

Appendix A.2.4 Property of Owner Meetings

Norval West Bypass – Property Owner Meeting at 473 Guelph Street (Highway 7)

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

Date/Time: January 22, 2024 / 4:00 PM

Place: [REDACTED]

Attendees: [REDACTED] Homeowner
 [REDACTED] Homeowner
 Jessica Passingham Halton Region, Transportation and Mobility Planning
 Ann Larkin Halton Region, Transportation and Mobility Planning
 Ryan Fletcher Halton Region, Senior Realty Officer
 Isaac Bartlett Stantec Consulting, Project Manager

Distribution: All attendees

Discussion Topics		Action By
1.	Overview of Project and PIC#1	
1.1	The Project Team provided an overview of the MCEA Study which includes the Norval West Bypass from Guelph Street/Highway 7 to 10 Side Road, and 10 Side Road from Tenth Line to Winston Churchill Boulevard. The focus of the meeting discussion with 473 Guelph Street was to provide an overview of the project, including the alternatives considered for an intersection of the proposed Norval West Bypass and Guelph Street/Highway 7, and the preliminary preferred intersection alternative to be presented at PIC #2. The intersection alternatives include two signalized intersections and one roundabout alternative. It was noted that the roundabout is the preliminary preferred intersection alternative. The presentation slides are attached.	
2.0	Discussion	
2.1	The Project Team provided an overview of the operations of the preliminary preferred roundabout configuration at the proposed Norval West Bypass and Guelph Street/Highway 7 intersection, specifically noting how the access to and from the property would operate. The homeowners noted a preference for the roundabout alternative over the two signalized intersection alternatives including the preference to not impact the existing Silver Creek structure.	
2.2	There was a discussion on how the proposed driveway would need to be viewed by the travelling public as a private driveway, and not as part of the roundabout. The Project Team noted that potential measures for consideration during the subsequent design phase could include signage, lane geometry, landscaping, differentiating the driveway material from the road material, etc. The Project Team emphasized that the driveway configuration and all work within the Highway 7 right-of-way is subject to MTO review and approvals. The Project Team confirmed that the preliminary preferred roundabout configuration and access have been discussed with MTO.	
2.3	The Project Team confirmed that based on the preliminary preferred design for the roundabout, property is not required from 473 Guelph Street. A temporary easement or	

January 22, 2024

Norval West Bypass – Property Owner Meeting at 473 Guelph Street (Highway 7)

Page 2 of 2

	Permission to Enter agreement may be required during construction for grading of the new driveway.	
2.4	<p>The drainage of Guelph Street/Highway 7 was discussed. The homeowners advised that the existing overland flows from the roadway are directed towards the property.</p> <p>It was noted by the Project Team that with the roundabout alternative, there is potential opportunity to regrade and redirect a portion of the overland flow. The Project Team confirmed that a stormwater management plan would be part of the design process.</p>	
2.5	The effects of noise and air quality related to a signalized intersection and a roundabout was discussed. It was noted that a roundabout typically trends toward having less noise due to less full deceleration and acceleration, and less impact to air quality due to less vehicle idling and acceleration.	
2.6	<p>The homeowners inquired about potential changes to intersection lighting with the preferred roundabout.</p> <p>The Project Team noted that roundabouts require lighting of the approaches and roundabout lighting is designed to be directed downwards and minimize the ambient lighting levels.</p>	
2.7	The Project Team noted that the timing of the publication of the ESR will be confirmed following PIC #2.	
3.0	Outdoor Discussion	
3.1	The group went outside and discussed the general location of the proposed preliminary preferred roundabout alternative and how this would incorporate into the existing area.	
4.0	Next Steps	
4.1	PIC #2 for the Norval West Bypass MCEA Study is available online at halton.ca from January 31 to February 28, 2024.	
4.2	Jessica is the Region's Project Manager for the Norval West Bypass MCEA Study and is available by phone or email if the homeowners have any additional questions.	

The meeting adjourned at 4:45 PM

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

Stantec Consulting Ltd.

Isaac Bartlett

Sr. Associate, Transportation

Phone: 519-675-6643

Isaac.Bartlett@stantec.com

Norval West Bypass Transportation Corridor Improvements Municipal Class Environmental Assessment Study

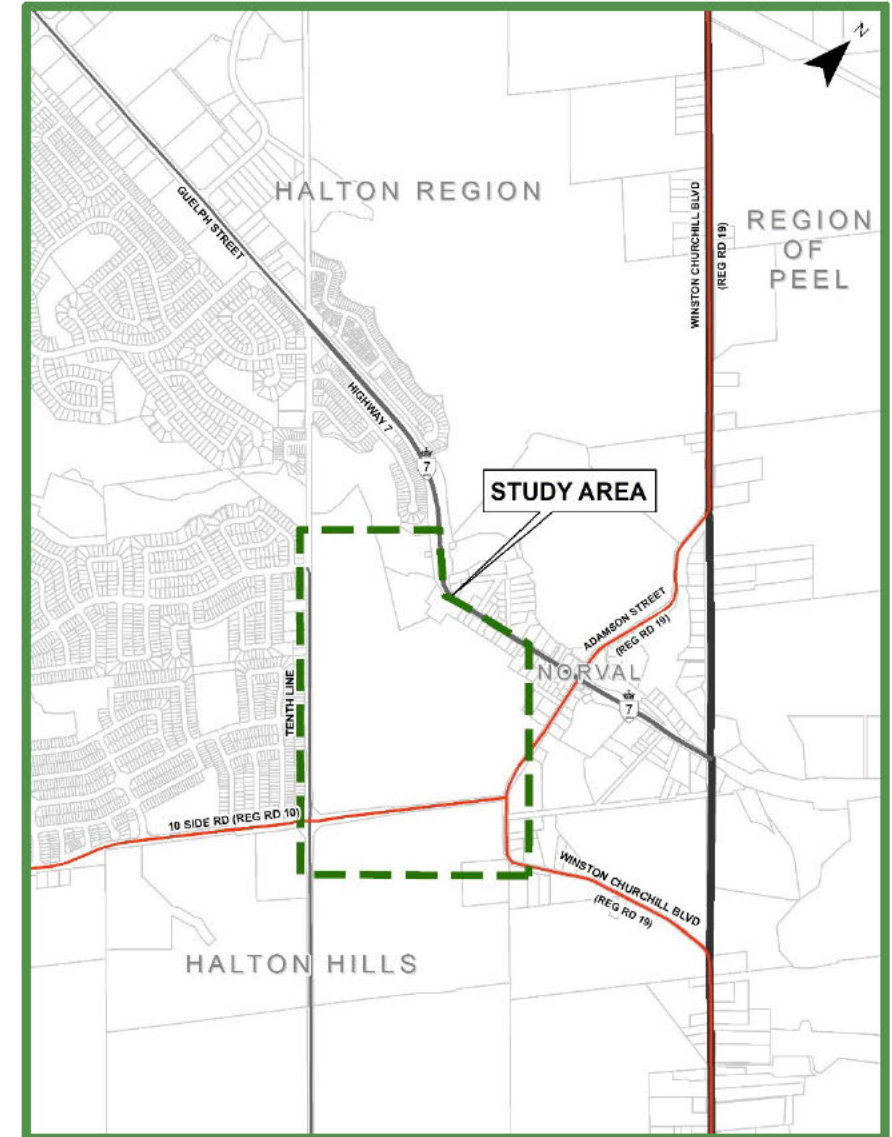
Highway 7 to 10 Side Road (Regional Road 10) & 10 Side Road from Tenth Line to
Winston Churchill Boulevard/Adamson Street (Regional Road 19)
Town of Halton Hills

**Meeting with 473 Guelph Street
January 22, 2024**



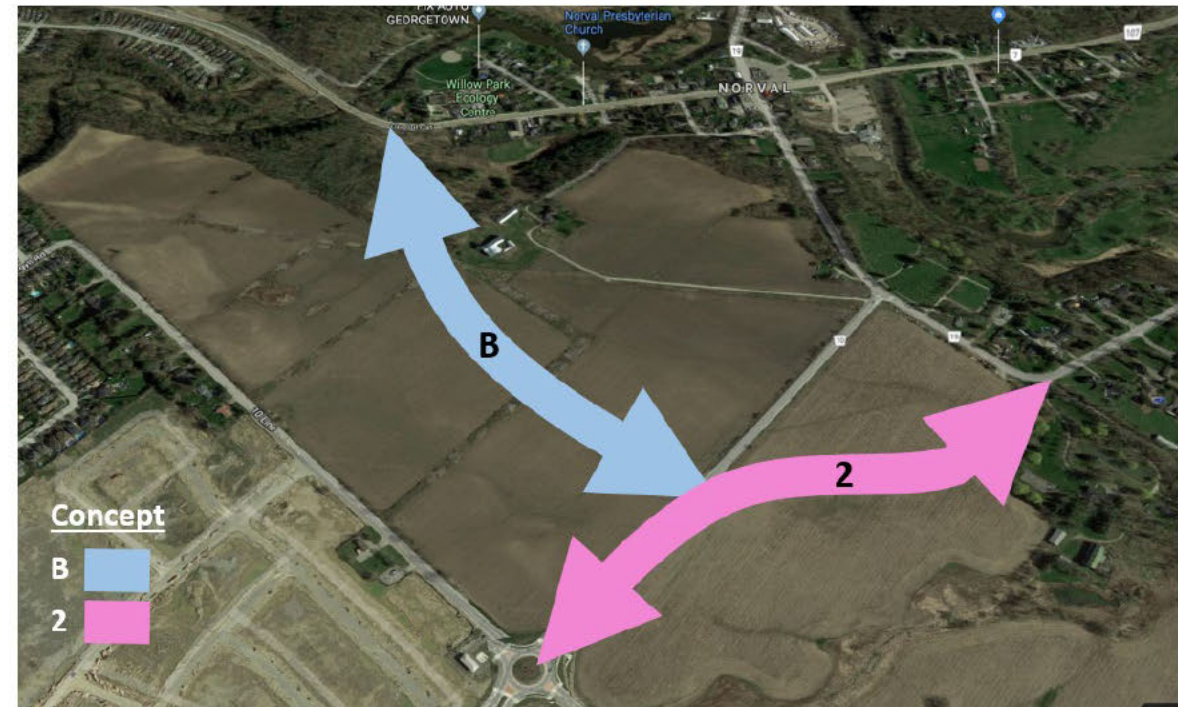
What is the focus of this Study?

- 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



Preferred Road Corridor Concept presented at Public Information Centre #1

- supports the need for greater connectivity/mobility and is consistent with the approved Halton/Peel Boundary Area Transportation Study and Halton Region Transportation Master Plan (2011);
- highest potential benefit to accommodate future travel demand requirements and potential to decrease travel demand within/through the Hamlet of Norval by redistributing traffic;
- minimizes impacts to the natural, cultural, and socio-economic environments; and
- compatible with the existing road network and is consistent with the approved Region of Peel 10 Side Road MCEA Study and Winston Churchill Boulevard MCEA Study.



Concept B2 was identified
as Preferred at PIC 1

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.

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

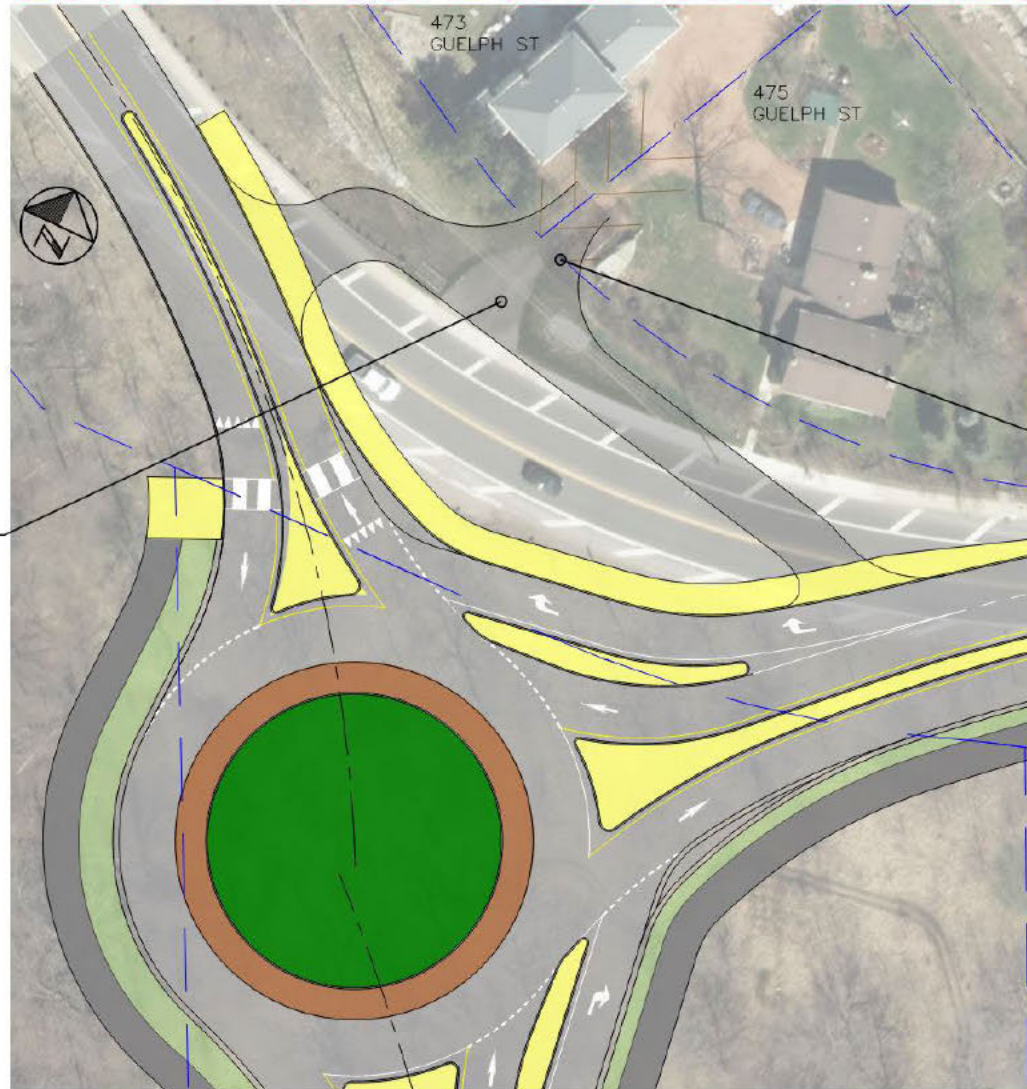
Intersection Alternative 3



Introduce a roundabout for all traffic to navigate.

* DRAFT - FOR DISCUSSION ONLY *

Driveway configuration is considered draft and is subject to detail design, grading review, and MTO approval



Impacts to vegetation will be minimized and mitigated to the extent possible during detail design



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SCALE

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PARTIAL PLAN IN THE VICINITY OF 473 AND 475 GUELPH ST

HALTON REGION
NORVAL WEST BYPASS
TRANSPORTATION CORRIDOR IMPROVEMENTS
CLASS ENVIRONMENTAL ASSESSMENT STUDY

LEGEND

- EXISTING PROPERTY
- PROPOSED RIGHT OF WAY/ ACQUISITION
- PROPOSED AERIAL EASEMENT
- TEMPORARY CONSTRUCTION EASEMENT
- PROPOSED GRADING LIMIT
- PROPOSED PERMANENT EASEMENT

PROPERTY REQUIREMENTS

- APPROXIMATE TEMPORARY CONSTRUCTION EASEMENT - 473 GUELPH STREET: XXXXm
- APPROXIMATE TEMPORARY CONSTRUCTION EASEMENT - 475 GUELPH STREET: XXXXm

PAGE

1



Norval West Bypass – Property Owner Meeting at 475 Guelph Street (Highway 7)

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

Date/Time: January 24, 2024 / 9:30 AM

Place: [REDACTED]

Attendees: [REDACTED] Homeowner, [REDACTED]
[REDACTED] Homeowner, [REDACTED]
Jessica Passingham Halton Region, Transportation and Mobility Planning
Ann Larkin Halton Region, Transportation and Mobility Planning
Ryan Fletcher Halton Region, Senior Realty Officer
Isaac Bartlett Stantec Consulting, Project Manager

Distribution: All attendees

Discussion Topics		Action By
1.	Overview of Project and PIC#1	
1.1	The Project Team provided an overview of the MCEA Study which includes the Norval West Bypass from Guelph Street/Highway 7 to 10 Side Road, and 10 Side Road from Tenth Line to Winston Churchill Boulevard. The focus of the meeting discussion with 475 Guelph Street was to provide an overview of the project, including the alternatives considered for an intersection of the proposed Norval West Bypass and Guelph Street/Highway 7, and the preliminary preferred intersection alternative to be presented at PIC #2. The intersection alternatives include two signalized intersections and one roundabout alternative. It was noted that the roundabout is the preliminary preferred intersection alternative. The presentation slides are attached.	
2.0	Discussion	
2.1	The group had a general discussion of how the realignment of 10 Side Road would connect at Adamson Street / Winston Churchill Boulevard. It was noted that additional information will be included as part of the PIC #2 material and the project team would be available to answer any additional questions the homeowners may have after they have had the opportunity to review the PIC material.	
2.2	The Project Team provided an overview of the operations of the preliminary preferred roundabout configuration at the proposed Norval West Bypass and Guelph Street/Highway 7 intersection, specifically noting how the access to and from the property would operate. The Project Team confirmed that the preliminary preferred roundabout has been designed to accommodate trucks and would be able to accommodate farm equipment.	
2.3	<p>There was a discussion on how the proposed driveway would need to be viewed by the travelling public as a private driveway, and not as part of the roundabout.</p> <p>The Project Team noted that potential measures for consideration during the subsequent design phase could include signage, lane geometry, landscaping, differentiating the driveway material from the road material, etc.</p> <p>The Project Team emphasized that the driveway configuration and all work within the Highway 7 right-of-way is subject to MTO review and approvals.</p>	

	<p>The Project Team confirmed that the preliminary preferred roundabout configuration and access have been discussed with MTO.</p> <p>The homeowners stated that they require to be consulted and be a part of the final access design process. The Project Team confirmed that as it relates to the access, further discussion regarding design details will be undertaken as part of the detailed design phase of the project and this will be documented in the Environmental Study Report.</p> <p>The homeowners inquired if there are similar examples in the area or GTA with access adjacent to roundabouts.</p> <p>Following the meeting, the Project Team did review and note that no identical examples were found as roundabout design reflects site specific conditions.</p>	
2.4	<p>The Project Team confirmed that based on the preliminary preferred design for the roundabout, property is not required from 475 Guelph Street. A temporary easement or Permission to Enter agreement may be required during construction for grading of the new driveway.</p> <p>The homeowners advised that the lilac bushes are located along the property line and reside on both private property and the MTO right-of-way. The homeowners further advised that the preservation of these trees and bushes is of utmost important to them.</p> <p>The Project Team confirmed that mitigation measures to minimize impacts to and protect the lilac bushes to the extent possible during construction will be included in the Environmental Study Report.</p>	Project Team
2.5	<p>The homeowners emphasized that their primary goal is to ensure the long-term preservation of the home and property, including the lilac bushes and trees, and requests that the Project Team review the potential impacts and mitigate them as part of the current design.</p>	Project Team
2.6	<p>The drainage of Guelph Street/Highway 7 was discussed. The homeowners advised that the existing overland flows from the roadway are directed towards the property.</p> <p>It was noted by the Project Team that with the roundabout alternative, there is potential opportunity to regrade and redirect a portion of the overland flow. The Project Team confirmed that a stormwater management plan would be part of the design process.</p>	
2.7	<p>The homeowners noted that their property has heritage designation and inquired if a cultural heritage study was undertaken as part of this project, and if so, was there a need to consult with individual property owners.</p> <p>The Project Team noted that a cultural heritage assessment is being completed as part of this project and will be included in the Environmental Study Report (ESR). It was confirmed that this property is designated under the Ontario Heritage Act, and is noted as being a cultural heritage landscape.</p>	
2.8	<p>The effects of noise and air quality related to a signalized intersection and a roundabout was discussed. It was noted that a roundabout typically trends toward having less noise due to less full deceleration and acceleration, and less impact to air quality due to less vehicle idling and acceleration.</p>	
2.9	<p>The homeowners described the existing traffic queues that they have observed during the peak periods of the day through Norval and extending past their property (8:45 AM and 4:45-5:30 PM).</p> <p>It was discussed that with the proposed improvements, the traffic pattern is anticipated to be redistributed along the Norval West Bypass which will help reduce the congestion currently observed. The Project Team followed up with the Region of Peel regarding traffic</p>	

	signal timings and confirmed that Peel staff will review the traffic signal timing at Winston Churchill Boulevard and Guelph Street/Highway 7 and at Winston Churchill Boulevard and 10 Side Road.	
2.10	<p>The homeowners advised that it was their understanding that that the Silver Creek bridge had limited life left (10 years).</p> <p>The Project Team noted the comment and that the MTO is a key stakeholder in the MCEA process, including during detailed design and construction.</p>	
2.11	<p>The homeowner suggested that there may be an opportunity to replace the Silver Creek structure with a widened one on a new alignment to benefit the future intersection configuration.</p> <p>The Project Team noted that the two signalized intersection alternatives did consider the widening or replacement of the structure, which would result in significant additional impacts to the natural environment. These alternatives were not carried forward.</p>	
2.12	<p>The homeowners commented that a holistic approach to growth in the area should be considered, and that the roundabout provides a long term solution.</p> <p>The Project Team explained that the Norval West Bypass is part of an overall solution to improve travel in the community of Norval, identified as part of the Halton/Peel Boundary Area Transportation Study. The following is a link to the Halton/Peel Boundary Area Transportation Study: https://www.brampton.ca/en/Business/planning-development/transportation/Documents/HPBATS%20Amended%20Final%20120510.pdf.</p> <p>The Project Team also noted that the Region has initiated the Integrated Master Plan (IMP) to complete the next Region-wide Water, Wastewater, and Multi-Modal Transportation Master Plans. The outcome of this work will be a long-term integrated servicing strategy. The following is a link to the Integrated Master Plan webpage: https://www.halton.ca/For-Residents/Roads-Construction/Municipal-Class-Environmental-Assessment-Studies/Water,-Wastewater-and-Transportation-Integrate-(3).</p>	
2.13	<p>The homeowners provided a history of Highway 7 and inquired regarding the jurisdiction of this section of Highway 7.</p> <p>The Project Team confirmed that this section of Highway 7 is under the jurisdiction of the MTO.</p>	
2.14	<p>The homeowners noted that during the recent bridge rehabilitation work, due to the idling vehicles and single lane traffic, vehicle emissions filtered down into their backyard. They also noted that during the previous watermain construction work, condition checks were made on the house and the foundation to monitor for any potential impacts.</p> <p>The Project Team noted that foundation monitoring of older homes adjacent to construction vibration equipment is a typical practice. Construction mitigation measures will be identified as part of this study and will be documented in the ESR to be carried forward into the next phase of the project.</p>	Project Team
2.15	<p>The homeowners expressed concern with development in Peel Region and Halton Region and traffic along Highway 7.</p> <p>To follow up on the discussion, the Project Team notes that additional information regarding active development applications in the Town of Halton Hills can be viewed at the following link: https://www.haltonhills.ca/en/business/active-development-applications.aspx#Active-development-applications-by-region</p>	
2.16	The Project Team noted that the timing of the publication of the ESR will be confirmed following PIC #2.	

January 24, 2024

Norval West Bypass – Property Owner Meeting at 475 Guelph Street (Highway 7)

Page 4 of 4

3.0	Outdoor Discussion	
3.1	The group went outside and discussed the general location of the preliminary preferred roundabout and how this would incorporate into the existing area.	
3.2	<p>The homeowners noted that they hold an easement into the MTO right-of-way and will forward information on this to the Project Team as to when it is up for renewal with the MTO.</p> <p>By e-mail dated January 24, 2024, the homeowners provided the details of the MTO Land Use Permit.</p> <p>The homeowners also forwarded the additional following questions:</p> <ul style="list-style-type: none">• If a driveway extension is implemented on a round-about, who is responsible for the repair, maintenance, and snow removal of said driveway extension on MTO property?• How does snow removal work on a round-about? <p>The Project Team is reviewing the above noted questions and will provide clarification to the Homeowners.</p>	Project Team
4.0	Next Steps	
4.1	PIC #2 for the Norval West Bypass MCEA Study is available online at halton.ca from January 31 to February 28, 2024.	
4.2	The Project Team will follow-up with responses to the action items discussed and outlined above. Jessica is the Region's Project Manager for the Norval West Bypass MCEA Study and is available by phone or email if the homeowners have any additional questions.	

The meeting adjourned at 11:30 AM

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

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Isaac Bartlett

Sr. Associate, Transportation

Phone: 519-675-6643

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Norval West Bypass Transportation Corridor Improvements Municipal Class Environmental Assessment Study

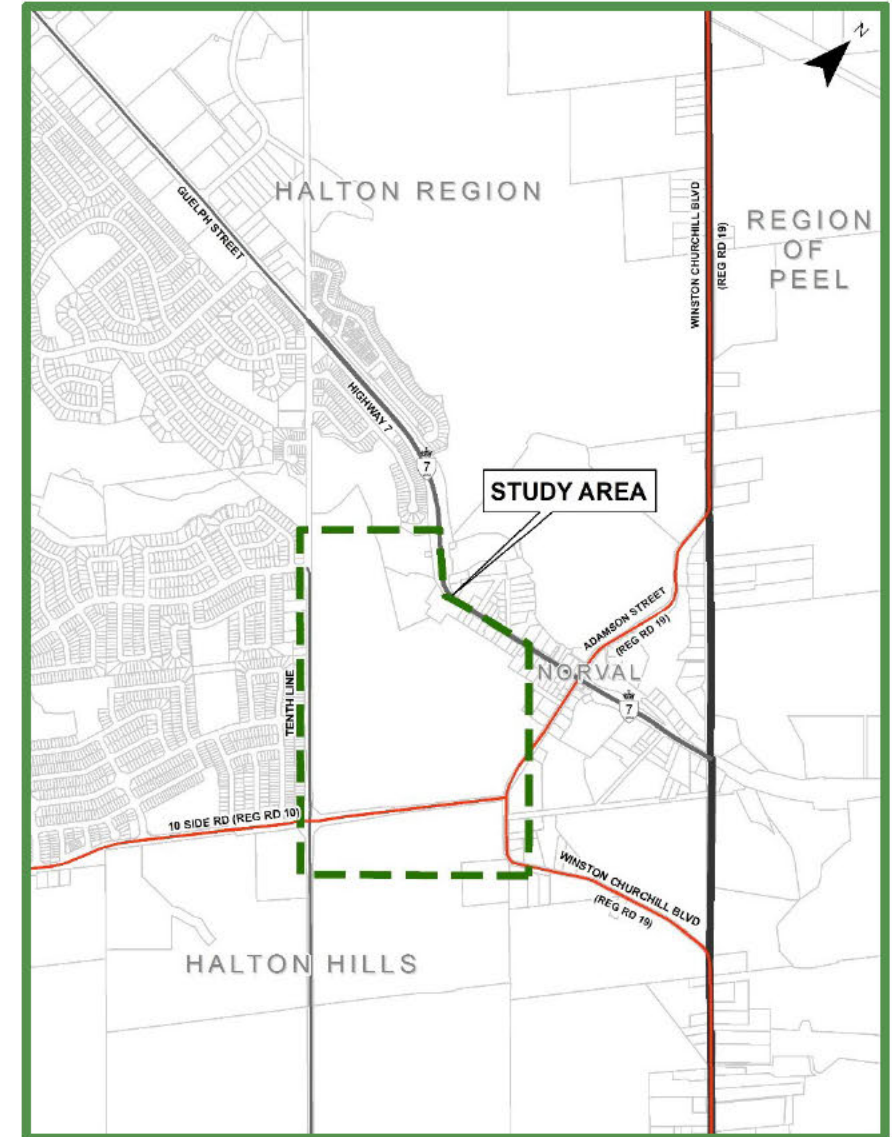
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**Meeting with 475 Guelph Street
January 24, 2024**



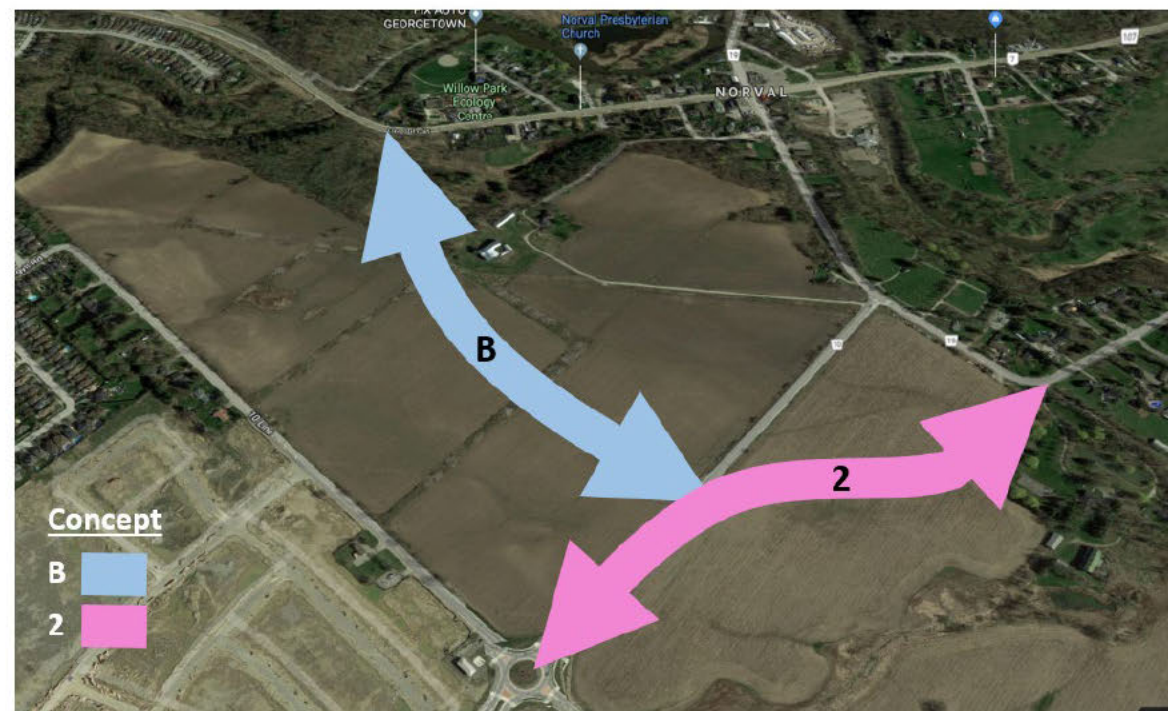
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- minimizes impacts to the natural, cultural, and socio-economic environments; and
- compatible with the existing road network and is consistent with the approved Region of Peel 10 Side Road MCEA Study and Winston Churchill Boulevard MCEA Study.



Concept B2 was identified
as Preferred at PIC 1

Road Alignment - Design Alternatives Overview

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Considered road alignments within Road Corridor Concept B

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Developed intersection configurations

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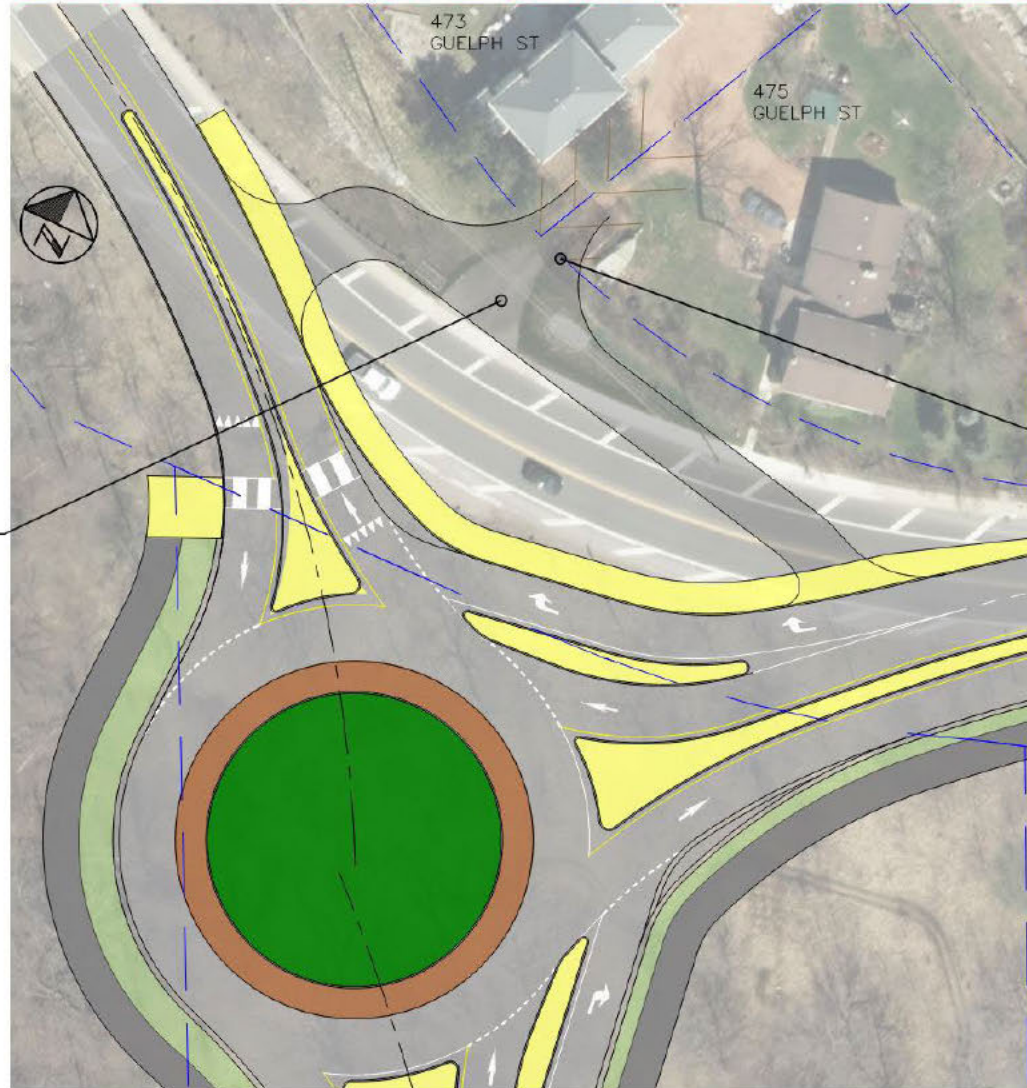
Intersection Alternative 3



Introduce a roundabout for all traffic to navigate.

* DRAFT - FOR DISCUSSION ONLY *

Driveway configuration is considered draft and is subject to detail design, grading review, and MTO approval



Impacts to vegetation will be minimized and mitigated to the extent possible during detail design



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SCALE

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PARTIAL PLAN IN THE VICINITY OF 473 AND 475 GUELPH ST

HALTON REGION
NORVAL WEST BYPASS
TRANSPORTATION CORRIDOR IMPROVEMENTS
CLASS ENVIRONMENTAL ASSESSMENT STUDY

LEGEND

- EXISTING PROPERTY
- PROPOSED RIGHT OF WAY/ ACQUISITION
- PROPOSED AERIAL EASEMENT
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- PROPOSED GRADING LIMIT
- PROPOSED PERMANENT EASEMENT

PROPERTY REQUIREMENTS

- APPROXIMATE TEMPORARY CONSTRUCTION EASEMENT - 473 GUELPH STREET: XXXXm
- APPROXIMATE TEMPORARY CONSTRUCTION EASEMENT - 475 GUELPH STREET: XXXXm

PAGE

1

	Contact	Date	Comment	Response/ Status
1.	[REDACTED]	January 24, 2024 Email	<p>Email Received January 24, 2024: Further to our meeting of Wednesday, January 24, 2024 you had indicated (after refusing to allow me to record the meeting) that you would provide minutes from our meeting with the Region of Halton regarding the Norval West Bypass. When can I expect to receive the minutes from this meeting outlining in detailed the discussion had concerning the Norval West Bypass? Thank you for your timely consideration of this request. As you are aware, the Region is currently moving into another Public Comment/Information stage starting today</p> <p>Email Received January 24, 2024: Further to our meeting this morning, you requested the expiry date on my MTO Land Use Permit I hold. It expires in 2031. It is a 10 year renewable permit. Additionally, if a driveway extension is implemented on a round-about, who is responsible for the repair, maintenance, and snow removal of said driveway extension on MTO property? How does snow removal work on a round-about?</p> <p>Email Received February 5, 2024: When can I expect the minutes from our Norval West Bypass meeting held on Wednesday, January 24, 2024? The timely consideration of this request is appreciated</p> <p>Email Response February 6, 2024: [REDACTED]</p> <p>Email March 21, 2024: I am following up on the email I sent to you on February 26th. It contains the amendments to the minutes you had provided for the January 24th, 2024 meeting you had scheduled with me and [REDACTED]. Would you please confirm receipt of my amendments to the Norval West ByPass MCEA Study meeting we had on January 24, 2024. Aside from getting the email with your minutes, the MCEA Study team has not reached out to me with any follow up. When can I expect to receive answers to the questions I outlined during our meeting and highlighted in the minutes? I look forward to hearing back from you. Your timely consideration of this request is appreciated.</p>	<p>Email Response January 31, 2024: Thank you very much for following up. We are currently preparing the meeting minutes and following up on the various action items discussed at our meeting. We anticipate that the draft meeting minutes will be provided to you next week.</p> <p>Email Response February 6, 2024: Thank you very much for your follow-up. We are just working on one last action item and will send you the minutes as soon as possible. Can you please confirm [REDACTED] for the minutes? Thank you for your patience,</p> <p>Email Response February 7, 2024: Thank you very much for your patience and for meeting with us regarding the Norval West Bypass MCEA Study. Please find attached the meeting minutes for our meeting on January 24, 2024. Please let us know if you have any questions or comments.</p> <p>Email Response March 27, 2024: Thank you very much for the comments you provided on the meeting minutes received on February 26th and your voicemail on March 25th. We are currently reviewing your comments and will get back to you with a response.</p>

	Contact	Date	Comment	Response/ Status
2.	[REDACTED] [REDACTED]	January 18, 2024 Email		<p>Email Sent January 18, 2024: As you know, 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 road improvements on social, cultural, and natural environments is being assessed and evaluated throughout the study.</p> <p>In advance of the second Public Information Centre for the study, the Project Team would like to arrange a meeting with you to discuss the preliminary preferred alternative given the location of your property within the study area. If you are interested in meeting with us please contact myself, at (905) 825-6000, ext. 7556 or jessica.passingham@halton.ca to arrange a preferred meeting time. We have tentatively reserved potential meeting times on Monday January 22th in the afternoon or Wednesday January 24th in the morning to meet with you in person or virtually. We understand that your property shares an access with [REDACTED] and we can arrange a joint meeting with [REDACTED], if preferred.</p>
			<p>Email Received January 18, 2024: We would like to meet with you Monday. We are both teachers so this will require planning! What time in the afternoon?! You can come to our home to meet.</p>	<p>Email Response January 19, 2024: Thank you very much for your reply. Are you available at 4pm on Monday afternoon?</p>
			<p>Email Received January 19, 2024: Yes we can be available.</p>	<p>Email Response January 19, 2024: Thank you for your quick reply. We will meet at your home at 4:00pm on Monday, January 22nd.</p> <p>Looking forward to meeting you.</p>
			<p>Email Received February 7, 2024: Thank you very much for meeting with us regarding the Norval West Bypass MCEA Study. Please find attached the meeting minutes for our meeting on January 22, 2024. Please let us know if you have any questions or comments</p>	<p>Email Response February 7, 2024: Thank you very much for meeting with us regarding the Norval West Bypass MCEA Study. Please find attached the meeting minutes for our meeting on January 22, 2024. Please let us know if you have any questions or comments.</p>
			<p>Email Received February 7, 2024: Thankyou for the minutes. I want to make sure that it is noted. We agree of the 3 options the roundabout is most ideal. However, it is not an agreement of said project!! I would like that to be clear. This project could potentially destroy the value and equity we have spent 12 years building and threaten the peaceful getaway we have in Norval. What happened to the Norval Bypass? Where the road would direct traffic to 10 sd road and Winston Churchill and not continue through Norval. Thus leaving Norval as a dead end like we have seen in Milton and other areas in Halton</p>	<p>Email Response February 8, 2024: Thank you very much for your response. We have noted your additional comments. The Preliminary Preferred Design for the Noval West Bypass is available for review as part of Public Information Centre #2, which is available on the Region's website at the following link: https://www.halton.ca/For-Residents/Opportunities-to-Participate/Online-consultation-Norval-West-Bypass-Transportat. Please feel free to contact me if you have any additional questions or comments</p>

	Contact	Date	Comment	Response/ Status
3.	[REDACTED]	February 13, 2024 Email	[REDACTED] 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]	Phone Call February 23, 2024 I spoke to the resident at [REDACTED] yesterday and provided some additional information on the MCEA study and explained the offsets of the bypass and roundabout in relation to his home. He is having a difficult time visualizing the design and asked us to send him any additional information by email. Can you provide a copy of the design plan (as shown in the PIC slides and below with shading, etc.) shifted slightly to the east to show the full property at [REDACTED]. This would include the area you included in the property plan for [REDACTED] however it may be helpful to use the shading as we did in the PIC displays. Can you include one version with no labels/dimensions and one version labelling the edge of curb, edge of MUP, property line etc. We can describe the dimensions in the email rather than on the plan but the labels should help explain what is shown in the design.
4.			<p>Email March 4, 2024: my name is [REDACTED] [REDACTED] We spoke on the phone on Thursday Feb 22, 2024 regarding my feedback email.</p> <p>As per our conversation, you were supposed to send me an email with some additional information regarding the bypass, and I have voiced a few concerns I had with the distance of the road to my property and also the noise pollution and emissions pollution as well. And you have not sent me anything.</p> <p>Also I would like to mention, I spoke with my neighbour [REDACTED], she knocked on my door on Feb 23rd, 2024 and asked if anyone from Halton Region came to visit me at my home to speak about the significant impact this project will have on my property. [REDACTED] suggested to Jessica (you) to contact her neighbour [REDACTED] and speak to him. [REDACTED] then turned to say. "Yeah we should contact him." Why has no one felt compelled to come out here and speak to me when according to the diagram, we are in the study area.</p> <p>Myself and my family are really concerned about the lifestyle effect this will have. Not to mention the safety of our family getting in and out of our driveway. It's bad now, with the congestion and noise in front of our house, now we're also going to have it on the side where our beautiful greenery is. With the speed being a 50km zone and people coming down the hill at 80km, now with the additional roundabout traffic coming from Winston Churchill it's going to be more of a safety concern. So more noise pollution and emissions pollution and safety of our family. And now with the work that's being done by Fieldgate thanks to them the trees will be gone which will bring even more noise.</p>	<p>Email Response March 8, 2024: Thank you again for providing your comments on the Norval West Bypass MCEA Study Public Information Centre #2 and for the phone conversation to further discuss your questions regarding your property at 480 Guelph Street. I apologize for the delay in getting back to you. A copy of the Public Information Centre material is available on the Region's website at the following link: https://www.halton.ca/For-Residents/Opportunities-to-Participate/Online-consultation-Norval-West-Bypass-Transportat. The online PIC has been extended to March 27th, 2024. Please be assured that this does not preclude follow up discussions after March 27.</p> <p>As discussed on our call, the online PIC material illustrates the preferred Highway 7 intersection alternative on Slide 20 and the overall preliminary preferred design for the MCEA Study on Slide 26. I have included the figure from Slide 20 below for your reference, which shows your property on the right side of the graphic. The dark blue lines on this plan show the existing property lines. As you can see from the property lines, there would be no proposed impacts to your property based on the preliminary preferred design. The preliminary preferred design shifts the curb of Guelph Street/Highway 7 further away from your house compared to the existing curb on Guelph Street/Highway 7. As shown in dark grey, a multi-use path is proposed along Guelph Street/Highway 7, which would be located approximately 1.8 metres from your property.</p> <p>As discussed, the proposed Norval West Bypass would be located to the west of your property. The proposed Norval West Bypass is shown below and would be located approximately 70 metres west of your property. We understand that you are also concerned about potential noise and air quality impacts. As discussed, a noise assessment and air quality assessment are being undertaken as part of this MCEA study and</p>



	Contact	Date	Comment	Response/ Status
			<p>██████████ came by tonight on March 4, 2024. Notifying us about wanting to get you and your colleges to visit us to explain and possibly show us where and how this is all going to work.</p> <p>Thank you for your time and we hope to see you soon.</p>	<p>mitigation measures, if warranted, will be documented in the Environmental Study Report.</p> <p>If you have any additional questions or comments regarding the study, please feel free to reach out to me and we can have a follow-up conversation.</p>
5.	<p>██████████</p> <p>██████████</p>	<p>May 9, 2025</p> <p>Email</p>	<p>Email May 29, 2025:</p> <p>Hello Ann,</p> <p>I am a resident of Georgetown and wanted to join the mailing list for the Norval West bypass. From what I understand online, there was an Environmental Study Report expected to be completed in Fall 2024, however I am not sure if it has been completed/released yet.</p> <p>I would appreciate receiving an update and being added to the mailing list for the bypass.</p>	<p>Email Response June 2, 2025:</p> <p>Good afternoon,</p> <p>Thank you for the e-mail.</p> <p>We are currently preparing the Environmental Study Report to document the decision-making process and commitments for detailed design. We have added you to the study mailing list and you will receive an e-mail when the ESR is placed on public record for review.</p>