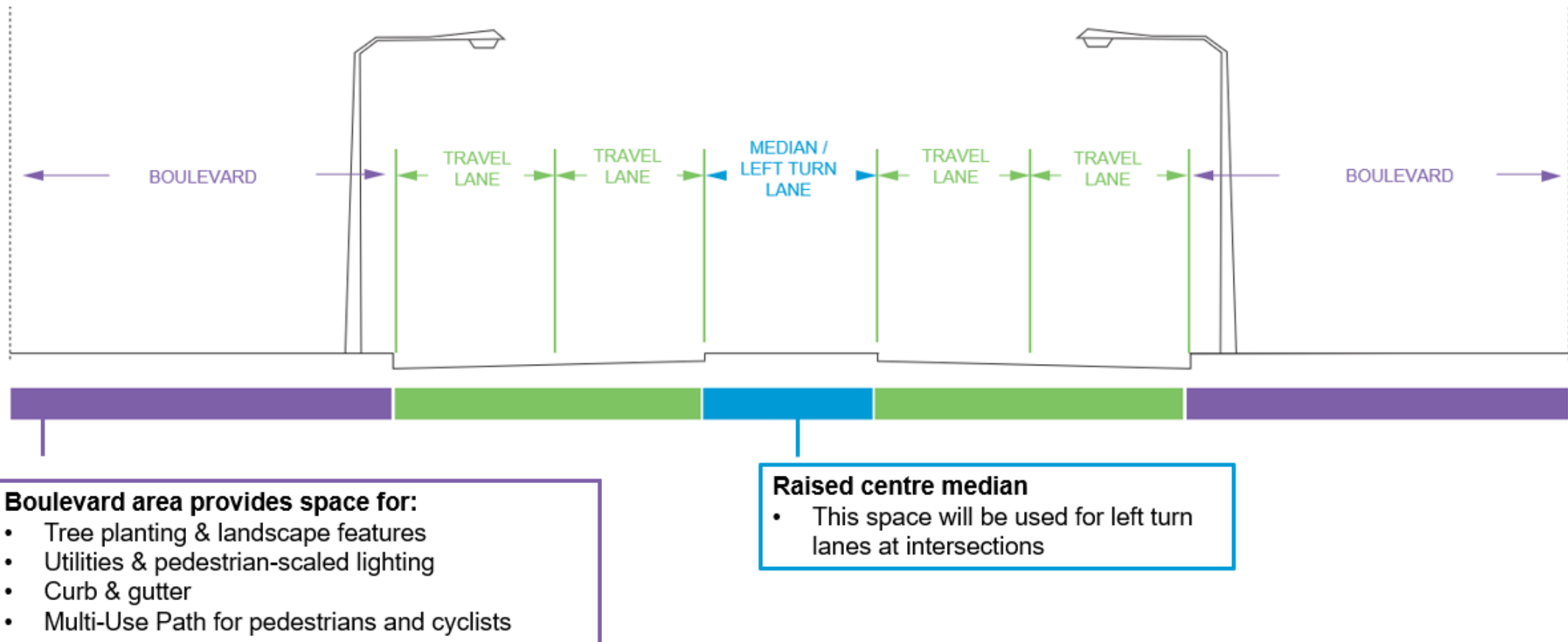


## **Theme: Cross-Section**

**Why are four travel lanes required for the Norval West Bypass?**

# Cross-Section

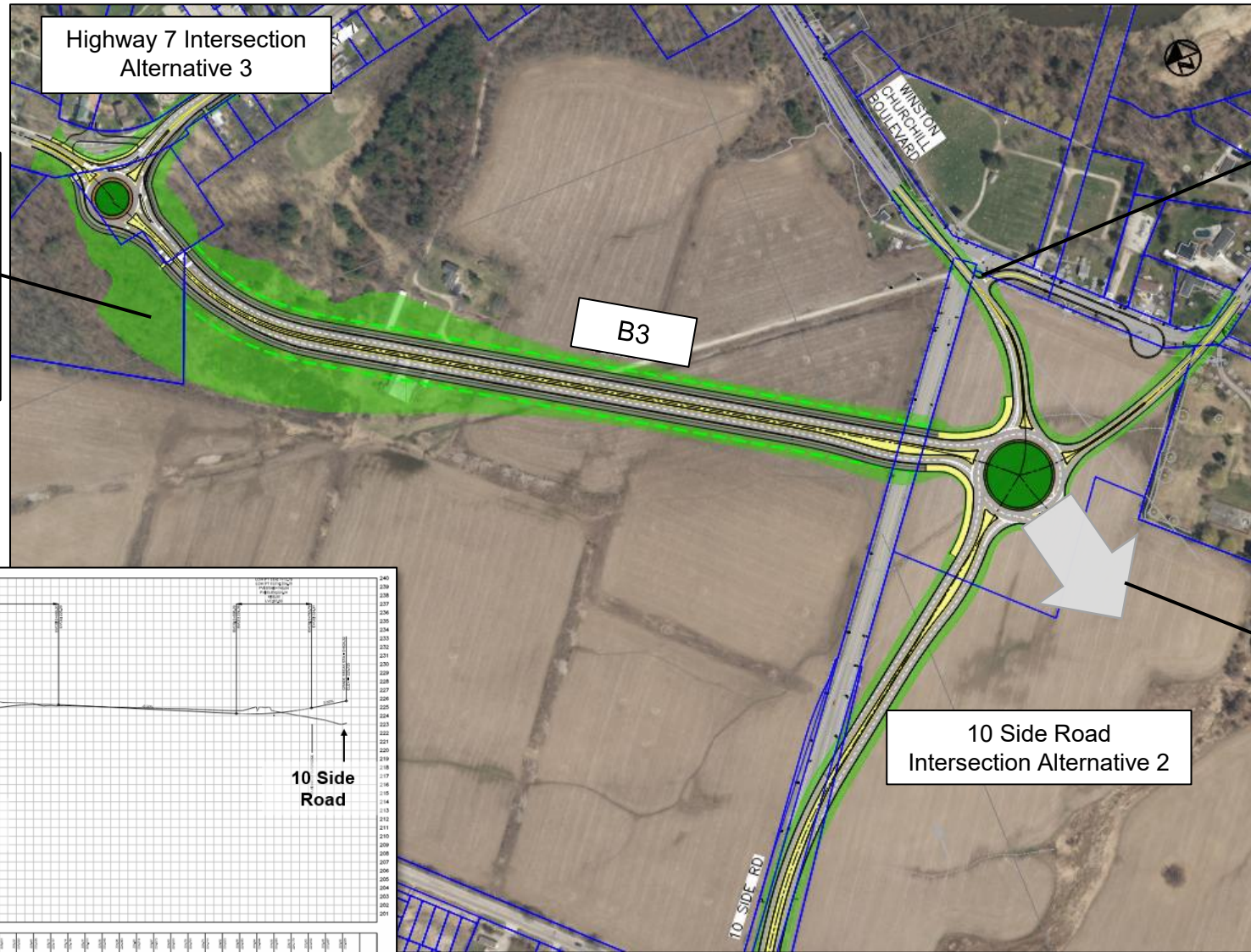
- Four lanes are required to redirect traffic away from Highway 7 through the community of Norval and the Adamson Street intersection. As identified in HPBATS, the Norval West Bypass will connect to the planned future four-lane Winston Churchill Bypass, which is subject to a future separate MCEA study.



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



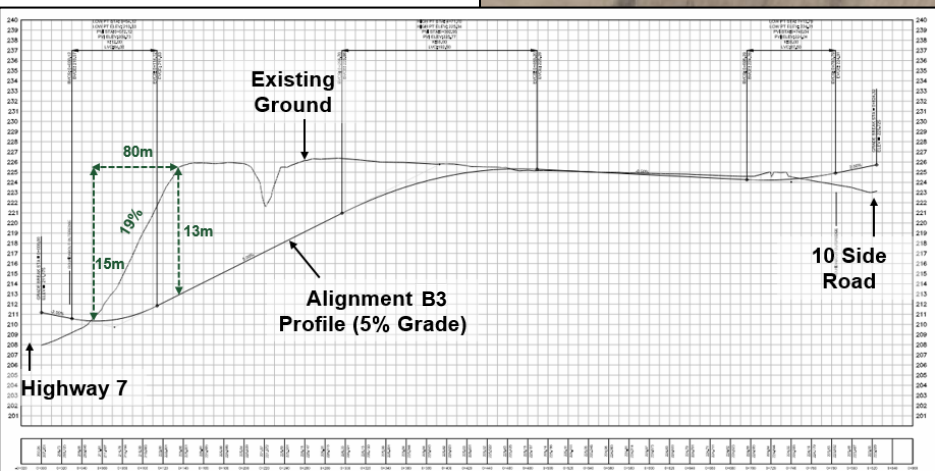
# Preliminary Preferred Design Plan and Profile



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

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

Potential future Winston Churchill Bypass subject to future separate MCEA Study.



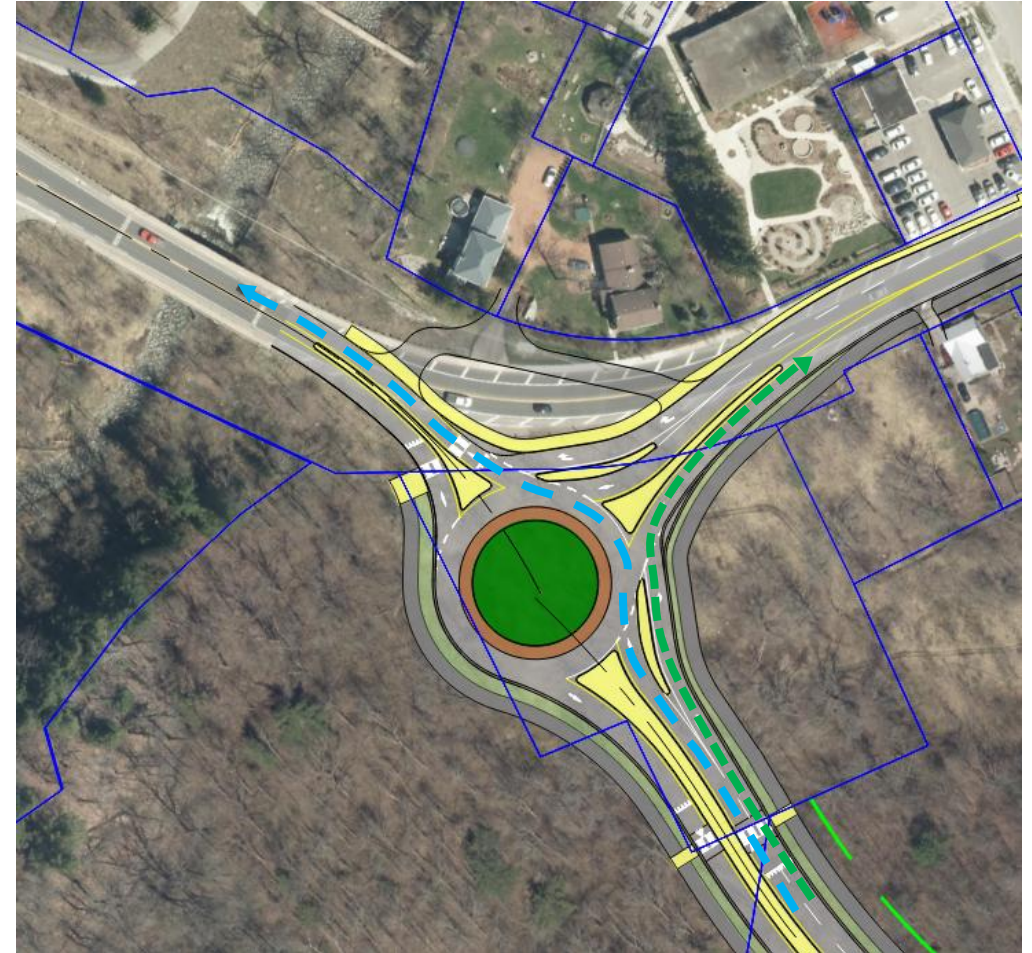
## **Theme: Highway 7 Roundabout**

**How has the Highway 7 roundabout's footprint been reduced, while still accommodating traffic operations and large vehicles such as trucks and farm vehicles?**



# Preliminary Preferred Design – Highway 7 Roundabout Footprint

- A single-lane roundabout is proposed at Highway 7 and the Norval West Bypass.
- The single-lane roundabout minimizes the footprint and impact on adjacent properties while still keeping traffic moving through two auxiliary right turn lanes.
- Most vehicles will be travelling in the left lane on the Norval West Bypass and will be directed through the roundabout into Georgetown (as shown in **blue**).
- Vehicles travelling to the community of Norval will be directed to use the auxiliary right turn lane (as shown in **green**).



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

# Preliminary Preferred Design – Highway 7 Roundabout

No impact to existing bridge to minimize environmental impacts to Silver Creek

Roundabout designed to reduce footprint impact while accommodating travel demand with minimal delays



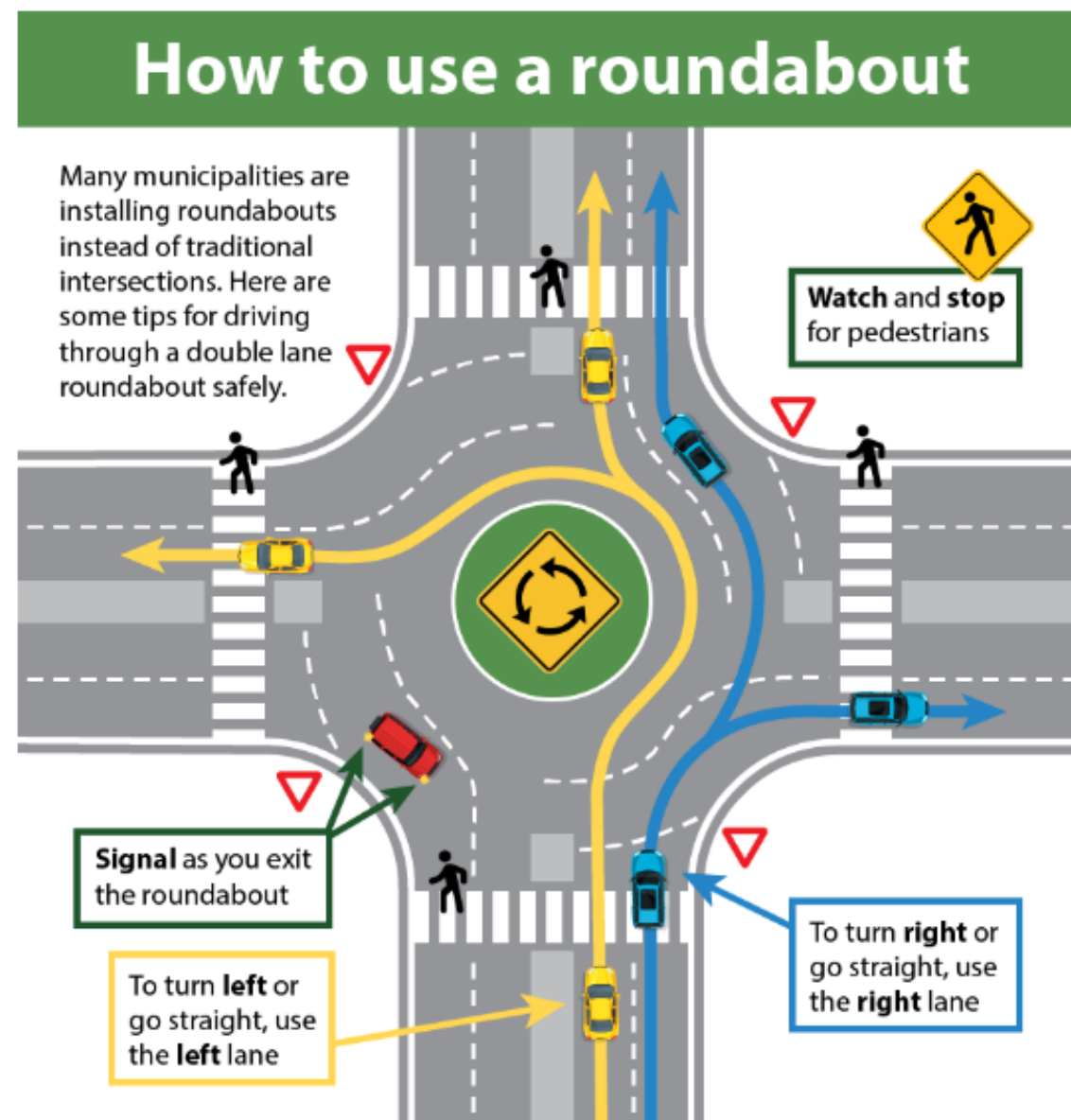
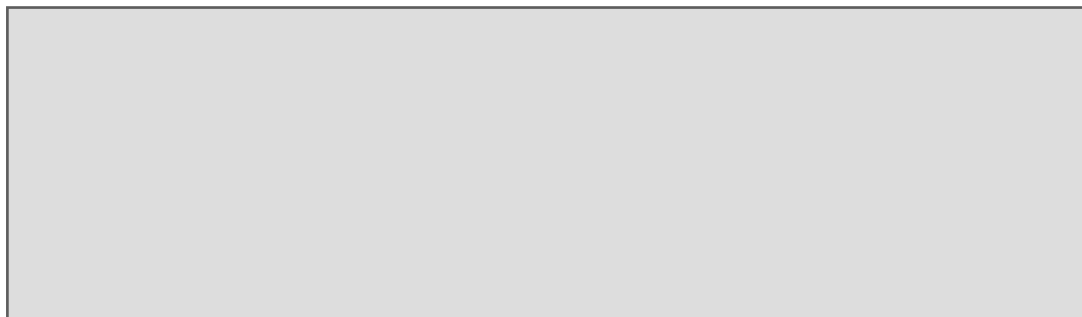
Active Transportation connectivity to the community of Norval

Truck apron and curb geometry set to accommodate larger vehicles (i.e. trucks and farm vehicles) per MTO standard



# How to Navigate a Roundabout

- The Roundabouts page on [halton.ca](http://halton.ca) includes information on how to use a roundabout and some frequently asked questions about roundabouts.



## **Theme: Active Transportation**

**How are active transportation connections to the Southeast  
Georgetown Secondary Plan Area being considered?**



# Active Transportation

- Multi-use paths will be provided in the Regional right-of-way on the Norval West Bypass and 10 Side Road. The cross-section will be further refined in detailed design.
- Active transportation within the new Southeast Georgetown Secondary Plan neighbourhood will be developed by the Town of Halton Hills.
- Through the ongoing Halton Region Integrated Master Plan, active transportation improvements on the Regional road network will be considered. The Plan focuses on a multi-modal Regional transportation network for all users, including transit, active transportation (e.g., pedestrians and cyclists), cars, farm vehicles and trucks.



**To learn more, visit the  
Water, Wastewater and Transportation  
Integrated Master Plan page on [halton.ca](http://halton.ca)**

## **Theme: Adjacent Property Impacts**

**How have impacts to adjacent properties been minimized?**

# Adjacent Property Impacts

The following property mitigation measures and considerations have been included in the development of the preliminary preferred design to minimize impact to adjacent properties:

- The single-lane roundabout with turning lanes reduces the overall footprint of the intersection compared to a two-lane roundabout.
- The roundabout intersection location (i.e. to the south) ensures minimal impacts to private properties compared to the other intersection alternatives.
- The multi-use path connecting into Norval will be constructed in the existing municipal right-of-way.

## **Theme: Town of Halton Hills Secondary Plans**

**How have the Norval Secondary Plan and Southeast Georgetown Secondary Plan been considered in the study?**

# Norval Secondary Plan

- The recommendations of the Norval Secondary Plan completed by the Town of Halton Hills in 2003 and subsequently updated in 2014 are being considered as part of the background for this MCEA study.
- Streetscaping opportunities within the Norval West Bypass right-of-way (for example: pedestrian-scaled lighting, tree plantings and landscaping) will be included in the Environmental Study Report and further reviewed during the subsequent detailed design stage of the study.



## The Hamlet of Norval Secondary Plan

TOWN OF HALTON HILLS

Official Plan Amendment No. 1  
(As amended by Official Plan Amendment No. 20)

OFFICE CONSOLIDATION

October 2015



The Hamlet of Norval  
Secondary Plan Review

### Hamlet Design and Heritage Protection Guidelines

SUBMITTED BY:  
Brook Molloy  
November, 2013

# 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.
- As part of the study, the Region has continued to work with the Town of Halton Hills to ensure the improvements align with the Town's vision for the Southeast Georgetown Secondary Plan area.

**To learn more about the Town of Halton Hills Southeast Georgetown Secondary Plan, please visit:**

**<https://letstalkhaltonhills.ca/southeast-georgetown-secondary-plan>**



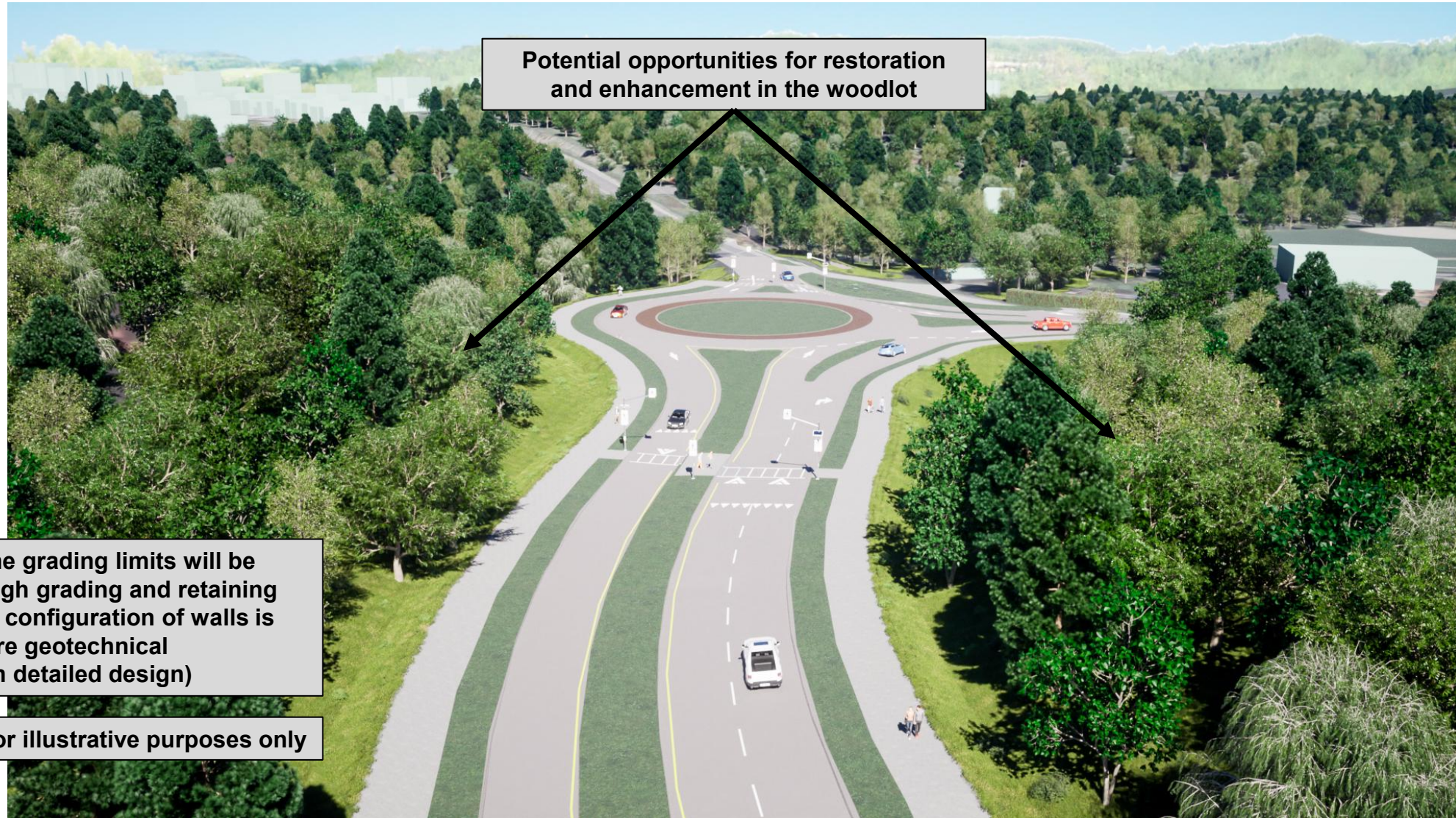
## **Theme: Natural Environment**

**What steps have been taken to reduce potential impacts on the natural environment?**

# Natural Environment

- A Natural Environment Assessment is being completed as part of this MCEA study to understand the impact of the preliminary preferred design on the natural environment and identify mitigation measures.
- Grading is required to accommodate the Norval West Bypass and the amount of grading required for the preliminary preferred design will be minimized through retaining walls (for example, stepped retaining walls), subject to future geotechnical investigation in detailed design.
- As part of the project, opportunities for restoration and enhancement in the woodlot south of Highway 7 will include tree planting and invasive species management.
- The restoration strategy will be confirmed in detailed design.

# Norval West Bypass Conceptual Only Rendering Looking North at the Highway 7 Roundabout



## **Theme: Noise and Air Quality**

**How are noise and air quality for existing residents surrounding the Southeast Georgetown Secondary Plan area being considered?**



# Noise and Air Quality

- Noise and air quality assessments will be completed as part of the study to assess existing and future conditions within the study area and the impacts of the proposed Norval West Bypass and improvements to 10 Side Road.
- If warranted, the noise and air quality assessments will include recommended mitigation measures. For example, noise walls may be recommended where warranted. Recommendations will be documented in the Environmental Study Report.

## **Theme: Silver Creek and Credit River Bridge Structures**

**How have the Silver Creek and Credit River bridge structures been considered?**



# Silver Creek and Credit River Bridge Structures

- The project team consulted with Credit Valley Conservation (CVC) and the Ministry of Transportation (MTO) during the study and these agencies will continue to be involved during design and implementation (i.e., for permits and approvals).
- Impacts to Silver Creek are avoided as no impacts to the existing Silver Creek Bridge are proposed as part of the preliminary preferred design.
- Highway 7 and the Silver Creek Bridge are under MTO jurisdiction. The project team has consulted MTO throughout the duration of the study regarding improvements at Highway 7.
- MTO recently rehabilitated the Silver Creek Bridge.
- The Credit River structure on Highway 7 will not be impacted as it is located east of the proposed Norval West Bypass.



Silver Creek Structure (July 2022)



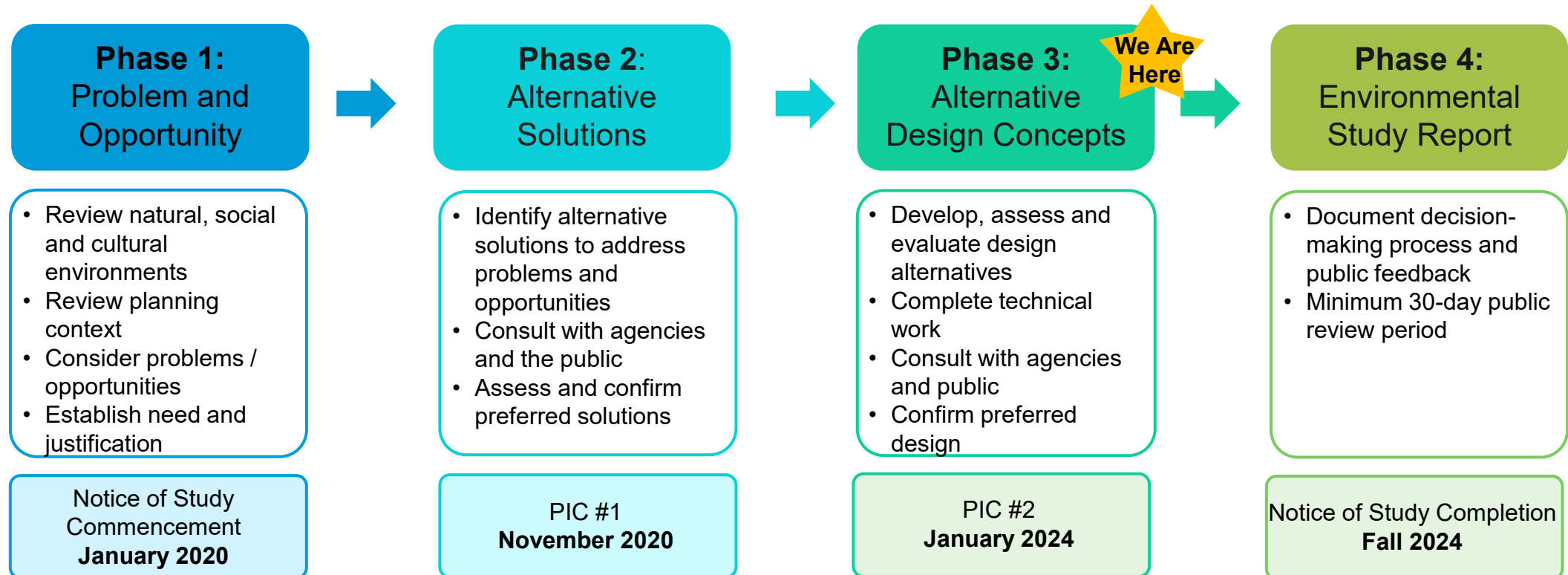
Silver Creek under Highway 7 (July 2022)

## **Theme: Consultation, Timing and Next Steps**

**What are the next steps for the study following PIC #2?**

# Consultation, Timing and Next Steps

- The Project Team is available to answer questions and receive comments as we complete the remaining phases of the project.
- An Environmental Study Report will be prepared to document the decision-making process and commitments for detailed design. Detailed design may proceed once the MCEA study is complete.
- The ESR will be placed on public record for review and consultation will continue through detailed design.



# **Norval West Bypass Municipal Class Environmental Assessment Study – Online Public Information Centre**

## **#2 Frequently Asked Questions**

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

### **Slide 1 (Welcome)**

Hello and welcome to the Public Information Centre #2 Frequently Asked Questions video for the Norval West Bypass Transportation Corridor Improvements Municipal Class Environmental Assessment Study, which we will refer to as “the study” in this video.

Public Information Centre #2 ran from January 31 to March 27, 2024. You can watch or listen to the video recording or view a pdf version of the presentation on the Region’s project website. This video provides additional information in response to the “Frequently Asked Questions” received during and after PIC #2.

Thank you for taking the time to watch this video to learn more about this study!

### **Slide 2 (Thank You For Your Feedback!)**

More than 120 responses were received in response to the Public Information Centre #2 online survey with valuable input on the Norval West Bypass MCEA Study – thank you for your feedback!

Comments touched on a variety of themes, including but not limited to:

- How the Norval West Bypass and improvements to 10 Side Road fit into the short and long-term transportation plans for this area
- Impact of the Norval West Bypass on traffic through the community of Norval
- How impacts to adjacent properties and the natural environment have been mitigated

This video provides additional background and information on the study’s frequently asked questions received in response to Public Information Centre #2.

### **Slide 3 (Theme: Study Area)**

Theme: Study Area

What is the study area for the Norval West Bypass MCEA Study and how is the surrounding area considered?

### **Slide 4 (What Is The Focus Of This Study?)**

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 Study (HPBATS) 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
- To provide a north-south connection through the future Southeast Georgetown Secondary Plan area that connects Highway 7 to 10 Side Road

### Slide 5 (What Area Does The Study Consider?)

The study area limits shown on the map display the boundary where the Norval West Bypass and improvements to 10 Side Road have been considered.

The project considers the impact of the improvements on the local community, beyond the study area limits presented in the figure.

Several technical studies undertaken as part of this project, including traffic, cultural heritage, natural environment, air, and noise consider the area outside of the study area limits including the north side of Highway 7. For example, cultural heritage features were identified and considered on the north side of Highway 7/Guelph Street

### Slide 6 (Theme: Transportation Planning)

Theme: Transportation Planning

How do the Norval West Bypass and improvements to 10 Side Road fit into the short and long-term plans for this area?

### Slide 7 (Transportation Planning)

Several background studies were considered as part of this study. These studies consider transportation planning in a larger geographical area and make recommendations to improve network connectivity throughout the Region. These studies include:

- **Halton-Peel Boundary Area Transportation Study (HPBATS) (2010)** – identified the required road network to accommodate future travel demand and network connectivity to 2031 in the area of the Halton-Peel boundary
- **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 active transportation improvements for the Regional road network

- **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

## **Slide 8 (Halton-Peel Boundary Area Transportation Study (HPBATS) (2010))**

The purpose of HPBATS was to develop a roadway network to address the long-term transportation needs around the Halton-Peel Boundary area.

The study recommended a transportation network with new road corridors and the widening of existing roadways to address travel demand in the area.

The Norval West Bypass is one piece of these recommended transportation improvements to support travel demand.

## **Slide 9 (Halton-Peel Boundary Area Transportation Study (HPBATS) (2010))**

As per HPBATS, the Norval West Bypass is a key corridor in accommodating future travel demand, and alleviating congestion within Norval.

With the Norval West Bypass and Winston Churchill Bypass, the existing Winston Churchill Boulevard/Adamson Street would serve local traffic and redirect north-south travel demand to the bypass.

The HPBATS traffic modelling identified that with all recommended improvements in place, traffic is expected to decrease about 64% on Highway 7 through Norval and about 58% on Adamson Street south of Norval.

## **Slide 10 (Theme: Winston Churchill Boulevard)**

Theme: Winston Churchill Boulevard

What are the future plans for Winston Churchill Boulevard?

## **Slide 11 (Winston Churchill Boulevard)**

Winston Churchill Boulevard is currently a boundary road between the Region of Peel and Halton Region. The Halton-Peel Boundary Area Transportation Study identified a future 4-lane Winston Churchill Bypass from north of 5 Side Road to 10 Side Road/Norval West Bypass. The Winston Churchill Bypass is subject to a separate future MCEA Study.

The Halton Region Transportation Master Plan (2011) and Halton-Peel Boundary Area Transportation Study identified Winston Churchill Boulevard as 6 lanes from Highway 401 to the future Winston Churchill Bypass.



The Region has not identified any future widening of Winston Churchill Boulevard/Adamson Street through Norval.

The Region is currently undertaking the Integrated Master Plan which will include the development of the new Multi-Modal Transportation Master Plan.

To learn more, you can visit the Halton Region Water, Wastewater and Transportation Integrated Master Plan page at [halton.ca](http://halton.ca).

## **Slide 12 (Theme: Future Travel Demand)**

Theme: Future Travel Demand

How will the Norval West Bypass impact traffic through the Community of Norval?

## **Slide 13 (Future Travel Demand - Do Nothing Scenario)**

Under the existing intersection configuration (without the addition of the Norval West Bypass), all existing and future traffic will proceed through the community of Norval.

The traffic operations at the intersection at Highway 7 and Adamson Street will worsen.

## **Slide 14 (Future Travel Demand - With the Norval West Bypass)**

With the addition of the Norval West Bypass, it is anticipated that approximately 2/3 of the existing and future traffic will be diverted to the Bypass, with the remaining 1/3 using Highway 7/Guelph Street through Norval.

This redistribution will reduce traffic on Adamson Street and the intersection at Highway 7.

Traffic signal timing and operations at Highway 7 and Adamson Street will continue to be reviewed and monitored to accommodate the new travel patterns.

## **Slide 15 (Future Travel Demand - With the Norval West Bypass and Winston Churchill Bypass)**

With the addition of the Winston Churchill Bypass (subject to a future separate study), it is anticipated that more traffic will use the Norval West Bypass, further reducing the overall traffic on Highway 7/Guelph Street through Norval.

This redistribution will further reduce traffic on Adamson Street and the intersection at Highway 7.

Traffic signal timing and operations at Highway 7 and Adamson Street will continue to be reviewed and monitored to accommodate the new travel patterns.

## **Slide 16 (Theme: Cross-Section)**

Theme: Cross-Section

Why are 4 travel lanes required for the Norval West Bypass?

## **Slide 17 (Cross-Section)**

Four lanes are required to redirect traffic away from Highway 7 through the community of Norval and the Adamson Street intersection. As identified in HPBATS, the Norval West Bypass will connect to the planned future 4 lane Winston Churchill Bypass, which is subject to a future separate MCEA study.

The cross-section elements for the Norval West Bypass and 10 Side Road as presented at PIC #2 are displayed on this slide. The Boulevard area provides space for:

- Tree planting & landscaping features
- Utilities & pedestrian-scaled lighting
- Curb & gutter
- Multi-use Path for pedestrians and cyclists

The raised centre median provides space for left turn lanes at intersections.

## **Slide 18 (Preliminary Preferred Design Plan and Profile)**

The preliminary preferred design plan and profile are shown on this slide.

Grading is required to accommodate the Norval West Bypass and the amount of grading required for the preliminary preferred design will be minimized through retaining walls (for example, stepped retaining walls), subject to future geotechnical investigation in detailed design.

Winston Churchill Boulevard/Adamson Street will be realigned to meet the recommended intersection at 10 Side Road. The grey arrow on this slide represents a potential future Winston Churchill Bypass subject to a future separate MCEA Study.

## **Slide 19 (Theme: Highway 7 Roundabout)**

Theme: Highway 7 Roundabout

How has the Highway 7 roundabout's footprint been reduced, while still accommodating traffic operations and large vehicles such as trucks and farm vehicles?

## **Slide 20 (Preliminary Preferred Design – Highway 7 Roundabout Footprint)**

A single-lane roundabout is proposed for the new intersection at Highway 7 and the Norval West Bypass. The single-lane roundabout minimizes the footprint and impact on adjacent properties while still keeping traffic moving through two auxiliary right turn lanes.

Most vehicles will be travelling in the left lane on the Norval West Bypass and will be directed through the roundabout into Georgetown (as shown in blue on the graphic). Vehicles travelling to the community of Norval will be directed to use the auxiliary right turn lane (as shown in green on the graphic).

The locations of crossings and overall roundabout configuration are subject to Ministry of Transportation review and approval.

## **Slide 21 (Preliminary Preferred Design – Highway 7 Roundabout Elements)**

This slide discusses Highway 7 roundabout elements:

- There is no impact to the existing bridge on Highway 7 to minimize environmental impacts to Silver Creek.
- The roundabout is designed to reduce footprint impacts while accommodating travel demand with minimal delays.
- Active transportation facilities will connect to the community of Norval.
- The truck apron and curb geometry in the roundabout have been set to accommodate larger vehicles (such as trucks and farm vehicles) per Ministry of Transportation standards. The truck apron is a mountable curb that allows larger vehicles to navigate the roundabout.

## **Slide 22 (How to Navigate a Roundabout)**

The Roundabouts page on [halton.ca](http://halton.ca) includes information on how to use a roundabout and some frequently asked questions about roundabouts.

For more information on roundabouts in Halton Region, please visit **[halton.ca](http://halton.ca)**.

## **Slide 23 (Theme: Active Transportation)**

Theme: Active Transportation

How are active transportation connections to the Southeast Georgetown Secondary Plan Area being considered?

## **Slide 24 (Active Transportation)**

Multi-use Paths will be provided in the Regional right-of-way on the Norval West Bypass and 10 Side Road. The cross-section will be further refined in detailed design.

Active transportation within the new Southeast Georgetown Secondary Plan neighbourhood will be developed by the Town of Halton Hills.

Through the ongoing Halton Region Integrated Master Plan, active transportation improvements on the Regional Road network will be considered. The Plan focuses on a multi-modal Regional transportation network for all users, including transit, active transportation (for example, pedestrians and cyclists), cars, farm vehicles and trucks.

More information on the Halton Region Water, Wastewater and Transportation Integrated Master Plan can be found at **[halton.ca](http://halton.ca)**.

## **Slide 25 (Theme: Adjacent Property Impacts)**

Theme: Adjacent Property Impacts

How have impacts to adjacent properties been minimized?

## **Slide 26 (Adjacent Property Impacts)**

The following property mitigation measures and considerations have been included in the development of the preliminary preferred design to minimize impact to adjacent properties:

- The single-lane roundabout with turning lanes reduces the overall footprint of the intersection compared to a two-lane roundabout.
- The roundabout intersection location (to the south) ensures minimal impacts to private properties compared to the other intersection alternatives.
- The multi-use path connecting into Norval will be constructed in the existing municipal right-of-way.

## **Slide 27 (Theme: Town of Halton Hills Secondary Plan)**

Theme: Town of Halton Hills Secondary Plan

How have the Norval Secondary Plan and Southeast Georgetown Secondary Plan been considered in the study?

## **Slide 28 (Norval Secondary Plan)**

The recommendations of the Norval Secondary Plan completed by the Town of Halton Hills in 2003 and subsequently updated in 2014 are being considered as part of the background for this MCEA study.

Streetscaping opportunities within the Norval West Bypass right-of-way (for example, pedestrian-scaled lighting, tree plantings and landscaping) will be included in the Environmental Study Report and further reviewed during the subsequent detailed design stage of the study.

## **Slide 29 (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.

As part of the study, the Region has continued to work with the Town of Halton Hills to ensure the improvements align with the Town's vision for the Southeast Georgetown Secondary Plan area.

Additional information is available on the Town of Halton Hills Southeast Georgetown Secondary Plan Website.

## **Slide 30 (Theme: Natural Environment)**

Theme: Natural Environment

What steps have been taken to reduce potential impacts on the natural environment?

## **Slide 31 (Natural Environment)**

A Natural Environment Assessment is being completed as part of this MCEA study to understand the impact of the preliminary preferred design on the natural environment and identify mitigation measures.

Grading is required to accommodate the Norval West Bypass and the amount of grading required for the preliminary preferred design will be minimized through retaining walls (for example, stepped retaining walls), subject to future geotechnical investigation in detailed design.

As part of the project, opportunities for restoration and enhancement in the woodlot south of Highway 7 will include tree planting and invasive species management.

The restoration strategy will be confirmed in detailed design.

### **Slide 32 (Norval West Bypass Conceptual Only Rendering - Looking North at the Highway 7 Roundabout)**

This conceptual rendering is looking north of the Norval West Bypass at the Highway 7 roundabout. There are potential opportunities for restoration and enhancement in the woodlot adjacent to the bypass. As it has been noted, 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). The trees shown are for illustrative purposes only.

### **Slide 33 (Theme: Noise and Air Quality)**

Theme: Noise and Air Quality

How are noise and air quality for existing residents surrounding the Southeast Georgetown Secondary Plan area being considered?

### **Slide 34 (Noise and Air Quality)**

Noise and air quality assessments will be completed as part of the study to assess existing and future conditions within the study area and the impacts of the proposed Norval West Bypass and improvements to 10 Side Road.

If warranted, the noise and air quality assessments will include recommended mitigation measures. For example, noise walls may be recommended where warranted. Recommendations will be documented in the Environmental Study Report.

### **Slide 35 (Theme: Silver Creek and Credit River Bridge Structures)**

Theme: Silver Creek and Credit River Bridge Structures

How have the Silver Creek and Credit River bridge structures been considered?

### **Slide 36 (Silver Creek and Credit River Bridge Structures)**

The project team consulted with Credit Valley Conservation (CVC) and the Ministry of Transportation (MTO) during the study and these agencies will continue to be involved during design and implementation (i.e., for permits and approvals).

Impacts to Silver Creek are avoided as no impacts to the existing Silver Creek Bridge are proposed as part of the preliminary preferred design.

Highway 7 and the Silver Creek Bridge are under MTO jurisdiction. The project team has consulted MTO throughout the duration of the study regarding improvements at Highway 7. MTO recently rehabilitated the Silver Creek Bridge.

The Credit River structure on Highway 7 will not be impacted as it is located east of the proposed Norval West Bypass.

### **Slide 37 (Theme: Consultation, Timing and Next Steps)**

Theme: Consultation, Timing and Next Steps

What are the next steps for the study following PIC #2?

### **Slide 38 (Consultation, Timing and Next Steps)**

The Project Team is available to answer questions and receive comments as we complete the remaining phases of the project.

An Environmental Study Report will be prepared to document the decision-making process and commitments for detailed design. Detailed design may proceed once the MCEA study is complete.

The ESR will be placed on public record for review and consultation will continue through detailed design.

Thank you for watching this video and for your interest in the Norval West Bypass Municipal Class Environmental Assessment Study!