

Appendix A.2.2

PIC#1 & FAQ

NOTICE OF PUBLIC INFORMATION CENTRE #1

MUNICIPAL CLASS ENVIRONMENTAL ASSESSMENT STUDY

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

Study

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

Process

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

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

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

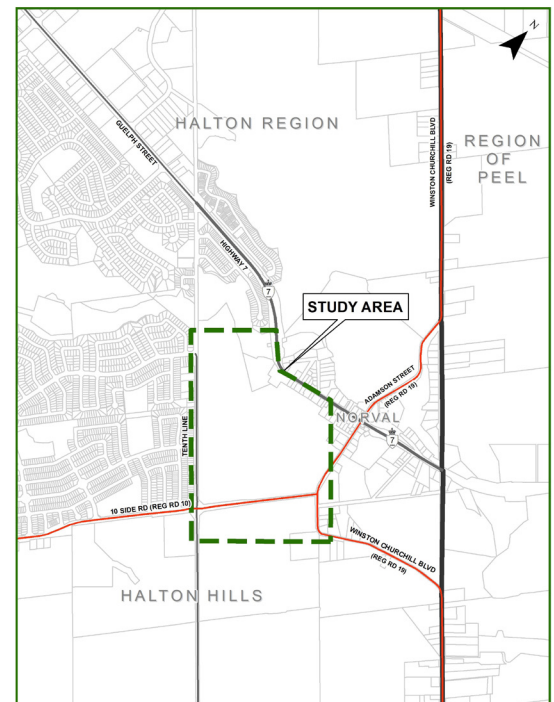
The purpose of the PIC is to review and obtain public input on the problems being addressed, background information and the planning alternatives being considered. Anyone with an interest in this study is invited to participate virtually.

Comments

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

Ann Larkin, P. Eng.
Supervisor, Transportation Planning
Halton Region
1151 Bronte Road
Oakville, ON L6M 3L1
905-825-6000 ext. 7601
ann.larkin@halton.ca

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



The map shows the approximate limits of the study area.

This notice first issued November 12, 2020.

Halton Region Norval West Bypass Class EA

Agency and Utility Mailing List

Current as of January 21, 2020

Municipal

Title	First Name	Last Name	Job Title	Agency	Address 1	Address 2	City	Province	Postal Code
Chief	Stephen	Tanner	Chief of Police	Halton Regional Police Service	1151 Bronte Road		Oakville	ON	L6M 3L1
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					
Ms.	Karen	Lacroix	General Manager	Halton Student Transportation Services	3190 Harvester Road		Burlington	ON	L7N 3T1
Ms.	Sandra	Morgan	Manager of Transportation	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
Mr.	Chris	Mills	Commissioner of Transportation and Public Works	Town of Halton Hills	150 Mary Street		Milton	ON	L9T 6Z5
Mr.	John	Linhardt	Commissioner of Planning & Sustainability	Town of Halton Hills	150 Mary Street		Milton	ON	L9T 6Z5
Ms.	Laura	Loney	Senior Heritage Planner	Town of Halton Hills					
Mr.	Rob	Stribbell	Senior Planner, Policy	Town of Halton Hills					



Title	First Name	Last Name	Job Title	Agency	Address 1	Address 2	City	Province	Postal Code
Ms.	Maureen	Van Ravens	Manager of Transportation	Town of Halton Hills			Milton	ON	L9T 6Z5
Ms.	Anna	Lee	Supervisor, Infrastructure Programming	Region of Peel					
Ms.	Sally	Rook	Manager, Infrastructure Programming & Studies	Region of Peel					
	Richa	Dave	Principal Planner, Strategic Policy and Projects, Transportation Division	Region of Peel					
	Steve	Matthew	Technical Analyst, Traffic Operations	Region of Peel					
	Seema	Ansari	Technical Analyst, Traffic Safety	Region of Peel					
	Trina	Fernandes	Technical Analyst, Traffic Signals & Streetlighting	Region of Peel					
	Asha	Saddi	Technical Analyst, Infrastructure Programming & Studies	Region of Peel					
Mr.	Tyler	Slaght	Regulations Officer	Credit Valley Conservation					
Mr.	Gary	Murphy	Director, Planning and Development Services	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.	Dan	Minkin	Heritage Planner	Ministry of Tourism, Culture and Sport	401 Bay Street	Suite 1700	Toronto	ON	M7A 0A7
Mr.	Joseph	Harvey	Heritage Planner	Ministry of Tourism, Culture and Sport					
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.	Chloe	Lazakis	Ministry of Energy	Senior Advisor, Indigenous Energy Policy Unit	77 Grenville Street, 6th Floor		Toronto	ON	M7A 2C1
Mr.	Parshad	Patel	Project Manager	Ministry of Transportation					
Mr.	Moin	Khan	Area Manager (Acting), Peel/Halton	Ministry of Transportation					
Ms.	Lisa	Myslicki	Environmental Specialist	Infrastructure Ontario	1 Dundas Street West	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.	Dave	Gadbois	Construction Project Manager	Union Gas	918 South Service Road		Stoney Creek	On	L8E 5M4
Mr.	Derrick	Cunningham		Union Gas					
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 Korpall	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

Public Information Centre #1 Virtual Consultation

November 19, 2020 to December 18, 2020



Purpose of Virtual Consultation

The purpose of this Public Information Centre (PIC) virtual consultation is to present the work completed to date and collect public input on:

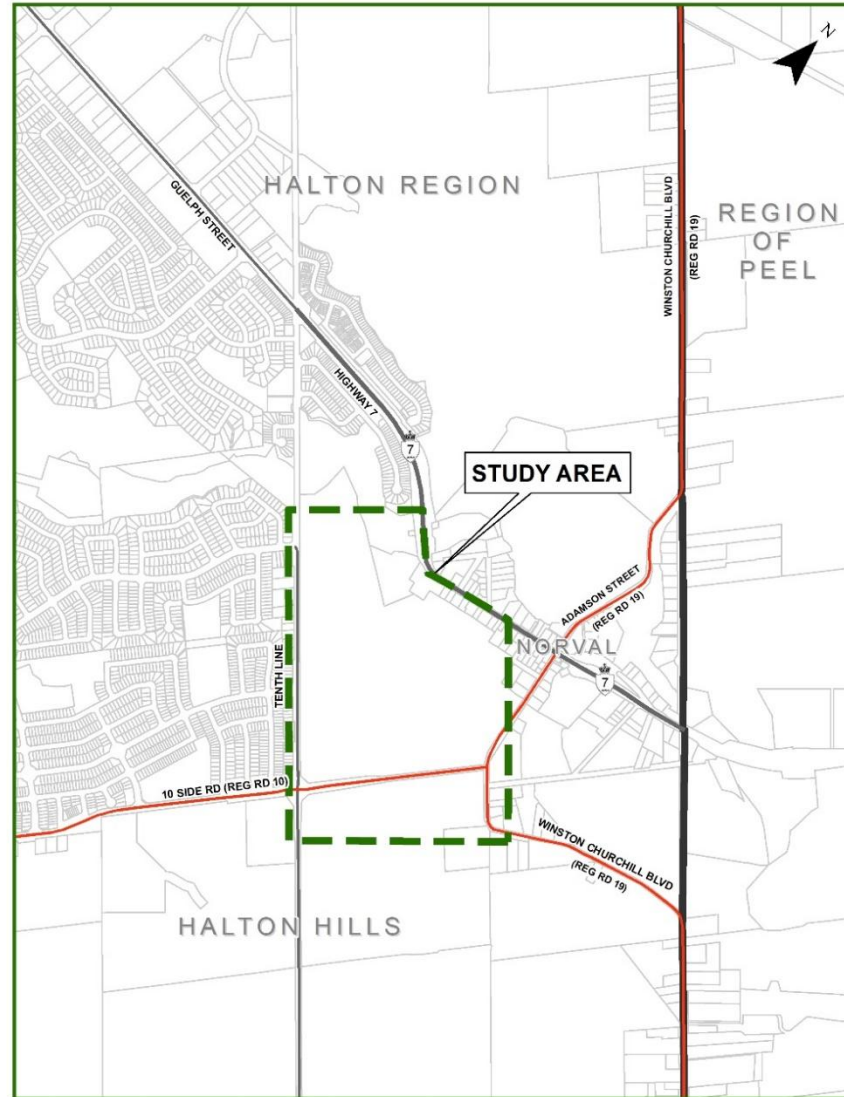
- ❖ Study Process and Schedule
- ❖ Problem & Opportunity and Background Information
- ❖ Existing Conditions
- ❖ Alternative Planning Solutions
- ❖ Road Corridor Concepts
- ❖ Next Steps

Go to the Municipal Class Environmental Assessment Studies page on halton.ca to learn more about the [Norval West Bypass Improvements Study](#)



Study Area

Norval West Bypass & 10 Side Road



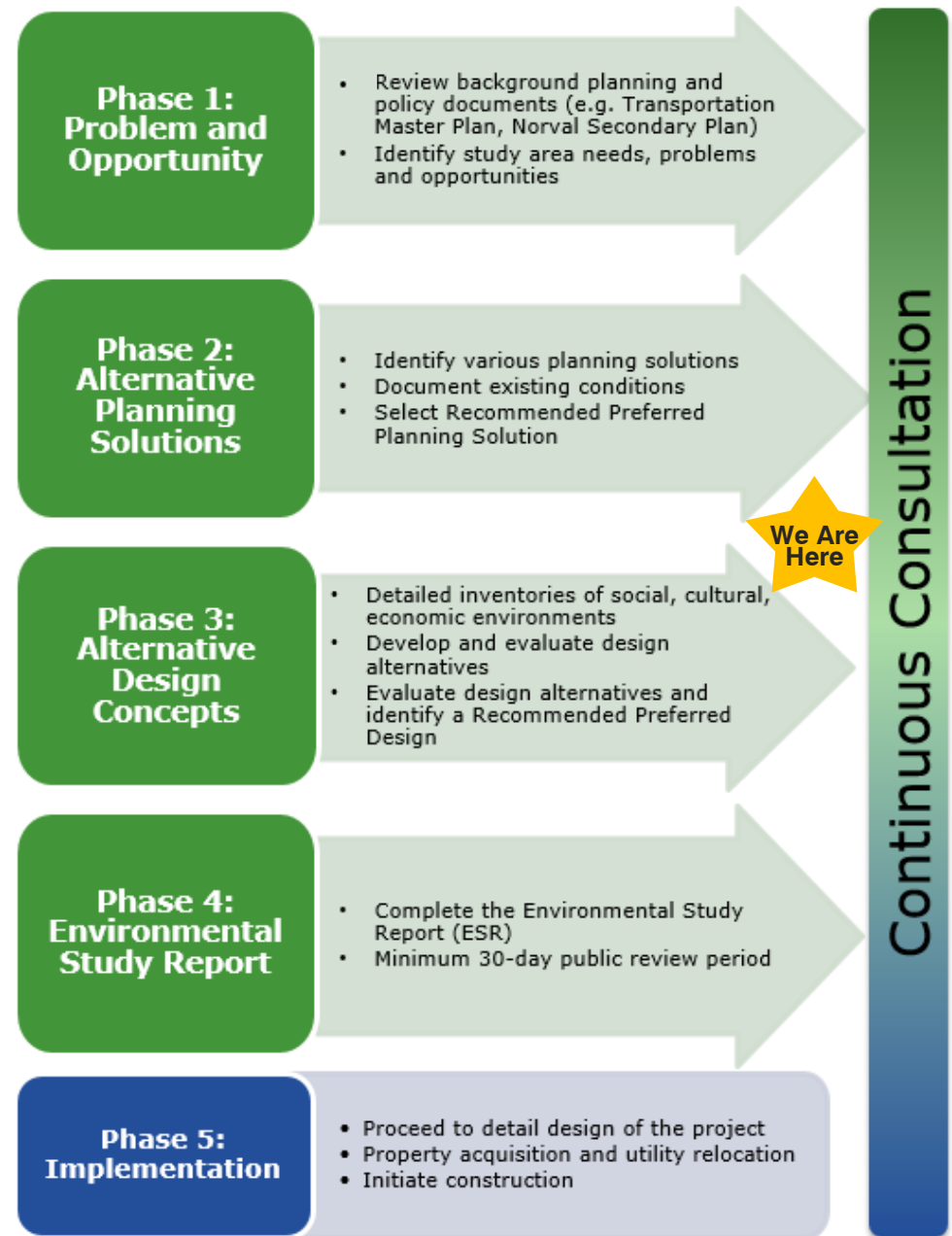
Problem & Opportunities

- ❖ Without a new Norval West Bypass and improvements to 10 Side Road, the Hamlet of Norval is expected to experience delays during peak periods as travel demand continues to grow by 2031.
- ❖ To support future growth, travel demand and network connectivity, both a new Norval West Bypass and improvements to the 10 Side Road corridor are required.
- ❖ Both corridors should support all modes of transportation (i.e., active transportation) and provide safety for all road users.

Therefore, Halton Region is carrying out this study to address these requirements in accordance with the Municipal Class Environmental Assessment (MCEA) process.

Study Process

- ❖ The Municipal Class Environmental Assessment (MCEA) process frames the planning and implementation of municipal infrastructure.
- ❖ Social, cultural and natural environments are considered as well as community interests, agency requirements and unique project issues.
- ❖ This study is identified as a 'Schedule C' project and will follow Phases 1 to 4 of the MCEA process.



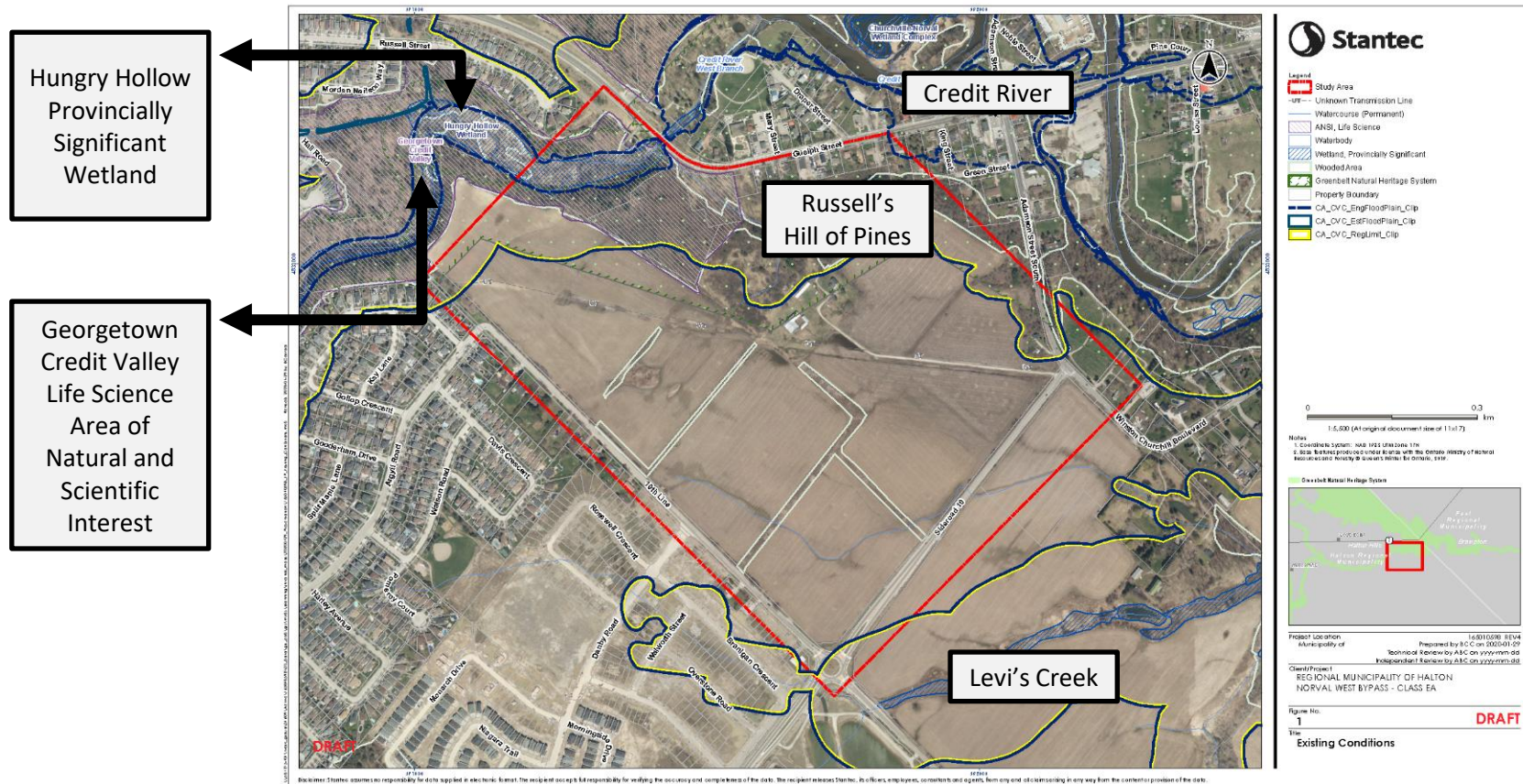
Study Background – Transportation Planning

Several background studies have been previously completed and considered as part of this study, which include:

- ❖ **Halton-Peel Boundary Area Transportation Study (HPBATS) (2010)** – identified the required road network to accommodate future travel demand and network connectivity to 2031
- ❖ **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 1.8 m on-road bike lanes and 3.0 m multi-use paths (both sides)
- ❖ **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

Existing Conditions – Natural Environment

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



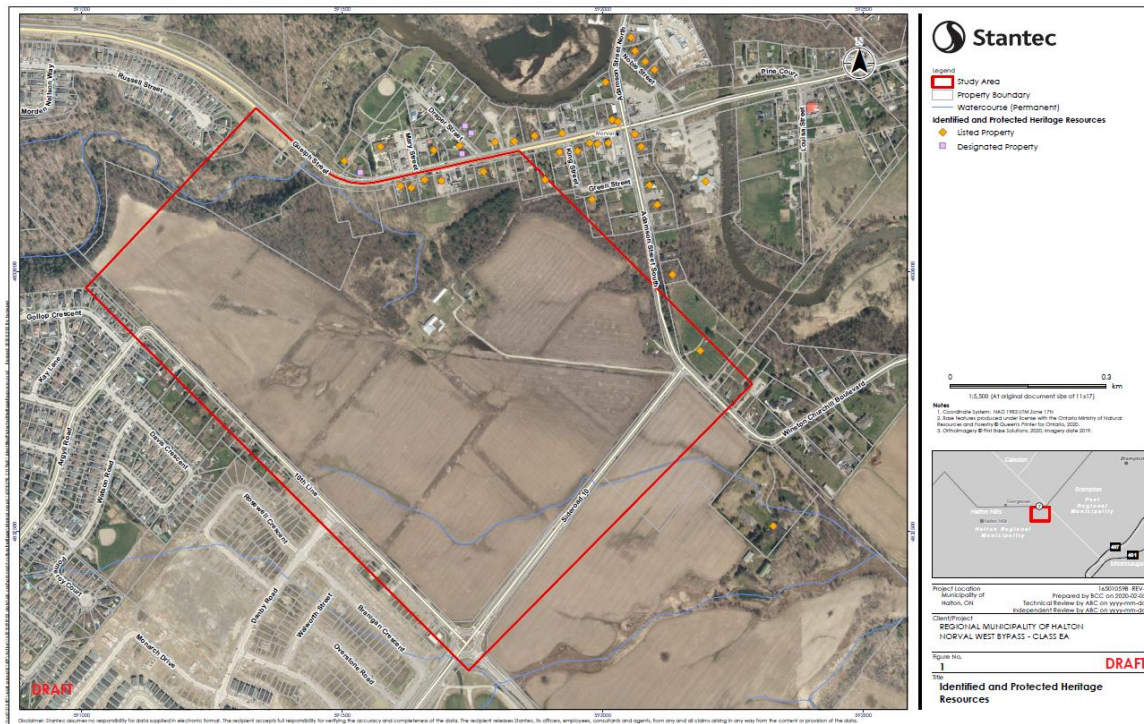
Existing Conditions – Cultural Heritage

Built Cultural Heritage and Cultural Heritage Landscapes

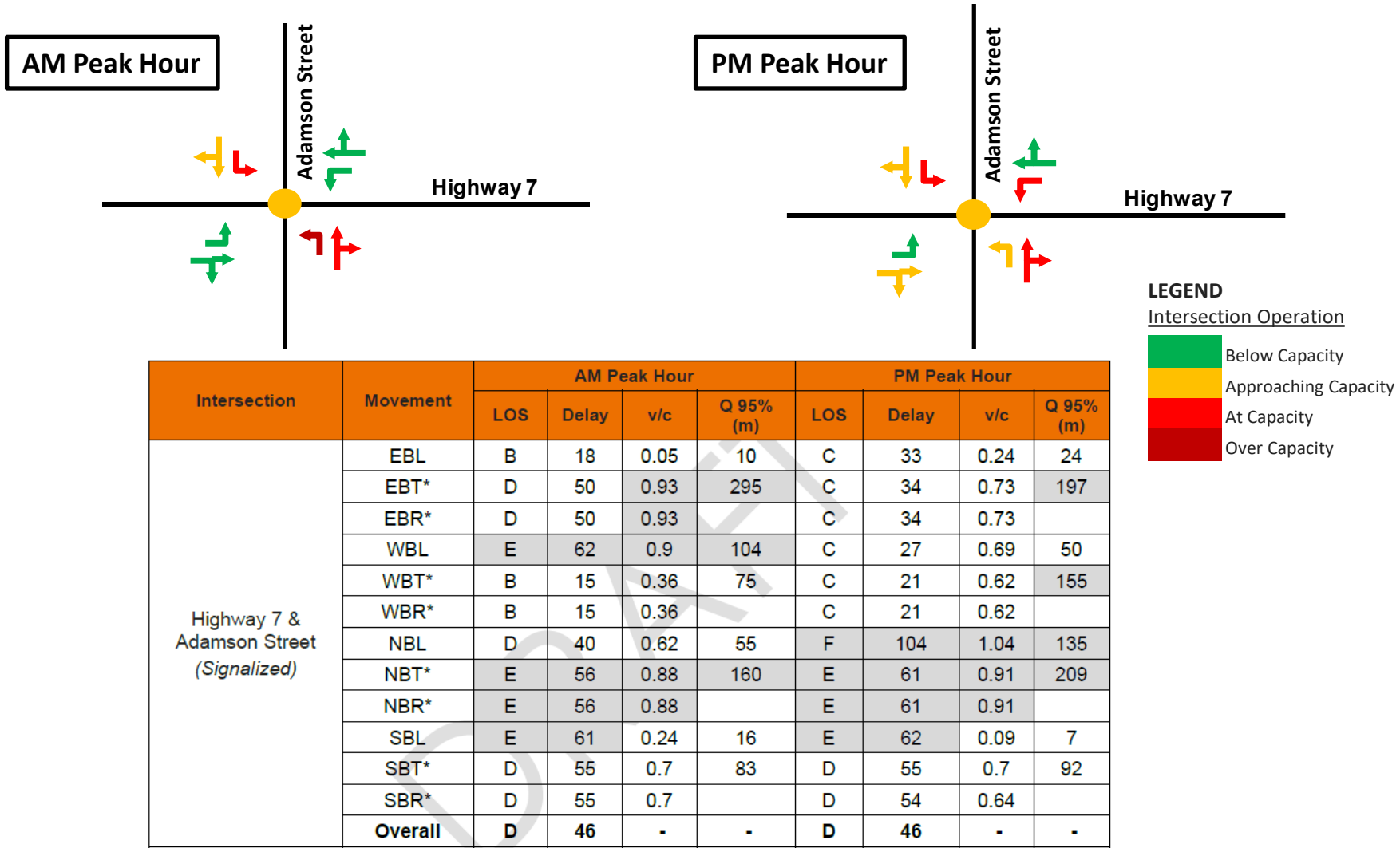
- ❖ A Cultural Heritage Assessment Report is being prepared for the MCEA Study.
- ❖ There are no Ontario Heritage Act designated properties present within the study area.
- ❖ 9 properties within the hamlet of Norval are registered on the Town of Halton Hills Heritage List and 5 additional properties within the study area were identified as a Cultural Heritage Resource.

Archaeological Resources

- ❖ A Stage 1 Archaeological Assessment has been completed.
- ❖ Given the undisturbed portions of the study area, there is potential for discovery of archaeological resources.
- ❖ Previously disturbed areas along 10 Side Road and Winston Churchill Boulevard have limited archaeological potential.



Transportation - Future (2031) Do Nothing



Norval West Bypass

Alternative Planning Solutions Evaluation Summary

A new Norval West Bypass is required to support existing and future transportation needs while respecting the social, cultural and natural environment. The following Planning Alternatives have been considered:

Alternatives	Description	Evaluation Summary	Recommendation
Do Nothing	<ul style="list-style-type: none"> Status quo; only planned improvements to 2031 will be in place, including the new Winston Churchill Boulevard Bypass and widening 10 Side Road. 	<ul style="list-style-type: none"> Does not address the needs within the study area. 	Do not carry forward (for comparison purposes only)
Limit Development	<ul style="list-style-type: none"> Limit development within the Town of Halton Hills. 	<ul style="list-style-type: none"> Future projections have been based on currently approved Official Plans in Halton Region and Town of Halton Hills 	Do not carry forward
Improvements to Other Roadways	<ul style="list-style-type: none"> Widen and construct new Regional roadways in the immediate study area to planned 2031 improvements (e.g. 10 Side Road and new Winston Churchill Boulevard Bypass). 	<ul style="list-style-type: none"> Part of the Region's overall transportation strategy (Transportation Master Plan). 	Carry forward as part of overall Region and Town transportation strategies
Transportation Demand Management	<ul style="list-style-type: none"> Measures to manage travel demand by encouraging carpooling; shifting travel demand to off-peak hours through flexible work hours, telecommute, etc. 	<ul style="list-style-type: none"> On their own, TDM measures do not fully address the transportation needs and are part of Region's overall transportation strategy. 	Carry forward as part of overall Region and Town transportation strategy
Improve Transit Infrastructure/Other Modes of Transportation	<ul style="list-style-type: none"> Continue to support transit infrastructure improvement and provide facilities for active transportation use to accommodate pedestrians and cyclists. 	<ul style="list-style-type: none"> On their own, these measures do not fully address the problem, while part of the Region's overall transportation strategy. 	Carry forward as part of overall Region and Town transportation strategy
Operational Improvements	<ul style="list-style-type: none"> Enhance traffic operations of roadway through minor improvements including intersections (traffic signals, provision of turning lanes), access management and other measures. 	<ul style="list-style-type: none"> On their own, do not fully address the problem while part of the Region's overall transportation strategy. 	Carry forward within overall Project strategy Supports Region and Town strategies
Construct new Norval West Bypass	<ul style="list-style-type: none"> Construct new Norval West Bypass to to 4 lanes, providing active transportation (on-road bike lanes and multi-use paths), that will include a new Escarpment crossing. 	<ul style="list-style-type: none"> Needs identified in Halton Region Transportation Master Plan and Active Transportation Master Plan to support future growth. 	Carry forward within overall Project strategy Supports Region and Town strategies

10 Side Road

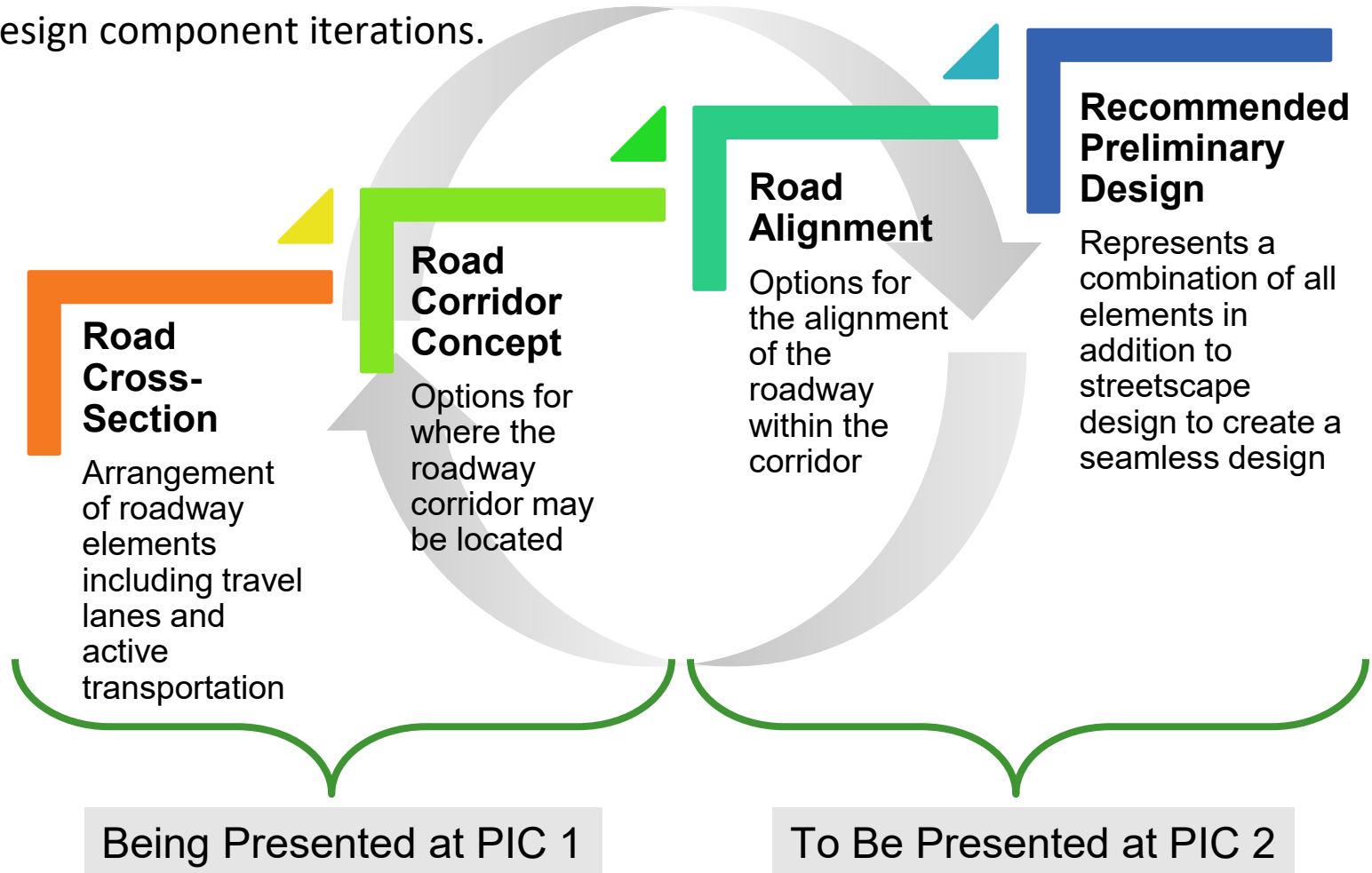
Alternative Planning Solutions Evaluation Summary

Improvements to 10 Side Road is required to support existing and future transportation needs while respecting the social, cultural and natural environment. The following Planning Alternatives have been considered:

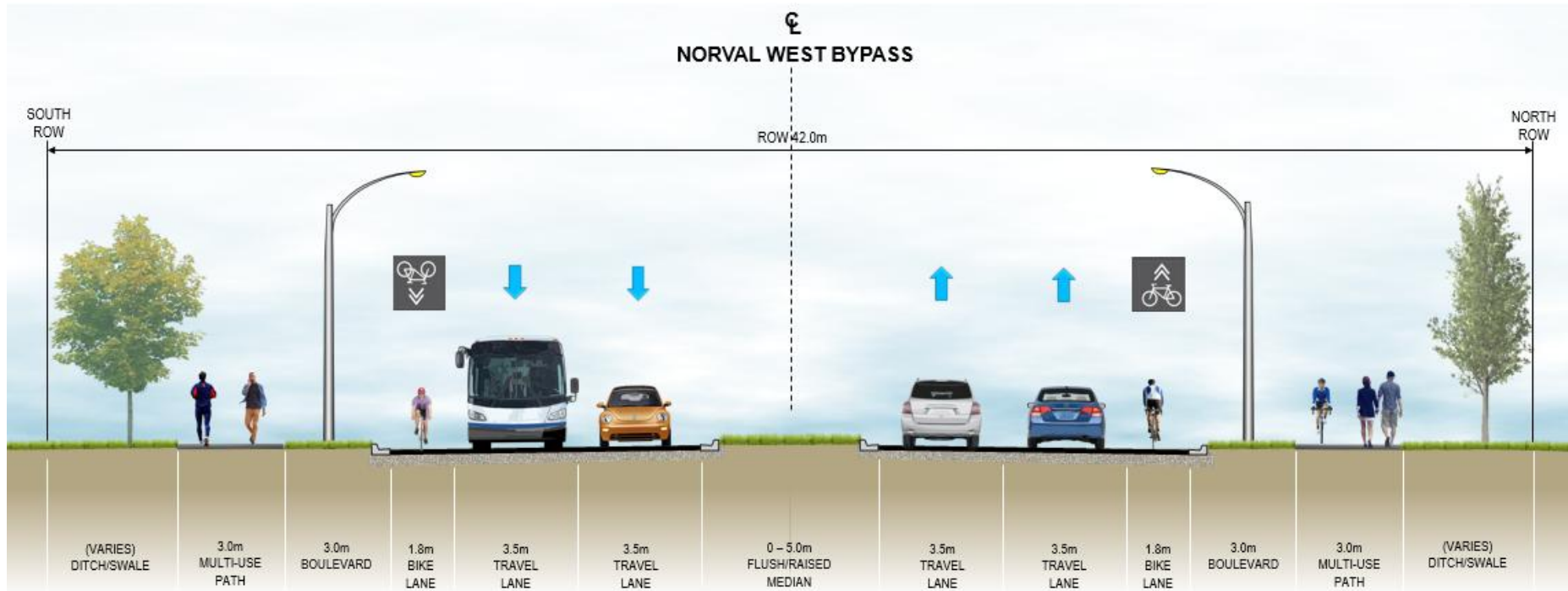
Alternatives	Description	Evaluation Summary	Recommendation
Do Nothing	<ul style="list-style-type: none"> Status quo; only planned improvements to 2031 will be in place, including the new Winston Churchill Boulevard Bypass and new Norval West Bypass. 	<ul style="list-style-type: none"> Does not address the needs within the study area. 	Do not carry forward (for comparison purposes only)
Limit Development	<ul style="list-style-type: none"> Limit development within the Town of Halton Hills. 	<ul style="list-style-type: none"> Future projections have been based on currently approved Official Plans in Halton Region and Town of Halton Hills 	Do not carry forward
Improvements to Other Roadways	<ul style="list-style-type: none"> Construct new Regional roadways in the immediate study area to planned 2031 improvements (e.g. New Norval West Bypass and new Winston Churchill Boulevard Bypass). 	<ul style="list-style-type: none"> Part of the Region's overall transportation strategy (Transportation Master Plan). 	Carry forward as part of overall Region and Town transportation strategies
Transportation Demand Management	<ul style="list-style-type: none"> Measures to manage travel demand by encouraging carpooling; shifting travel demand to off-peak hours through flexible work hours, telecommute, etc. 	<ul style="list-style-type: none"> On their own, TDM measures do not fully address the transportation needs and are part of Region's overall transportation strategy. 	Carry forward as part of overall Region and Town transportation strategy
Improve Transit Infrastructure/Other Modes of Transportation	<ul style="list-style-type: none"> Continue to support transit infrastructure improvement and provide facilities for active transportation use to accommodate pedestrians and cyclists. 	<ul style="list-style-type: none"> On their own, these measures do not fully address the problem, while part of the Region's overall transportation strategy. 	Carry forward as part of overall Region and Town transportation strategy
Operational Improvements	<ul style="list-style-type: none"> Enhance traffic operations of roadway through minor improvements including intersections (traffic signals, provision of turning lanes), access management and other measures. 	<ul style="list-style-type: none"> On their own, do not fully address the problem while part of the Region's overall transportation strategy. 	Carry forward within overall Project strategy Supports Region and Town strategies
Improvements to 10 Side Road	<ul style="list-style-type: none"> Improve 10 Side Road, by widening to 4 lanes, providing active transportation (on-road bike lanes and multi-use paths), boulevards, landscaping and other design elements. 	<ul style="list-style-type: none"> Needs identified in Halton Region Transportation Master Plan and Active Transportation Master Plan to support future growth. 	Carry forward within overall Project strategy Supports Region and Town strategies

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

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

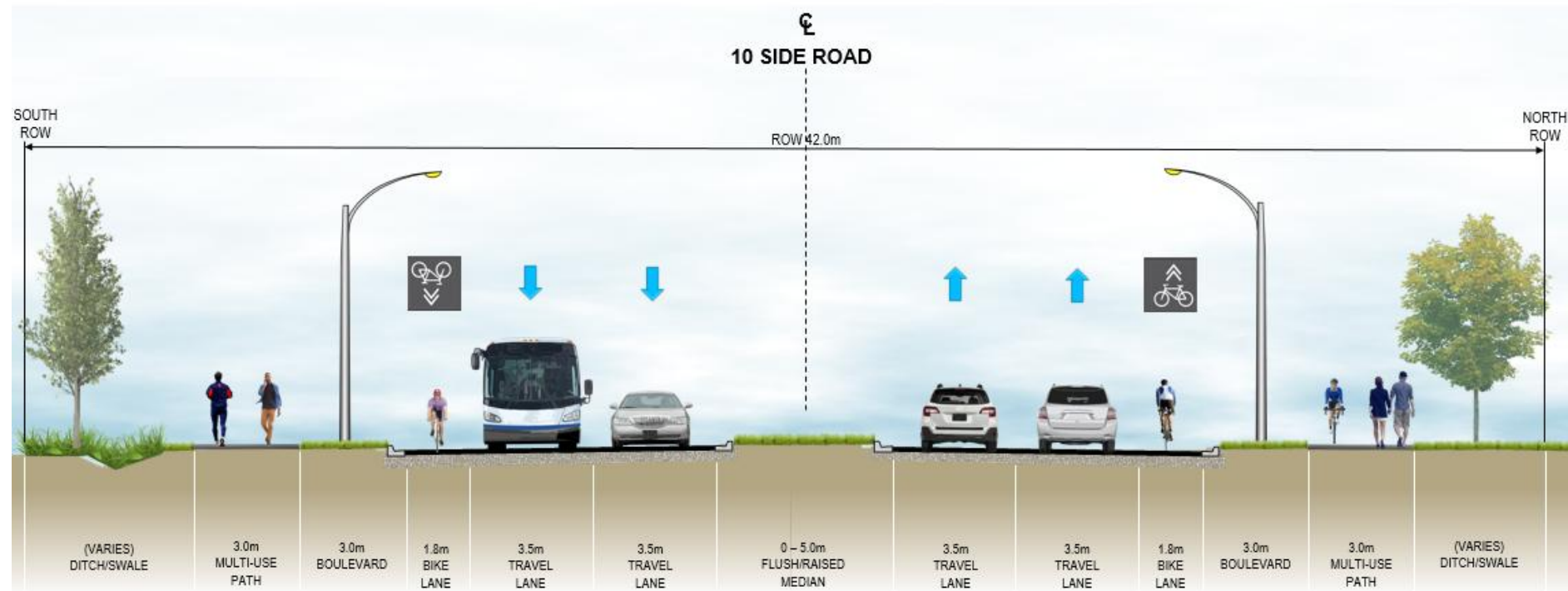


Proposed Typical Section – Norval West Bypass



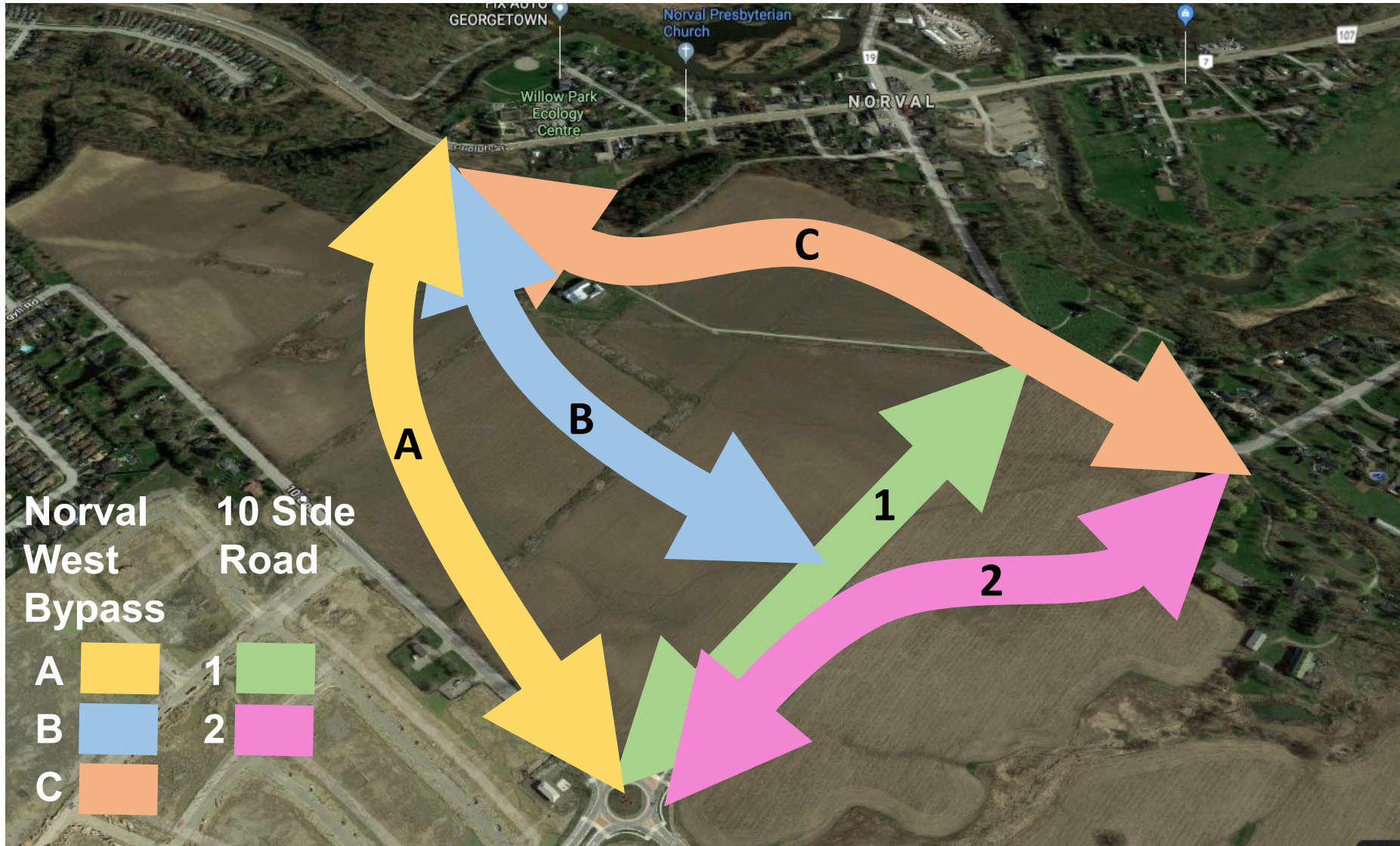
Note: Some adjustments to the road cross-section may be made as part of future design iterations in order to reduce localized impacts, where feasible.

Proposed Typical Section – 10 Side Road



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

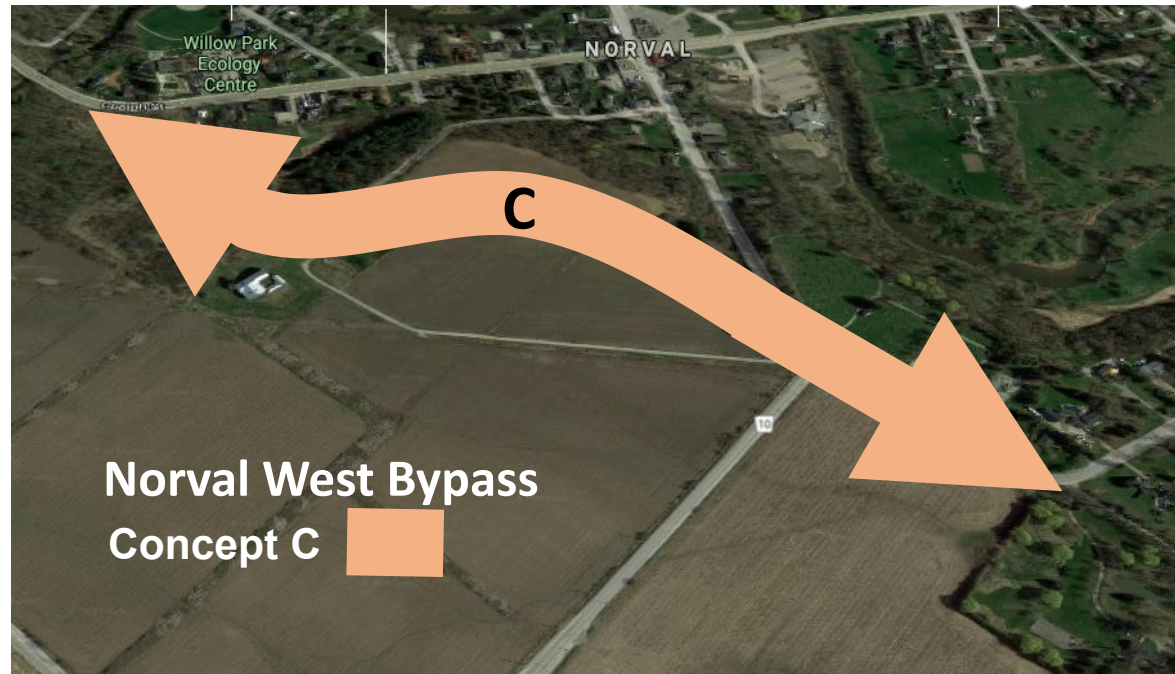
Potential Road Corridor Concepts



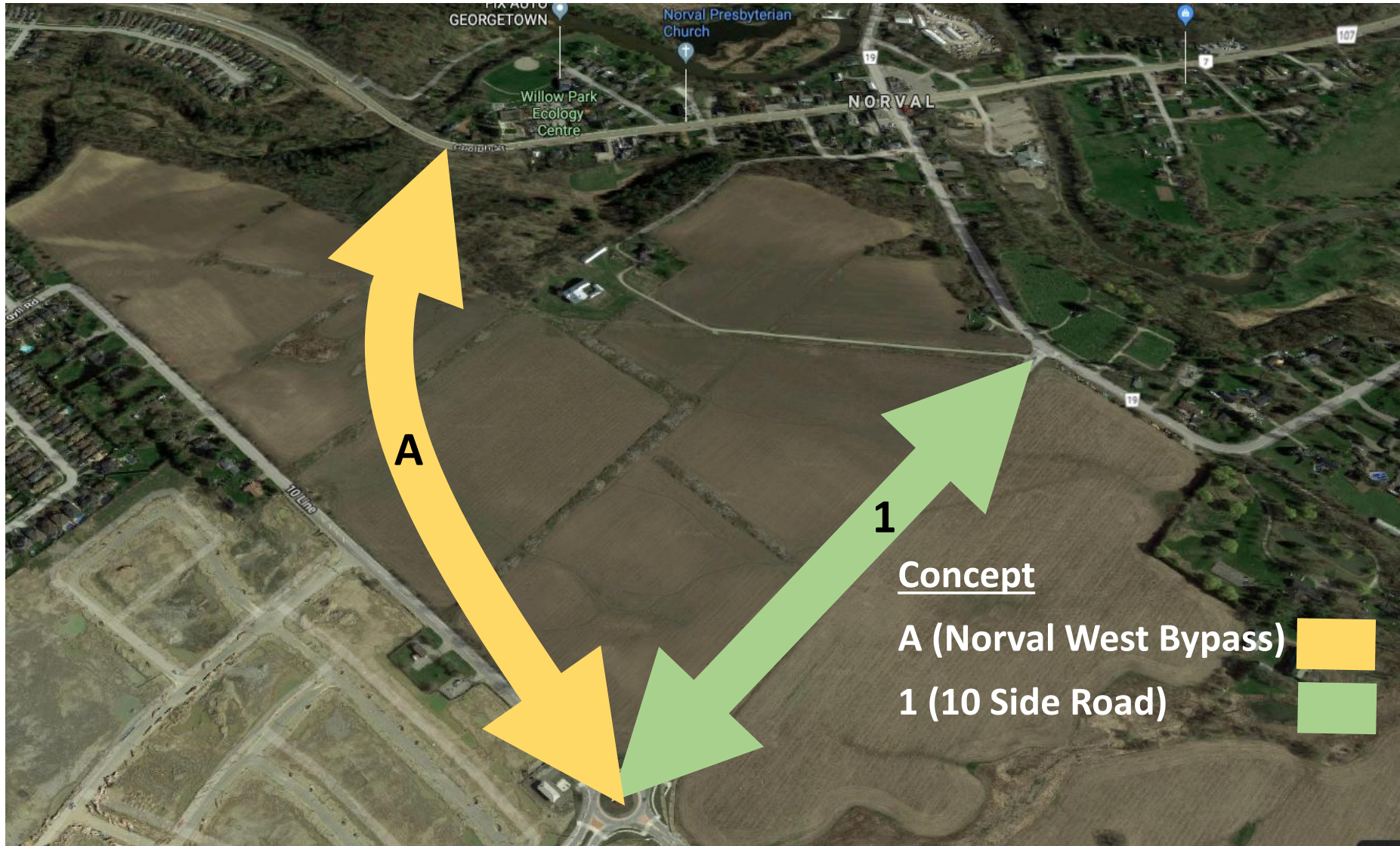
Norval West Bypass: Corridor Concept C

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

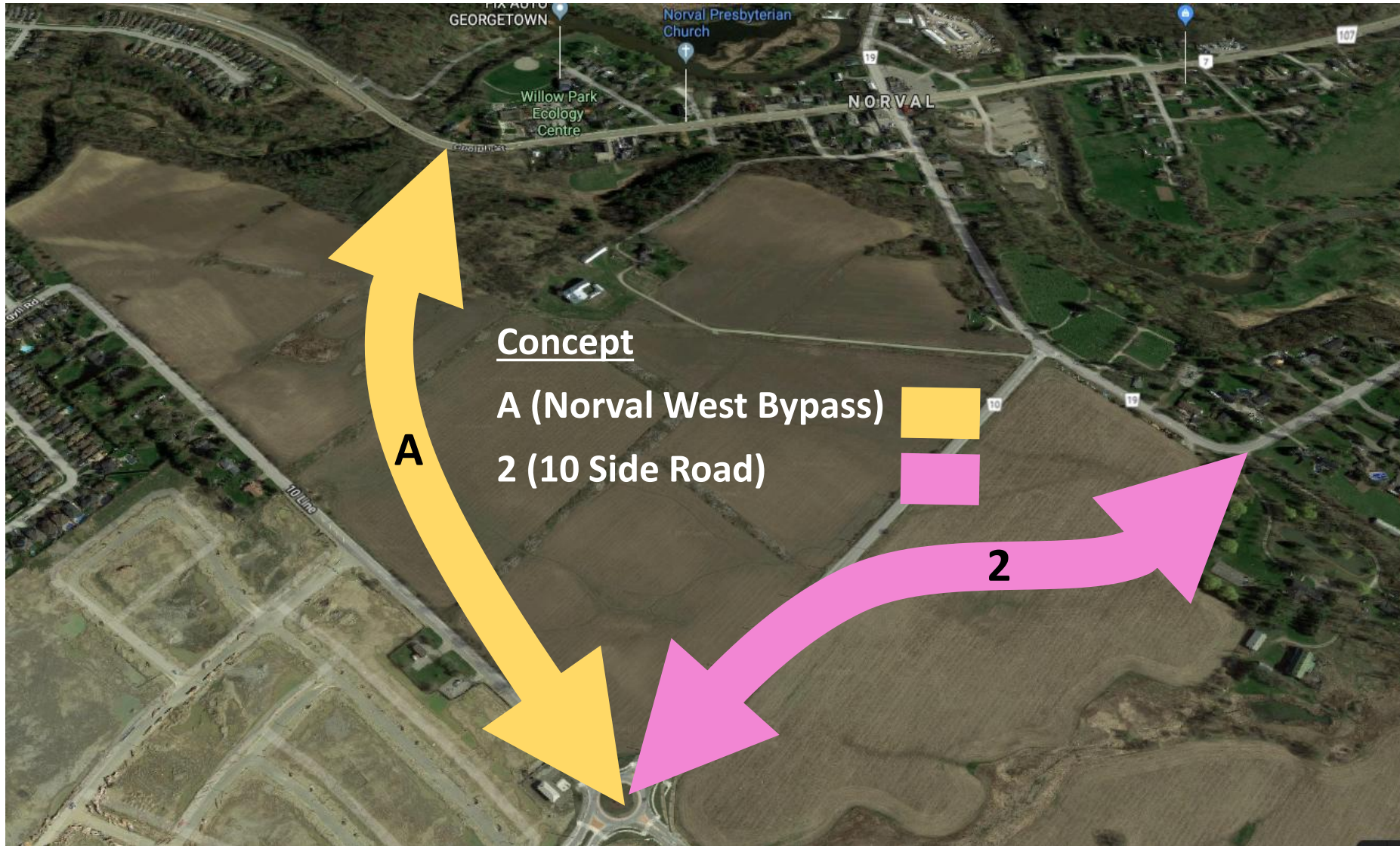
- ❖ **Natural Environment** - Most significant encroachment into Greenbelt Natural Heritage System, including an area designated as Key Features.
- ❖ **Surface Water & Groundwater** - Potential to impact the largest area designated as a Significant Groundwater Recharge Area.
- ❖ **Cultural Heritage & Archaeology** - Most potential significant impact to Russell Hill of Pines Heritage Woodlot and Hillcrest Cemetery.
- ❖ **Socio-economic** - Alignment in closest proximity to residential properties fronting on Highway 7 and Adamson Street, and crosses through one residential/farm parcel.
- ❖ **Engineering/Technical** - Potential for design challenges relating to tie-in at Winston Churchill Boulevard and 10 Side Road.



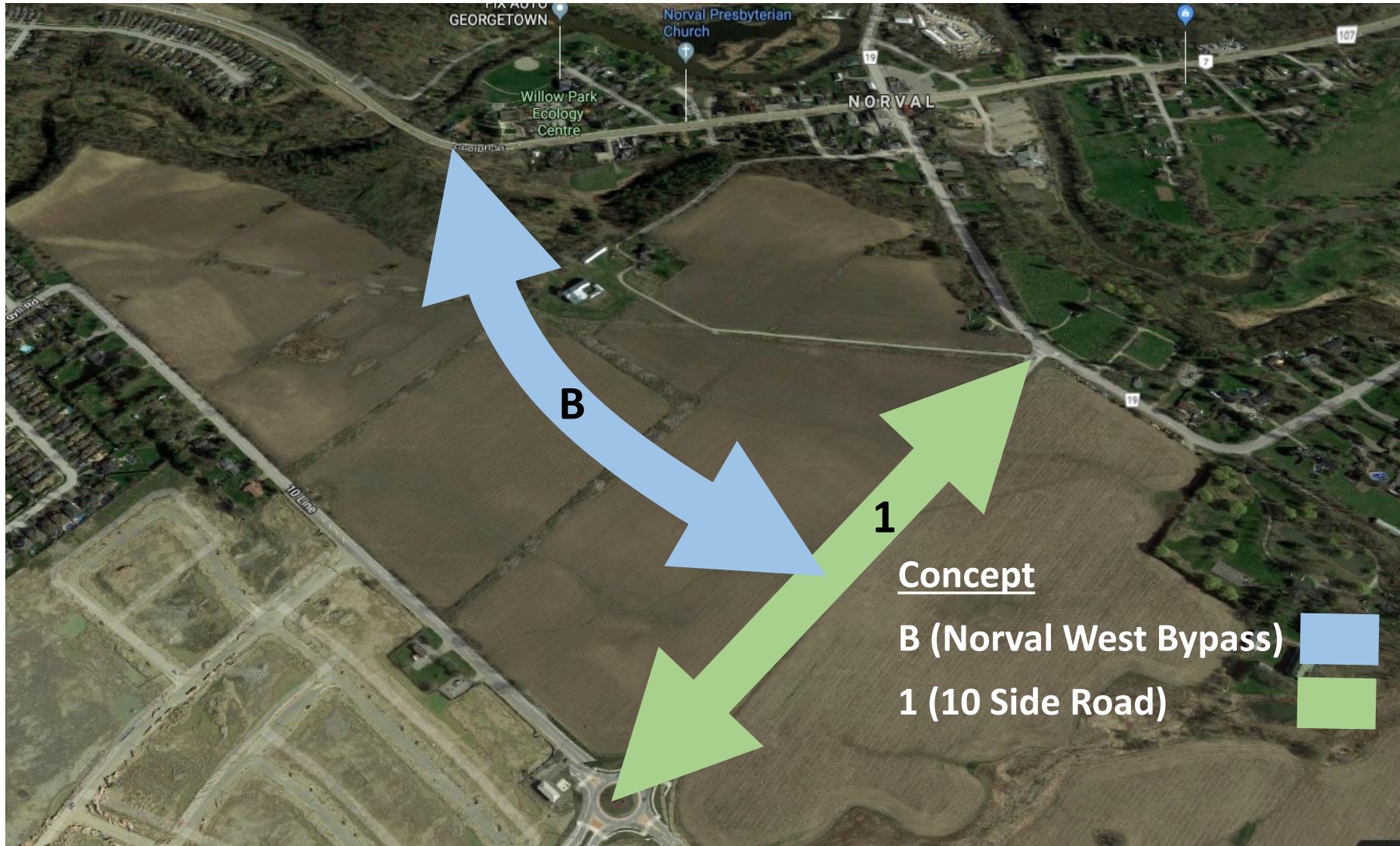
Potential Road Corridor Concept – A1



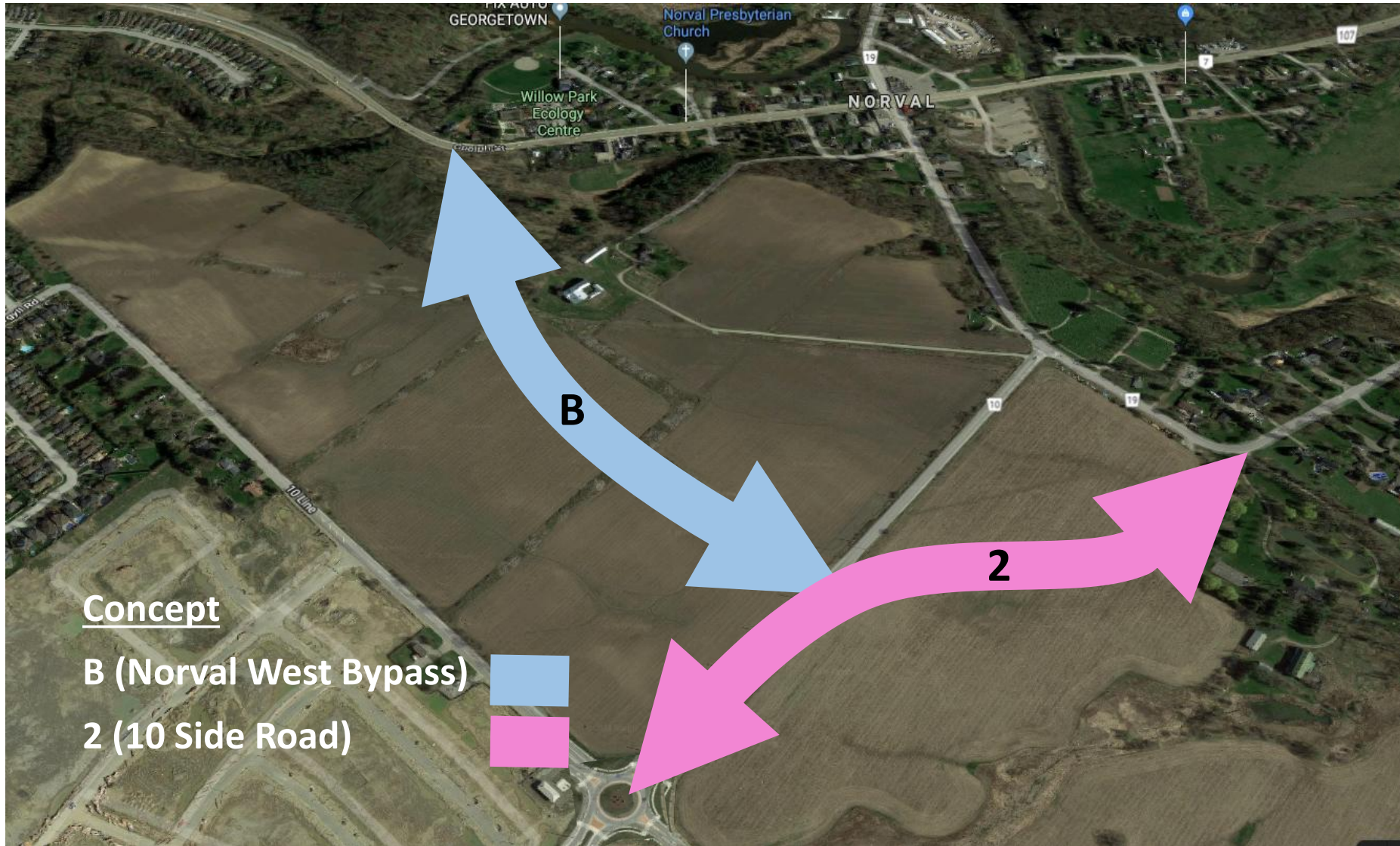
Potential Road Corridor Concepts – A2



Potential Road Corridor Concept – B1



Potential Road Corridor Concept – B2



Factors for Analysis and Evaluation

Road Corridor Concepts will be evaluated using the factors below, and based on comments received from agencies, stakeholders and members of the public.

Socio-Economic Environment



- Consistency with Land Use Plans and Policies
- Supports future planned growth
- Potential property requirements
- Impacts to residents and business operations (direct impacts and access)
- Local community character and mobility
- Provision for pedestrians and cyclists
- Noise and Air Quality

Natural Environment



- Greenbelt Plan and associated policies
- Designated natural features and environmentally sensitive areas
- Potential impacts to Silver Creek and its tributaries
- Potential impacts to terrestrial and aquatic species and habitats (including opportunity for mitigation)
- Potential impacts to Species at Risk and their habitat

Transportation & Technical



- Addresses future capacity requirements
- Consistency with transportation planning and policy documents
- Improves multi-modal network connectivity
- Improves traffic operations
- Road design requirements and construction constraints/complexity

Cultural Environment



- Archeological Resources
- Cultural Heritage Resources

Surface Water and Groundwater



- Management of road runoff
- Protection of surface water features and watercourse crossings
- Floodplain storage
- Protection of groundwater resources

Preliminary Cost Estimate



- High level cost estimate for comparative purposes only

Norval West Bypass

Road Corridor Concept – Evaluation

FACTORS	Concept A	Concept B
Transportation	Moderately Preferred	Most Preferred
Natural Environment	Least Preferred	Least Preferred
Surface Water and Groundwater	Moderately Preferred	Moderately Preferred
Cultural Environment	Moderately Preferred	Moderately Preferred
Socio-Economic Environment	Moderately Preferred	Most Preferred
Engineering / Technical	Moderately Preferred	Most Preferred
Preliminary Cost Estimate	Moderately Preferred	Most Preferred
Overall Summary	<p>Moderately Preferred</p> <p>Concept A is generally ranked similar in factors to the <i>Most Preferred</i> Concept B under Natural Environment, Surface Water/Groundwater, and Cultural Environment. Concept A has the highest potential to increase traffic demand along Tenth Line (north of 10 Side Road), with implications to existing driveways and residential properties, and potential to impact existing Noise Sensitive Areas. This Concept may present design challenges relating to the tie in at 10 Side Road and Tenth Line. Therefore, Concept A is less preferred than Concept B.</p>	<p>Most Preferred</p> <p>Concept B is generally ranked similar in factors to Concept A under Natural Environment, Surface Water/Groundwater, and Cultural Environment. Concept B has the least potential to impact Noise Sensitive Areas, and does not present significant design challenges for the tie in at 10 Side Road. Concept B has the highest potential to accommodate future travel demand requirements and potential to decrease travel demand within/through the Hamlet of Norval, additionally improving connectivity with the road network. Compared to Concept A, Concept B will impact fewer residential properties. Overall, Concept B is preferred.</p>



Concept B is Preferred

*Concept C was previously screened out.

10 Side Road

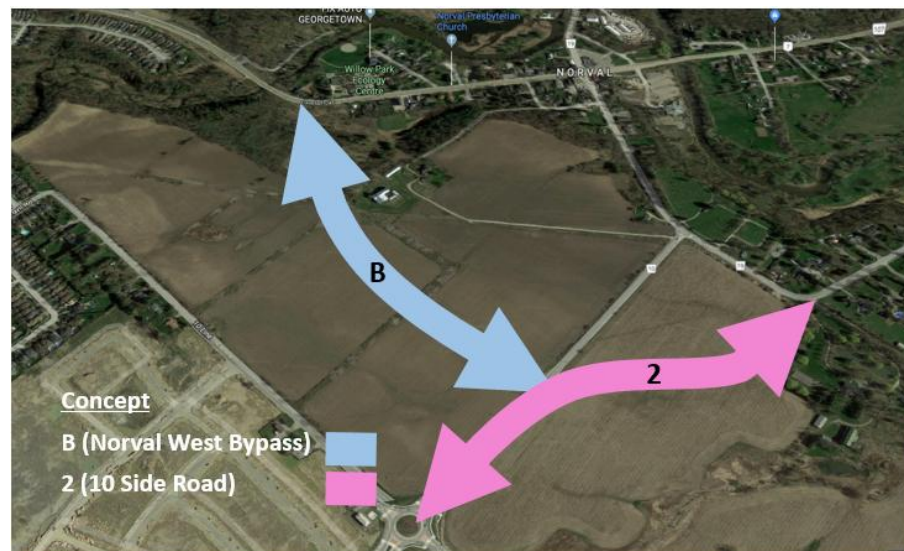
Road Corridor Concept – Evaluation

FACTORS	Concept 1	Concept 2
Transportation	Least Preferred	Most Preferred
Natural Environment	Moderately Preferred	Moderately Preferred
Surface Water and Groundwater	Most Preferred	Moderately Preferred
Cultural Environment	Least Preferred	Most Preferred
Socio-Economic Environment	Most Preferred	Least Preferred
Engineering / Technical	Least Preferred	Most Preferred
Estimated Capital Costs	Moderately Preferred	Least Preferred
Overall Summary	<p>Moderately Preferred</p> <p>Concept 1 is generally ranked similar in factors to the Most Preferred Concept 2 under Natural Environment. Concept 1 has potential to increase traffic demand along Tenth Line (north of 10 Side Road), and may not support the need for greater connectivity/mobility between roadways. There is potential this alignment would require a Heritage Impact Assessment due to its proximity to an identified cultural resource (Hillcrest Cemetery). This Concept will require temporary lane closures along 10 Side Road for widening construction. Overall, Concept A is less preferred than Concept 2.</p>	<p>Most Preferred</p> <p>Concept 2 is generally ranked similar in factors to the <i>Moderately Preferred</i> Concept A under Natural Environment. Concept 2 has the least potential to impact Noise Sensitive Areas, with low potential for design challenges at the tie in at 10 Side Road. This alignment has the highest potential to accommodate future travel demand requirements and decrease travel demand, supporting greater connectivity and mobility between roadways. Concept 2 impacts a greater amount of residential property, with the potential to impact all existing utilities along 10 Side Road. Construction staging will allow full road access along 10 Side Road while the new corridor is constructed. Overall, Concept 2 is preferred.</p>

Concept 2 is Preferred

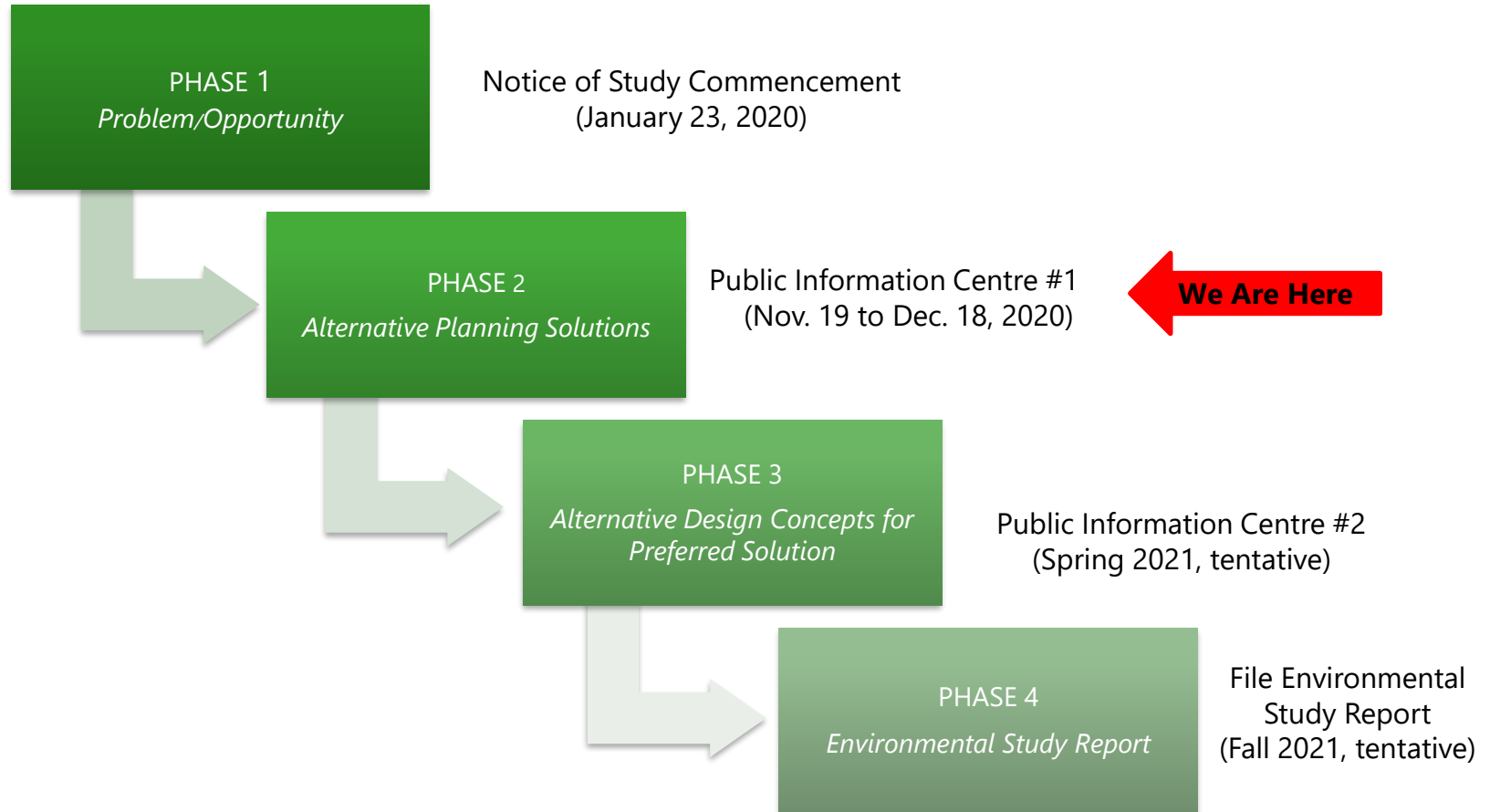
Norval West Bypass & 10 Side Road Preferred Road Corridor Concept

- Supports the need for greater connectivity/mobility and is consistent with approved HPBATS and Halton Region TMP – The Road to Change
- Highest potential benefit to accommodate future travel demand requirements and potential to decrease travel demand within/through the Hamlet of Norval by redistributing traffic
- Lowest potential net impacts to the Natural, Cultural, and Socio-Economic Environments
- Compatible with the existing road network and consistent with approved 10 Side Road MCEA Study and Winston Churchill Boulevard MCEA Study



Concept B2 is Preferred

Study Schedule



Next Steps

- ❖ Review and respond to comments received from Agencies and members of the public
- ❖ Confirm Road Corridor Concept
- ❖ Develop and evaluate design alternatives
- ❖ Identify recommended preliminary preferred design
- ❖ Consult with technical agencies
- ❖ Public Information Centre #2 (anticipated in Spring 2021)

Please submit your comments by

Friday, December 18, 2020

Thank you for your participation!



Norval West Bypass: Introduction Video – Text Description

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

Slide 1 (Introduction)

Welcome to the first Public Information Centre (PIC) for the Norval West Bypass Transportation Corridor Improvements Municipal Class Environmental Assessment Study.

This study will 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.

Thank you for taking the time to watch this presentation and learn more about this study! Your input is valuable to us.

Slide 2 (Purpose of Virtual Consultation)

The purpose of this PIC to present the work completed to date and obtain public comment on:

- the study process and schedule;
- problem and opportunity and background information;
- existing conditions;
- alternative planning solutions;
- road corridor concepts and evaluation; and
- next steps.

You can learn more about the study by visiting halton.ca.

Slide 3 (Study Area Map)

As shown on the map, the study area is located in the Hamlet of Norval within the Town of Halton Hills.

The study area is bounded by:

- Highway 7 to the north (which is under the jurisdiction of the Ministry of Transportation)
- 10 Side Road (also known as Regional Road 10) to the south (which is under the jurisdiction of Halton Region)
- Tenth Line to the west (which is under the jurisdiction of the Town of Halton Hills); and
- Adamson Street/Winston Churchill Boulevard (also known as Regional Road 19) (which is a shared boundary road under the jurisdiction of Halton Region and the Region of Peel).

The study aims to address future growth, travel demand and network connectivity in this area to 2031.

Slide 4 (Problem & Opportunities)

- Without a new Norval West Bypass and improvements to 10 Side Road, the Hamlet of Norval is expected to experience delays during peak periods as travel demand continues to grow by 2031.

- To support future growth, travel demand and network connectivity, both a new Norval West Bypass and improvements to the 10 Side Road corridor are required.
- Both corridors should be safe for all road users and support all modes of transportation, including vehicles, bicycles, walking and transit.

Therefore, Halton Region is carrying out this study to address these requirements in accordance with the Municipal Class Environmental Assessment process.

Slide 5 (Study Process)

- The Municipal Class Environmental Assessment process frames the planning and implementation of municipal infrastructure.
- Social, cultural and natural environments are considered during the study process, as well as community interests, agency requirements and unique project issues.
- This study is identified as a Schedule C project and will follow Phases 1 to 4 of the Municipal Class Environmental Assessment process.
- Consultation is ongoing throughout the four phases, and we welcome your comments and feedback at any time during this study.

As you can see in the diagram on the right hand side, we are currently at the end of Phase 2. This presentation will provide an overview of the alternative planning solutions available to support future growth, travel demand and network connectivity for the area.

Slide 6 (Study Background – Transportation Planning)

Several background studies have been previously completed and considered as part of this study, which include:

- the Halton-Peel Boundary Area Transportation Study (HPBATS) (2010): This study identified the required road network to accommodate future travel demand and network connectivity to 2031;
- the Halton Regional Transportation Master Plan (TMP) – The Road to Change (2011): This plan confirmed the need for a new 4-lane Norval West Bypass from Highway 7 to 10 Side Road and the widening of 10 Side Road to 4 lanes from Tenth Line to Winston Churchill Boulevard;
- the Halton Region Active Transportation Master Plan (ATMP) (2015): This plan identified 1.8 metre on-road bike lanes and 3 metre multi-use paths on both sides of the road;
- the 10 Side Road Municipal Class Environmental Assessment (MCEA) Study, from Trafalgar Road to Winston Churchill Boulevard, done in June 1995 (with an addendum completed May 2002); and
- the Winston Churchill Boulevard Municipal Class Environmental Assessment (MCEA) Study, from 5 Side Road/Embleton Road to 17 Side Road/Mayfield Road, done in September 2005.

Norval West Bypass: Existing conditions in the study area video – Text Description

The following provides a text version of the audio that is included in the video, “Existing conditions in the study area.”

Slide 7 (Existing Conditions – Natural Environment)

During the review of the alternative alignment corridors and the 120 metres of land adjacent to each, the project team identified the following Natural Heritage features in the study area:

- Three species at risk and/or their habitat, including Butternut, which is an endangered tree; Little Brown Myotis, an endangered species of bat; and Redside Dace, an endangered fish species;
- Significant Wildlife Habitat (candidate or confirmed) for the following species: bats, the Eastern Wood-Pewee (a small forest bird), terrestrial chimney crayfish, and the Eastern Milksnake;
- Significant woodlands and valleylands, including woodlands that run along Silver Creek and Russell’s Hill of Pines;
- Significant wetlands, including the Hungry Hollow Provincially Significant Wetland; Churchville-Norval Provincially Significant Wetland Complex; Levi’s Creek Provincially Significant Wetland Complex; and three unevaluated wetlands to be considered during evaluation of route alternatives; and
- The Georgetown Credit Valley Life Science Area of Natural and Scientific Interest.

Slide 8 (Existing Conditions – Cultural Heritage)

A Cultural Heritage Assessment Report is being prepared for the Municipal Class EA study.

- There are no Ontario Heritage Act designated properties present within the study area.
- Nine properties within the Hamlet of Norval are registered on the Town of Halton Hills Heritage List and five additional properties within the study area were identified as a Cultural Heritage Resource.

A Stage 1 Archaeological Assessment has also been completed.

- Given the undisturbed portions of the study area, there is potential for discovery of archaeological resources.
- Previously disturbed areas along 10 Side Road and Winston Churchill Boulevard have limited archaeological potential.

Slide 9 (Future (2031) Do-Nothing Conditions – Transportation)

- A traffic assessment was completed for forecasted future travel demand to 2031 at the key intersection of Highway 7 and Adamson Street, and 10 Side Road and Adamson Street.
- The results illustrate a further decrease in capacity with a lower level-of-service during the AM and PM peak hours. In other words, the Hamlet of Norval is expected to experience significant traffic delays during peak travel periods by 2031.
- Based on this analysis, there is a need for a new Norval West Bypass and improvements to 10 Side Road to support future transportation demands.

Norval West Bypass: Alternative planning solutions video – Text description

The following provides a text version of the audio that is included in the video, “Alternative planning solutions.”

Slide 10 (Norval West Bypass – Alternative Planning Solutions)

- A number of alternative planning solutions have been considered for the Norval West Bypass, while respecting the social, cultural and natural environment.
- Both the ‘Do Nothing’ and ‘Limit Development’ alternatives were considered but not carried forward as they do not support existing and future transportation needs.
- We recommend carrying forward the Alternative Planning Solutions for:
 1. Improvements to other roadways,
 2. Transportation demand management; and
 3. Improvements to transit infrastructure and other modes of transportation, as they are already part of overall transportation strategy for the Region and the Town.
- We also recommend carrying forward the alternative planning solutions for ‘Operational Improvements’ and ‘Construction of a new Norval West Bypass’ within the overall project strategy, which supports the strategies of the Town of Halton Hills.

Slide 11 (10 Side Road – Alternative Planning Solutions)

- A number of alternative planning solutions have been considered for 10 Side Road, while respecting the social, cultural and natural environment.
- Both the ‘Do Nothing’ and ‘Limit Development’ alternatives were considered but not carried forward as they do not support existing and future transportation needs.
- We recommend carrying forward the alternative planning solutions for:
 1. improvements to other roadways;
 2. Transportation demand management; and
 3. Improvements to transit infrastructure and other modes of transportation, as they are already part of overall transportation strategy for the Region and the Town.
- We also recommend carrying forward the alternative planning solutions for ‘Operational Improvements’ and ‘Improvements to 10 Side Road’ within the overall project strategy, as it supports the strategies of the Town of Halton Hills.

Slide 12 (Development of Recommended Preliminary Design Components)

As the study progresses and our knowledge of conditions and constraints evolve. Below are the design components to be considered as part of this study:

At this PIC, we will present:

- Road cross-sections for both the Norval West Bypass and 10 Side Road corridors

- Road corridor concepts, which display the options for where each road corridor may be located

At the second PIC, we will present:

- Road alignment, which display options for the alignment of the roadway within each corridor
- Recommended preliminary design for both the Norval West Bypass and 10 Side Road corridors

Slide 13 (Norval West Bypass – Typical Cross-section)

The diagram shown here shows a typical cross-section for the proposed four-lane Norval West Bypass. This road cross-section has been developed based on:

- a planned overall road right-of-way width of 42 metres, which is consistent with the Halton Region Transportation Master Plan and Official Plan;
- provision of two 3.5-metre travel lanes in each direction;
- provision of 1.8 metre on-road bike lanes and three-metre multi-use pathways (both sides of the road) to accommodate cyclists and pedestrians

Slide 14 (10 Side Road – Typical Cross-section)

The typical cross-section for 10 Side Road is very similar to the Norval West Bypass. The only difference is the south side of 10 Side Road will remain rural (with a ditch) as it is outside the urban boundary.

Slide 15 (Potential Road Corridor Concepts)

This diagram shows the Road Corridor Concepts that were developed for the Norval West Bypass and 10 Side Road corridors.

Swaths (with arrows) A, B and C represent road corridor concepts for the Norval West Bypass.

The yellow swath/arrow illustrates road corridor concept A: In this concept, the Norval West Bypass would be connected from Highway 7 from the north, move southerly and hook into Tenth Line at the intersection of 10 Side Road and Tenth Line.

The blue swath/arrow illustrates road corridor concept B: In this concept, the proposed Norval West Bypass would be connected from Highway 7 from the north and move southerly, midblock between Tenth Line to Adamson Street/Winston Churchill Boulevard at a new intersection with 10 Side Road.

The orange swath/arrow illustrates road corridor concept C: In this concept, the Norval West Bypass would be connected from Highway 7 from the north, move southerly and hook into Adamson Street/Winston Churchill Boulevard.

Swaths (with arrows) 1 and 2 illustrate potential road corridor concepts for 10 Side Road

The green swath/arrow illustrates road corridor concept 1: In this concept, the improvements to 10 Side Road would be made along the existing right-of-way between east of Tenth Line to Adamson Street/Winston Churchill Boulevard.

The pink swath/arrow illustrates road corridor concept 2: In this concept, 10 Side Road would be realigned to the south of existing 10 Side Road, and intersect south of the existing 10 Side Road and Adamson Street/Winston Churchill Boulevard intersection. The corresponding road improvements would be made to the realigned roadway.

Slide 16 (Norval West Bypass: Corridor Concept C)

Corridor Concept C was screened out from further consideration for the following reasons:

- has the most significant encroachment into the Greenbelt Natural Heritage System, including an area designated as Key Features;
- has potential to impact the largest amount of area designated as a Significant Groundwater Recharge Area;
- has the most potential significant impact to Russell Hill of Pines Heritage Woodlot and Hillcrest Cemetery;
- has the closest proximity to residential properties fronting on Highway 7 and Adamson Street, and crosses through one residential/farm parcel; and
- has potential for design challenges relating to the tie-in at Winston Churchill Boulevard and 10 Side Road.

Slide 17 (Road Corridor Concept A1)

Slides 17 to 20 show the different road corridor concepts being considered, including:

- road corridor concept A1;

Slide 18 (Road Corridor Concept A2)

- road corridor concept A2;

Slide 19 (Road Corridor Concept B1)

- road corridor concept B1; and

Slide 20 (Road Corridor Concept B2)

- road corridor concept B2.

Norval West Bypass: Road corridor concepts and evaluation video – Text description

The following provides a text version of the audio that is included in the video, “Road corridor concepts and evaluation.”

Slide 21 (Factors for Analysis and Evaluation)

Each road corridor concept has been evaluated using the factors shown on this slide, including:

- socio-economic environment, which considers land use plans and policies, impacts to existing residents/businesses, noise and air quality, and other related aspects;
- natural environment, which considers Greenbelt Plan and associated policies, natural features and environmentally sensitive areas, potential impact to Species at Risk and their habitat, and other related aspects;
- transportation and technical, which considers future capacity requirements, network connectivity, complexity of construction, and other related aspects;
- cultural environment, which considers archeological resources and cultural heritage resources;
- surface water and groundwater, which considers management of road runoff, protection of surface water features and watercourse crossings, protection of groundwater resources, and other related aspects; and
- preliminary cost estimate, which considers high level cost estimates, used for comparative purposes only.

Comments received from agencies, stakeholders and members of the public will also be considered during the evaluation of the road corridor concepts.

Slide 22 (Norval West Bypass – Road Corridor Concept Evaluation)

As mentioned earlier, Concept C was screened-out early in the process due to the magnitude of its impacts on the study area.

When we evaluated Concepts A and B against the categories mentioned on the previous slide, Concept B came out as the recommended solution for the Norval West Bypass Corridor.

- Concept B is generally ranked similar in factors to Concept A under Natural Environment, Surface Water/Groundwater, and Cultural Environment.
- It has the least potential to impact Noise Sensitive Areas and does not present design challenges for the tie in at 10 Side Road.
- It also has the highest potential to accommodate future travel demand requirements and potential to decrease travel demand within/through the Hamlet of Norval, additionally improving connectivity with the road network.
- Compared to Concept A, Concept B will also impact fewer residential properties.

Slide 23 (10 Side Road – Road Corridor Concept Evaluation)

When we looked at Concept 1 and 2 for the improvements to 10 Side Road, Concept 2 came out as the recommended solution.

- Concept 2 has similar impacts to the Natural Environment as Concept 1.
- It has the least potential to impact Noise Sensitive Areas, low potential for corridor design challenges, and will avoid the potential to impact an identified cultural heritage resource (Hillcrest Cemetery).
- This Concept has the highest potential to accommodate future travel demand requirements, supporting greater connectivity and mobility between roadways.
- Construction staging will allow full road access along 10 Side Road while the new corridor portion is being constructed.

Slide 24 (Norval West Bypass and 10 Side Road Preferred Road Corridor Concepts)

Based on the analysis and evaluation, the project team recommends Road Corridor Concept B2 as the preferred solution.

- This concept supports the need for greater connectivity/mobility and is consistent with approved Halton Peel Boundary Area Transportation Study and the Halton Region Transportation Master Plan–The Road to Change
- This solution has the highest potential benefit to accommodate future travel demand requirements and potential to decrease travel demand within and through the Hamlet of Norval by redistributing traffic.
- Concept B2 has the lowest potential net impacts to the Natural, Cultural, and Socio-Economic Environments; and
- It is compatible with the existing road network and consistent with the approved 10 Side Road Municipal Class EA Study and the Winston Churchill Boulevard Municipal Class EA Study.

Norval West Bypass: Next steps video – Text description

The following provides a text version of the audio that is included in the video, “Next steps.”

Slide 25 (Study Schedule)

In terms of study schedule, the Project Team has completed Phase 1 (Problem and Opportunity) and is currently at the end of Phase 2 (Alternative Planning Solutions).

The Project Team will commence Phase 3 (Alternative Design Concepts for the Preferred Solution) and present these concepts at a future PIC, tentatively in Spring 2021.

Slide 26 (Next Steps)

In terms of next steps, the Project Team will:

- review and respond to comments received from agencies and members of the public;
- confirm the preferred road corridor concept;
- develop and evaluate design alternatives (road alignments within the preferred corridor);
- identify a recommended preliminary preferred design;
- consult with technical agencies; and
- host a second PIC, anticipated in spring 2021.

We encourage you to submit any comments or questions to the project team by **Friday, December 18, 2020**. You can use the comment form on the webpage for the PIC or email us at accesshalton@halton.ca.

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

	Date	Comment	Response/ Status
1.	November 18, 2020 Email	<p>Email received November 18, 2020: I thank you for the Notice of Information Centre #1 received in the mail from you yesterday relating to the Norval West Bypass Transportation Corridor Improvements.</p> <p>I would appreciate a hardcopy of the Public Information Centre material, and respectfully request that this material be sent to me at the address provided.</p> <p>Email Received November 24, 2020: I have received the requested material, with thanks, and have reviewed it from a layperson's perspective,</p> <p>Not that you are looking for any thoughts and not that I have any standing, my initial preference for the Norval West Bypass would be Concept B2. Please let me explain my thought process.</p> <ol style="list-style-type: none">1. Concept C has been totally ruled out because of the points that you and the team have identified in Slide 16. That makes sense to me.2. Of concept A and B, I personally like Concept B better, because, at least to me, it is a shorter distance than Concept A, thereby likely having less impact on the natural environment, socio-economic considerations and should be less challenging to design and construct. If I am correct, Concept B should even be more feasible than Concept A. Concept B also excludes the traffic circle at 10 SR and 10th Line, which is also a good thing.3. While Concept B1 would satisfy my concerns listed above, it would still involve the intersection of 10 SR and Adamson/Winston Churchill Boulevard, which is a tricky intersection in terms of site lines/visibility. Another reason why I favour Concept 2 is that eliminates the extreme, almost 90 degree curve on Winston Churchill Boulevard. <p>Just some thoughts from a layperson, for what they are worth. Thanks again, and good luck with your task.</p>	<p>Email response November 18, 2020: We would be pleased to provide you with a hard copy of the material. Once you have received the material, please feel free to contact me if you would like to discuss it.</p> <p>Hardcopy mailed November 23, 2020</p> <p>Email response November 24, 2020: We appreciate everyone's input and thoughts. I will be sure that they are considered as part of this consultation process.</p> <p>Would you like to be added to the study mailing list?</p> <p>Email response sent October 19, 2021: Thank you for participating in the Norval West Bypass Transportation Corridor Improvements Municipal Class Environmental Assessment (MCEA). Since the first Public Information Centre (PIC) the Project Team has been carefully reviewing all the input received from the community and has posted a Frequently Asked Question section to the Project's PIC#1 Webpage:https://www.halton.ca/For-Residents/Opportunities-to-Participate/Online-consultation-Norval-West-Bypass-Transportat.</p> <p>The Project Team is currently developing road alignment alternatives based on the preferred concept (Concept 2B) and are working through a number of design complexities with external agencies. As we develop the alternative alignments there will be many considerations including coordination with the Town's ongoing Southeast Georgetown Secondary Plan. The road alignments alternatives will be analyzed and a preliminary preferred design will be identified and shared with the community and stakeholders for review and comment.</p> <p>It is anticipated that the Second Public information Centre will take place in Winter 2022. You will receive a separate invitation to the Second Public information Centre. If you have any outstanding questions not addressed by the above noted Frequently Asked Question or this correspondence please feel free to follow up with directly the contact noted below for clarification.</p>
2.	November 19, 2020 Voicemail	<p>Phone call received November 19, 2020: Requested hard copy of PIC be sent.</p>	<p>Hardcopy mailed November 25, 2020</p>

	Date	Comment	Response/ Status
3.	November 19, 2020 Comment Form	Comment Form submitted November 19, 2020: Halton Region resident I am not satisfied with the preferred road corridor concept. Don't see the need for this. It's a very short section of road. As we are in a climate emergency, it is critical to reduce usage of automobiles. Building huge roads to cater to additional single-occupant automobiles will induce additional demand for car travel which is not consistent with the Region's declaration of climate emergency. This location also provides many environmental benefits that will be lost with the construction. I am encouraged by the inclusion of non-automobile modes in the project, however neither of the major roads connecting to this corridor have sufficient connectivity for pedestrians and bicycle riders. These connections should be prioritized if the investment in additional pedestrian & bicycle facilities is to be fully usable by the community. What is the projected delay for motor vehicle traffic in 2031 if this project is not completed? How many users would be impacted by this delay?	Email response sent October 19, 2021: Thank you for participating in the Norval West Bypass Transportation Corridor Improvements Municipal Class Environmental Assessment (MCEA). Since the first Public Information Centre (PIC) the Project Team has been carefully reviewing all the input received from the community and has posted a Frequently Asked Question section to the Project's PIC#1 Webpage: https://www.halton.ca/For-Residents/Opportunities-to-Participate/Online-consultation-Norval-West-Bypass-Transportat . The Project Team is currently developing road alignment alternatives based on the preferred concept (Concept 2B) and are working through a number of design complexities with external agencies. As we develop the alternative alignments there will be many considerations including coordination with the Town's ongoing Southeast Georgetown Secondary Plan. The road alignments alternatives will be analyzed and a preliminary preferred design will be identified and shared with the community and stakeholders for review and comment. It is anticipated that the Second Public information Centre will take place in Winter 2022. You will receive a separate invitation to the Second Public information Centre. If you have any outstanding questions not addressed by the above noted Frequently Asked Question or this correspondence please feel free to follow up with directly the contact noted below for clarification.
4.	November 26, 2020 Email	Email received November 26, 2020: I found your short video online very informative. I've attended all in person and now virtual meetings for this project. [REDACTED]. We very much look forward to alleviating some of the morning/afternoon traffic in our Hamlet. Most of us residents feel this would be a great time to put some money into making our Hamlet more active/accessible for pedestrians. There is a beautiful multi-use trail up Hwy 7 towards Georgetown in front of the newer subdivision. It dead ends when the houses end. With the amount of vacant land between the highway and Upper Canada property, a connection to the trail coming down the hill should be considered. It would allow us residents to extend walking/cycling more than a couple streets within Norval. Secondly and perhaps not as pressing. A question? Would traffic lights ever be considered as part of this project at the intersection of Mary St and Hwy 7? As this is an entrance for a daycare, it might be something worth considering. Although less traffic may do the trick! Thanks for your time. Looking forward to your response on the Multi Use Trail.	Email response sent November 26, 2020: Thank you for taking the time to participate in our on-line Public Information Centre for the Norval West Bypass Environmental Assessment (EA) Study. We value your input and will be sure to consider all your comments as the study progresses. Email response sent October 19, 2021: Thank you for participating in the Norval West Bypass Transportation Corridor Improvements Municipal Class Environmental Assessment (MCEA). Since the first Public Information Centre (PIC) the Project Team has been carefully reviewing all the input received from the community and has posted a Frequently Asked Question section to the Project's PIC#1 Webpage: https://www.halton.ca/For-Residents/Opportunities-to-Participate/Online-consultation-Norval-West-Bypass-Transportat . The Project Team is currently developing road alignment alternatives based on the preferred concept (Concept 2B) and are working through a number of design complexities with external agencies. As we develop the alternative alignments there will be many considerations including coordination with the Town's ongoing Southeast Georgetown Secondary Plan. The road alignments alternatives will be analyzed and a preliminary preferred design will be identified and shared with the community and stakeholders for review and comment. It is anticipated that the Second Public information Centre will take place in Winter 2022. You will receive a separate invitation to the Second Public information Centre. If you have any outstanding questions not addressed by the above noted Frequently Asked Question or this correspondence please feel free to follow up with directly the contact noted below for clarification.

	Date	Comment	Response/ Status
5.	November 27, 2020 Email	<p>Email Received November 27, 2020: Thank you for returning my call. Virtual participation seems to be the way of 2020! Many changes have resulted from Covid -19.</p> <p>I am trying to ensure my neighbours and friends are aware of the online posting and are able to follow the slides and videos. In the absence of any "in person discussions", this may be a bit of a challenge for some. I hope to hand out hard copies to those persons having difficulties online. Is it possible to send me 10 - 12 packages of hard material?</p>	<p>Email response November 27, 2020: As requested, we will mail you 12 copies of the Public Information Centre slides – thank you for taking the initiative to help out your neighbours who are not comfortable with the online format. We really do value the community’s input into this study.</p> <p>Please feel free to contact me if you have any questions or require any additional information.</p> <p>Email response sent October 19, 2021: Thank you for participating in the Norval West Bypass Transportation Corridor Improvements Municipal Class Environmental Assessment (MCEA). Since the first Public Information Centre (PIC) the Project Team has been carefully reviewing all the input received from the community and has posted a Frequently Asked Question section to the Project’s PIC#1 Webpage:https://www.halton.ca/For-Residents/Opportunities-to-Participate/Online-consultation-Norval-West-Bypass-Transportat.</p> <p>The Project Team is currently developing road alignment alternatives based on the preferred concept (Concept 2B) and are working through a number of design complexities with external agencies. As we develop the alternative alignments there will be many considerations including coordination with the Town’s ongoing Southeast Georgetown Secondary Plan. The road alignments alternatives will be analyzed and a preliminary preferred design will be identified and shared with the community and stakeholders for review and comment.</p> <p>It is anticipated that the Second Public information Centre will take place in Winter 2022. You will receive a separate invitation to the Second Public information Centre. If you have any outstanding questions not addressed by the above noted Frequently Asked Question or this correspondence please feel free to follow up with directly the contact noted below for clarification.</p>
6.	November 30, 2020 Email	<p>Email Received November 30, 2020 Could you please send me the hardcopy as I was unable to get the information online. Thank you</p>	<p>Email response November 30, 2020: Thank you for the email. We will send you a hard copy. Hardcopy mailed November 30, 2020</p>
7.	November 25, 2020 Email	<p>Email Received November 25, 2020: I am a farmer and have lived on Winston Churchill Blvd. for 45 years. I farm in three regions, mainly York, Peel and Halton. Of all the roads that I have to travel on with my farm equipment, Winston Churchill Blvd. has always been the most difficult road to travel until the upgrades into Norval where put in place a couple of years ago. NOW getting through the village of Norval is the most difficult task. Whoever has jurisdiction over the road, Peel, Halton, Halton Hills (PHHH) nobody and I mean nobody talked to or even thought about the farming community. You made that situation much worse, not better.</p> <p>PHHH has now banned all commercial truck traffic on Winston Churchill Blvd. and I am constantly harassed by the police for carrying on my normal farm business. Peel Region will issue me an annual permit for \$150.00 per vehicle, times eight vehicles, plus they also want a \$30,000.00 bond. Totally ridiculous.</p>	<p>Email response December 1, 2020: Thank you for your comments and input with respect to the Municipal Class Environmental Assessment (MCEA) Study for Norval West Bypass Transportation Corridor Improvements Highway 7 to 10 Side Road, including 10 Side Road from Tenth Line to Winston Churchill Boulevard/Adamson Street in the Town of Halton Hills. Your comments with respect to accommodating farm equipment as part of this project have been noted.</p> <p>With respect to the existing concerns you have raised, I understand Anna DeMarchi-Meyers, Halton Region’s Agricultural Liaison Officer will be reaching out to you. Anna can be contacted at 905-825-6000, extension 7574.</p> <p>Email response sent October 19, 2021:</p>

	Date	Comment	Response/ Status
		<p>Halton Region's solution to getting our grain products to the elevator located on Creditview Road north of Old School Road in the Town of Caledon, is to go south on Winston Churchill Blvd. to Steeles Avenue, east on Steeles to Mississauga Road, then North on Mississauga Road to the elevator. Totally unacceptable and going totally going against the Regions Environmental Policy and increasing our carbon footprint.</p> <p>The roundabout that Halton Region built a few years ago on Regional Road 10 is a total disgrace to the farmers in the area trying to maneuver around it with 70 feet of equipment in length.</p> <p>All that I ask is for the Regions and Town of Halton Hills ask yourself one question — Do you want agriculture to exist in the Region and Town. If your answer is YES, then please STOP throwing hurdles in front us.</p> <p>Any new roads being built in the Region or Town, please consider Agriculture and ask the agricultural community what their needs are.</p>	<p>Thank you for participating in the Norval West Bypass Transportation Corridor Improvements Municipal Class Environmental Assessment (MCEA). Since the first Public Information Centre (PIC) the Project Team has been carefully reviewing all the input received from the community and has posted a Frequently Asked Question section to the Project's PIC#1 Webpage:https://www.halton.ca/For-Residents/Opportunities-to-Participate/Online-consultation-Norval-West-Bypass-Transportat .</p> <p>The Project Team is currently developing road alignment alternatives based on the preferred concept (Concept 2B) and are working through a number of design complexities with external agencies. As we develop the alternative alignments there will be many considerations including coordination with the Town's ongoing Southeast Georgetown Secondary Plan. The road alignments alternatives will be analyzed and a preliminary preferred design will be identified and shared with the community and stakeholders for review and comment.</p> <p>It is anticipated that the Second Public information Centre will take place in Winter 2022.You will receive a separate invitation to the Second Public information Centre. If you have any outstanding questions not addressed by the above noted Frequently Asked Question or this correspondence please feel free to follow up with directly the contact noted below for clarification.</p>
8.	December 2, 2020 Email / Letter	<p>Letter Received December 2, 2020 – Appendix A Email Received December 2, 2020</p> <p>I'm apologizing in advance for the strong words and some accusations. I'm a little angry at myself. I'm feeling like I dropped the ball on this one. I continue to ask myself why things just can't be fair? Why do I continue to expect the best of everyone and think that everyone would just want to engage honestly and openly in the process at hand?</p> <p>COVID seems to have given the Region of Halton the license to just go ahead and make concrete plans on one of the biggest and most important traffic decisions to affect the Village of Norval, basically in it's whole history. Ironically, the residents of this Village have become an after thought in this process. Where are the committees including local residents? Where are the Town Hall meetings? Why do the residents of the Village of Norval always have to take what other people (those not directly affected by the decisions they are making) decide is best for Halton Hills as a whole? The Region is moving into STAGE 3 of this process. All the ground work is being laid. All the defining ingredients moving into the design and location stages are already made. Not ONE local resident of the Village of Norval has been consulted or has been a part of the decisions that affects us. That my dear Clark is simply WRONG.</p> <p>I'm attaching a PDF file of my letter to you. It is a slight variation of the one I intend on sending to the Region. Maybe you would give me a call in the morning and tell me whether or not I need to make some changes to my content. I certainly don't want to make any enemies this early on in the process. With knowledge good, insightful decisions can be made. With wisdom and understanding advocates can encourage people to support both the process and the decisions that come out of those processes. It is with discernment that we are able to know that we are on the right path or when it is time to make a change.</p>	<p>Email response sent December 11, 2020 – Appendix A Email response sent December 15, 2020 – Appendix A</p> <p>Email response sent October 19, 2021:</p> <p>Thank you for participating in the Norval West Bypass Transportation Corridor Improvements Municipal Class Environmental Assessment (MCEA). Since the first Public Information Centre (PIC) the Project Team has been carefully reviewing all the input received from the community and has posted a Frequently Asked Question section to the Project's PIC#1 Webpage:https://www.halton.ca/For-Residents/Opportunities-to-Participate/Online-consultation-Norval-West-Bypass-Transportat .</p> <p>The Project Team is currently developing road alignment alternatives based on the preferred concept (Concept 2B) and are working through a number of design complexities with external agencies. As we develop the alternative alignments there will be many considerations including coordination with the Town's ongoing Southeast Georgetown Secondary Plan. The road alignments alternatives will be analyzed and a preliminary preferred design will be identified and shared with the community and stakeholders for review and comment.</p> <p>It is anticipated that the Second Public information Centre will take place in Winter 2022.You will receive a separate invitation to the Second Public information Centre. If you have any outstanding questions not addressed by the above noted Frequently Asked Question or this correspondence please feel free to follow up with directly the contact noted below for clarification.</p>

	Date	Comment	Response/ Status
		I do appreciate your insight and look forward to your comments. Thank you for helping my voice be heard.	
9.	December 17, 2020 Email	Email Received December 17, 2020 I have reviewed your presentation and have some comments and questions. 1. The Region, Town and Province have studied this issue since the first report in 1995 and multiple plans since that time. Will there be political will and financing to proceed this time? 2. The preferred options will allow traffic to leave Hwy 7 and proceed south to Winston Churchill; this will take some traffic away from the heart of the village. The vast majority of traffic flows east along Hwy 7/ Bovaird this plan does not redirect that traffic away from the village. The past studies had a more comprehensive plan to have a truly full bypass. 3. Is there a better long term plan than what is proposed? 4. The province has resurrected the proposed GTA West highway, your presentation has made no mention of this plan and this needs to be fully addressed to take advantage of greater provincial money. 5. The Region has been very slow in some of the other projects e.g. 9th Line S to Steeles and Trafalgar Rd. south from Hwy 7 to Steeles Ave. 6. Will these projects start soon and be completed in a reasonable time frame? 7. Residents of North Halton always feel like the poor country cousins when it comes to Regional projects more has to be done to alleviate our concerns.	Email response sent December 17, 2020: Thank you for taking the time to review the online Public Information Centre #1 material and for providing comments and thank you for the quick chat last Tuesday. As discussed, the Norval West Bypass is one component of a suite of improvements identified through a previous study, the Halton-Peel Boundary Area Transportation Study (HPBATS), which was a joint study between the Region of Peel, Halton Region, the City of Brampton, the Town of Caledon, and the Town of Halton Hills to develop an interconnected roadway network near the Halton-Peel boundary. The plan below depicts the overall HPBATS Recommended Road Network and the study area shown in red is the current Norval West Bypass/10 Side Road (Tenth Line to Winston Churchill Boulevard) MCEA Study. The HPBATS report can be found at the following link: https://www.peelregion.ca/pw/transportation/residents/halton-peel-boundary-area-transportation-study.asp As discussed, the traffic analysis being completed as part of this MCEA Study takes into account other planned improvements in the area, based on best available information. With respect to the timing of road improvements, the Approved 2021 Budget and Business Plan, can be found at the following link: https://www.halton.ca/Repository/2021-Budget-and-Business-Plan-Capital-Report The timing of the start of construction for the capital projects you inquired about is anticipated to be as follows: <ul style="list-style-type: none">• Trafalgar - Steeles to 10 Side Road – start of construction planned for 2021 for the watermain, followed by the road works in 2022• Trafalgar – 10 Side Road to Highway 7 – detailed design will be initiated in 2021, start of construction planned for 2024• Ninth Line Steeles to 10 Side Road – start of construction planned for 2026• Norval West Bypass - currently planned for start of construction in 2026. Finally, as discussed, for more information on the GTA West Multimodal Transportation Corridor can be found at the following link: https://www.gta-west.com/ Halton Region Staff Report LPS115-19/PW-48-19 and the associated motion can be found at the following links: https://edmsweb.halton.ca/OnBaseAgendaOnline/Documents/ViewDocument/LPS115-19%20PW-48-19%20-%20GTA%20West%20Public%20Information.pdf.pdf?meetingId=4065&documentType=Minutes&itemId=115619&publishId=63146&isSection=false https://edmsweb.halton.ca/OnBaseAgendaOnline/Documents/ViewDocument/Notice%20of%20Motion%20-%20Mayor%20Bonnette%20-%20GTA%20West%20Trans%20Corridor.doc.pdf?meetingId=4065&documentType=Minutes&itemId=115734&publishId=63161&isSection=false

	Date	Comment	Response/ Status
			<p>Thank you and please feel free to contact me if you have any other comments, questions or concerns.</p> <p>Email response sent October 19, 2021: Thank you for participating in the Norval West Bypass Transportation Corridor Improvements Municipal Class Environmental Assessment (MCEA). Since the first Public Information Centre (PIC) the Project Team has been carefully reviewing all the input received from the community and has posted a Frequently Asked Question section to the Project's PIC#1 Webpage:https://www.halton.ca/For-Residents/Opportunities-to-Participate/Online-consultation-Norval-West-Bypass-Transportat .</p> <p>The Project Team is currently developing road alignment alternatives based on the preferred concept (Concept 2B) and are working through a number of design complexities with external agencies. As we develop the alternative alignments there will be many considerations including coordination with the Town's ongoing Southeast Georgetown Secondary Plan. The road alignments alternatives will be analyzed and a preliminary preferred design will be identified and shared with the community and stakeholders for review and comment.</p> <p>It is anticipated that the Second Public information Centre will take place in Winter 2022.You will receive a separate invitation to the Second Public information Centre. If you have any outstanding questions not addressed by the above noted Frequently Asked Question or this correspondence please feel free to follow up with directly the contact noted below for clarification.</p>
10.	December 22, 2020 Email	<p>Email Received December 22, 2020 I'm just now reading more about the Norval Bypass proposal that was running between mid nov - mid dec. Unfortunately, I did not have the opportunity to cast my vote on the placement of the bypass and am curious as to how this information was marketed to the public?</p> <p>I live in the complex on Davis Cres, right by the tenth line and ten side road roundabout and did appear to receive information on this. I apologize if it was hand delivered or mailed to the residences, and I somehow missed it.</p> <p>To that end I would like the opportunity for myself and my husband, as well as our neighbours to cast our vote still since the noise levels and pollution of option A and B would directly impact us.</p> <p>We would ideally like to see corridor C which appears to be more in line with the existing road and the furthest away currently from directly impacting existing residential here. If there are updates I can sign up for, please let me know as we would love the opportunity to monitor the progress of this plan.</p> <p>Thank you for your consideration and I apologize again if I somehow missed this.</p>	<p>Email response sent January 6, 2021: Thank you very much for your comments with respect to the ongoing Municipal Class Environmental Assessment Study. We appreciate your interest in the study and the time you have taken to review the material and provide comments, which will take into consideration.</p> <p>With respect to advertising for the online Public Information Centre, we endeavored to reach the community and interested stakeholders by placing two notices in the Georgetown Independent, a mobile sign on Winston Churchill Boulevard, and promoting the event through social media, as well as on the Region's Opportunities to Participate page and Online Events Calendar. In addition, we did send out individual notices to addresses within the study area. We will add your e-mail address to the study mailing list to ensure that you are directly notified of the next Public Information Centre.</p> <p>Email response sent October 19, 2021: Thank you for participating in the Norval West Bypass Transportation Corridor Improvements Municipal Class Environmental Assessment (MCEA). Since the first Public Information Centre (PIC) the Project Team has been carefully reviewing all the input received from the community and has posted a Frequently Asked Question section to the Project's PIC#1 Webpage:https://www.halton.ca/For-Residents/Opportunities-to-Participate/Online-consultation-Norval-West-Bypass-Transportat .</p>



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			<p>The Project Team is currently developing road alignment alternatives based on the preferred concept (Concept 2B) and are working through a number of design complexities with external agencies. As we develop the alternative alignments there will be many considerations including coordination with the Town’s ongoing Southeast Georgetown Secondary Plan. The road alignments alternatives will be analyzed and a preliminary preferred design will be identified and shared with the community and stakeholders for review and comment.</p> <p>It is anticipated that the Second Public information Centre will take place in Winter 2022.You will receive a separate invitation to the Second Public information Centre. If you have any outstanding questions not addressed by the above noted Frequently Asked Question or this correspondence please feel free to follow up with directly the contact noted below for clarification.</p>
11.	December 31, 2020 Email	<p>Email received December 31, 2020 We have a huge interest in the Norval West bypass project and I know that we are late and the end date is December 18, 2020 to submit our suggestions but due to the pandemic we have been side tracked and we hope you can consider our suggestions.</p> <p>We just moved into Norval in April of 2020 and it has been a really enjoyable experience and we are continuing to educate ourselves more everyday on the history of Norval and how important it is to keep this town its history.</p> <p>When we purchased this property we were aware that Guelph Street was a high traffic area and it needed to be addressed eventually.</p> <p>Please consider our thoughts and we would like to be a big part of this bypass project because this home is over 100 years old and we plan to grow our family in Norval for many more years to come.</p>	<p>Email response sent XXXX, 2021: Thank you for your email and interest in the Norval West Bypass Environmental Assessment (EA) Study. The project team is available to discuss your questions and comments throughout the study (beyond the PIC#1 comment period).</p> <p>The Norval West Bypass is one component of a suite of improvements identified to address traffic flow in the area. The traffic analysis being completed as part of this EA Study takes into account other planned improvements in the area, based on best available information.</p> <p>The timing of road improvements in the area can be found at the following link: https://www.halton.ca/Repository/2021-Budget-and-Business-Plan-Capital-Report</p> <p>The next phases of the study will evaluate the design alternatives for the preferred corridor concept (Concept B2). Future capacity requirements, network connectivity, complexity of construction, and specific intersections will be considered during the evaluation. Potential impacts and mitigation strategies for the natural environment will also be considered during the evaluation.</p> <p>We have added your contact details to the study mailing list to ensure that you are directly notified of project-related information.</p>
12.	December 1, 2020 Voicemail	<p>Questions about the study. Would like a call back.</p>	<p>No formal response.</p>

	Date	Comment	Response/ Status
13.	December 9, 2020 Email	<p>Thank you for the well done presentation of material for this EA and for making it easy to access much of the background information.</p> <p>We are residents of Peel Region and although we reside south of Embleton Road, this Norval West Bypass proposal will undoubtedly effect us, in both the short and long term. In the short term, the benefits of this proposal in alleviating the traffic congestion at the intersections of Winston Churchill Blvd and 10th Sideroad and Adamson Street and Guelph Street in Norval are quite obvious. We do wonder why you make reference to the proposal which seem to be more than an acknowledgement of HPBATS. Your proposal addresses deficiencies in a north to west or south to east direction, whereas one of the primary concerns of HPBATS was of traffic flow in an east to west or west to east direction. In the long term, we find it interesting that the map of the area on the GTA West website shows the possibility of a great realignment of Winston Churchill Blvd. south of the 10th Sideroad, to the west of Sheridan Nurseries and the various residences and realigning with the current alignment just south of the Croation Centre. Nowhere in the presentation is there any mention of Hwy 413 or the implications thereof.</p> <p>Being aware of the recent Hidden Quarry decision by LPAT, the assertion that the 32nd Sideroad, by some Halton Hills politicians, is the preferred bypass to alleviate congestion and truck traffic in Action, and our familiarity with other EAs, both current and completed in the area, lead us to certain questions. This is to say nothing of the impending decision of the Tribunal in Ottawa regarding the approval of the CN intermodal facility south of Milton. While it is somewhat comforting to know that someone is looking at the big picture, it is also disappointing to know which party's interests are foremost when proposals are made and tax dollars are spent.</p> <p>Thank you once again and we wish you well. Any response would be appreciated.</p>	<p>Email response sent October 19, 2021: Thank you for participating in the Norval West Bypass Transportation Corridor Improvements Municipal Class Environmental Assessment (MCEA). Since the first Public Information Centre (PIC) the Project Team has been carefully reviewing all the input received from the community and has posted a Frequently Asked Question section to the Project's PIC#1 Webpage:https://www.halton.ca/For-Residents/Opportunities-to-Participate/Online-consultation-Norval-West-Bypass-Transportat .</p> <p>The Project Team is currently developing road alignment alternatives based on the preferred concept (Concept 2B) and are working through a number of design complexities with external agencies. As we develop the alternative alignments there will be many considerations including coordination with the Town's ongoing Southeast Georgetown Secondary Plan. The road alignments alternatives will be analyzed and a preliminary preferred design will be identified and shared with the community and stakeholders for review and comment.</p> <p>It is anticipated that the Second Public information Centre will take place in Winter 2022. You will receive a separate invitation to the Second Public information Centre. If you have any outstanding questions not addressed by the above noted Frequently Asked Question or this correspondence please feel free to follow up with directly the contact noted below for clarification.</p>
14.	December 11, 2020 Voicemail	Can you please send two hard copies of the PIC #1 materials including script.	Sent hardcopies December 11, 2020.
15.	November 24, 2020 Email	I live in Halton and would like to get in touch with the Halton Region Project Manager for this project. Could you please provide me with her/his email address?	<p>Email response sent November 26, 2020: I understand you contacted Access Halton with respect to the Municipal Class Environmental Assessment (MCEA) Study for Norval West Bypass Transportation Corridor Improvements Highway 7 to 10 Side Road, including 10 Side Road from Tenth Line to Winston Churchill Boulevard/Adamson Street in the Town of Halton Hills.</p> <p>I would be pleased to discuss the study with you and answer any questions you may have. Please feel free to contact me via e-mail or by phone at 905-825-6000, x7601.</p> <p>Email response sent October 19, 2021: Thank you for participating in the Norval West Bypass Transportation Corridor Improvements Municipal Class Environmental Assessment (MCEA). Since the first Public Information Centre (PIC) the Project Team has been carefully reviewing all the input received from the community and has posted a Frequently Asked Question section to the Project's PIC#1 Webpage:https://www.halton.ca/For-Residents/Opportunities-to-Participate/Online-consultation-Norval-West-Bypass-Transportat .</p> <p>The Project Team is currently developing road alignment alternatives based on the preferred concept (Concept 2B) and are working through a number of design complexities with external agencies. As we develop the alternative alignments there will be many</p>

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16.	November 20, 2020 Voicemail	Would like a hardcopy sent to him.	Hardcopy sent November 20, 2020.
17.	December 18, 2020 Email / Letter	<p>Letter Received December 18, 2020 – Appendix B Email Received December 18, 2020 We are submitting the attached letter in response to the first online consultation for the Norval West Bypass EA on behalf of our client.</p> <p>Email response received June 1, 2021</p>	<p>Email response sent December 18, 2020: I would like to thank you for taking the time to provide comments on PIC #1. At this time, I would like to acknowledge receipt of your letter dated December 17, 2020. We will follow up in the new year, after we have had time to review your comments in detail.</p> <p>Letter response sent via email March 28, 2021. Letter response sent via email October 6, 2021.</p>
18.	Friday, November 12, 2020	<p>Email received November 13, 2020: Further to my voicemail message I was hoping you can provide me with an update on the status of the EA for the Norval by-pass. Has a public meeting been scheduled? I have not received any notification since the commencement of the EA so I thought it would be prudent to reach out to you and request an update.</p> <p>As the primary and perhaps only landowner directly impacted by this EA we would greatly appreciate an opportunity to review what will be presented at the public meeting. Not certain why the Region has not reached out to us already or provided regular updates on the status of the EA since we will be working together to implement whatever outcome results from the EA.</p> <p>As you are probably aware, we have been co-operating fully with the Region including allowing access to our lands for environmental studies and work required in support of the EA. Please note that we have requested the raw data that has been collected as part of the Regions work and would appreciate this being provided. We are not interested in your analysis or conclusions just the raw data.</p> <p>Thanks again for your consideration and look forward to receiving any information regarding the status of the Norval By-Pass EA.</p>	<p>Email sent from Halton Region on November 17, 2020: Thank you for taking my call earlier today. As discussed, we intended to host the first public consultation session in the spring but needed to postpone the event due to COVID-19. Our focus over the past few months has been on advancing this study forward. Specifically, on developing an alternate means of sharing information with and soliciting feedback from stakeholders/the public that ensured we addressed the intent of the Municipal Class Environmental Assessment process while also adhering to COVID-19 guidance. The online virtual public engagement I spoke about today is planned for a 30 day period and fulfills our requirements. As discussed, notices were sent by our consultant, Stantec, to all stakeholders including Fieldgate.</p> <p>Please note that we do not typically meet one on one with landowners in advance of the first public consultation event. The first event is a presentation of the preferred planning solution and all stakeholders are provided with the materials concurrently. As discussed, we will make an exception and run through the presentation materials with you in advance as requested. Ann set up a Zoom meeting with yourself for tomorrow to review the slides for the upcoming virtual public engagement event (commencing November 19, lapsing December 18, 2020). Also note, it isn't until the second point of consultation that we present the preferred design alternative.</p> <p>Lastly, all supporting studies completed through the MCEA study process becomes a part of the Environmental Study Report. The ESR becomes a public document when the study is finalized and the Notice of Completion issued. In the meantime, Town of Halton Hills staff have been engaged throughout this MCEA process and it is, as we understand,</p>



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			<p>the Town of Halton Hills who is leading the secondary plan for this area. As such, we will continue to work through the Town in this regard.</p> <p>We look forward to meeting with you via Zoom tomorrow morning and thanks again for taking my call.</p>
19.	December 18, 2020 Email/Letter	<p>Emailed Letter Received December 18, 2020 – Appendix B Email Received December 18, 2020 On behalf of the Norval Community Association please review the letter attached regarding the Region of Halton’s proposed Norval West ByPass in the Hamlet of Norval. We would be happy to provide any further information should you require.</p>	<p>Email response sent December 18, 2020: I would like to thank you for reviewing the PIC #1 material and taking the time to provide the attached comments. At this time, I just wanted to confirm we have received your letter and will follow up in the new year, once we have had the opportunity to carefully review the comments.</p> <p>Email response sent December 18, 2020: Your letter to Mayor Bonnette was forwarded to my attention for our consideration.</p> <p>Thank you for taking the time to provide valuable feedback and input regarding the proposed Norval West Bypass Transportation Corridor Improvements Municipal Class Environmental Assessment Study.</p> <p>The Project Team relies on members of the community to share information about their local environment, properties, and interests. We would like to thank you taking the time to share your knowledge and concerns with us.</p> <p>At this time, I confirm we have received your letter and commit to following up with you in the new year once we have had the opportunity to carefully review your comments.</p> <p>Email response sent October 19, 2021: Thank you for participating in the Norval West Bypass Transportation Corridor Improvements Municipal Class Environmental Assessment (MCEA). Since the first Public Information Centre (PIC) the Project Team has been carefully reviewing all the input received from the community and has posted a Frequently Asked Question section to the Project’s PIC#1 Webpage:https://www.halton.ca/For-Residents/Opportunities-to-Participate/Online-consultation-Norval-West-Bypass-Transportat.</p> <p>The Project Team is currently developing road alignment alternatives based on the preferred concept (Concept 2B) and are working through a number of design complexities with external agencies. As we develop the alternative alignments there will be many considerations including coordination with the Town’s ongoing Southeast Georgetown Secondary Plan. The road alignments alternatives will be analyzed and a preliminary preferred design will be identified and shared with the community and stakeholders for review and comment.</p> <p>It is anticipated that the Second Public information Centre will take place in Winter 2022. You will receive a separate invitation to the Second Public information Centre. If you have any outstanding questions not addressed by the above noted Frequently Asked Question or this correspondence please feel free to follow up with directly the contact noted below for clarification.</p>

	Date	Comment	Response/ Status
20.	December 16, 2020 Comment Form	I live in the study area. I am not satisfied with the preferred road corridor concept. I would like the corridor C because of the noise level and pollution to the ravine. Why was the corridor c and video changed since last week, you cannot tell people vote a, b, or c before the 18 th and then take down the option c one week before the survey closes. This is the Norval solution not the Georgetown solution, a main reason it's the impact on the residents, are you really consulting us?	<p>Email response sent December 16, 2020: Thank you for your participation in this study. The Project Team relies on members of the community to share information about their local environment, property, and interests. We would like to thank you for participating in this first public information center and taking the time to share your knowledge and concerns. Please be assured that the study on-going and no decisions have been made.</p> <p>As noted on the Notice of Public Information Centre, the presentation materials were made available for review from November 19th until December 18th. We have confirmed that no changes to the material have been made since the information was posted. The alternatives are reviewed using a range of factors including the socio-economic environment, natural environment, cultural environment and how well each alternative is able to address the problems and opportunities identified for the study area.</p> <p>Concept C was screened out from further consideration for the following reasons:</p> <ul style="list-style-type: none">• has the most significant encroachment into the Greenbelt Natural Heritage System, including an area designated as Key Features;• has potential to impact the largest amount of area designated as a Significant Groundwater Recharge Area;• has the most potential significant impact to Russell Hill of Pines Heritage Woodlot and Hillcrest Cemetery;• has the closest proximity to residential properties fronting on Highway 7 and Adamson Street, and crosses through one residential/farm parcel; and• has potential for design challenges relating to the tie-in at Winston Churchill Boulevard and 10 Side Road. <p>The Project Team greatly appreciates your interest and comments regarding the study, and we look forward to continued discussions with you. Another Public Information Centre will be held to review the preliminary preferred design. Please contact me at 905-825-6000, extension 7601 or ann.larkin@hatlon.ca if you have any other questions or comments at this time.</p>
21.	December 18, 2020 Email	<p>Email Received December 18, 2020 I am submitting my comments in respect of the captioned subject matter by the due date of Dec. 18, 2020.</p> <p>I am a resident on Gollop Crescent and the neighborhoods in my area will be severely affected by this bypass. I have lived on Gollop Crescent, on the ravine side backing onto Silver Creek, for almost 20 years. I, as well as all of the residents in my area, chose this location because of the surrounding natural environment, the quietness of the neighborhoods, and the ease by which we can enter and exit these neighbourhoods via 10th line and 10th sideroad. I often see deer, sometimes as many as a dozen at a time, in the field bordered by 10th sideroad to the south, Winston Churchill to the east, 10th line to the west and Silver Creek to the north. It is a natural animal corridor. I, as well as many of my neighbours commute out of town every day for work during the week. We have witnessed an already severe increase in traffic on 10th sideroad since it has been widened and the new roundabout at 10th line has been built. The increased traffic makes it much</p>	<p>Email response sent December 18, 2020: Thank you for taking the time to provide feedback and input regarding the proposed Norval West Bypass Transportation Corridor Improvements Municipal Class Environmental Assessment Study.</p> <p>The Project Team relies on members of the community to share information about their local environment, properties, and interests. We would like to thank you taking the time to share your knowledge and concerns with us.</p> <p>At this time, I confirm we have received your comments and commit to following up with you in the new year once we have had the opportunity to carefully review your comments.</p> <p>Email response sent October 19, 2021: Thank you for participating in the Norval West Bypass Transportation Corridor Improvements Municipal Class Environmental Assessment (MCEA). Since the first Public</p>

	Date	Comment	Response/ Status
		<p>more difficult to enter and exit our neighbourhoods, especially during rush hour times. We already fear for the increase in traffic that will result from the new subdivision being built north of 10th sideroad between 10th line and Mountainview Rd., especially once Danby Rd is opened to 10th line. With only two ways to exit our area, being 10th line and Mountainview Rd., it is already very congested and will only get worse once this new subdivision is at capacity. Building a Norval bypass that will cut straight through the aforementioned field to join with 10th sideroad will not only disrupt the natural environment and a well known animal corridor, but will increase the traffic and noise pollution in our area more than which it can bear.</p> <p>As such, the preferable concept would be "C" as it will have the least impact on the environment and quality of life of the residents in our area to which we are accustomed and the reason why we purchased these properties in the first place. I understand that concept "C" may have already been decided against, which is a complete shame. If in fact concept "C" is no longer an option, concept B2, although not preferable, is the only other concept that should even be on the table.</p> <p>Happy to answer any questions in response. Thank you.</p>	<p>Information Centre (PIC) the Project Team has been carefully reviewing all the input received from the community and has posted a Frequently Asked Question section to the Project's PIC#1 Webpage:https://www.halton.ca/For-Residents/Opportunities-to-Participate/Online-consultation-Norval-West-Bypass-Transportat .</p> <p>The Project Team is currently developing road alignment alternatives based on the preferred concept (Concept 2B) and are working through a number of design complexities with external agencies. As we develop the alternative alignments there will be many considerations including coordination with the Town's ongoing Southeast Georgetown Secondary Plan. The road alignments alternatives will be analyzed and a preliminary preferred design will be identified and shared with the community and stakeholders for review and comment.</p> <p>It is anticipated that the Second Public information Centre will take place in Winter 2022.You will receive a separate invitation to the Second Public information Centre. If you have any outstanding questions not addressed by the above noted Frequently Asked Question or this correspondence please feel free to follow up with directly the contact noted below for clarification.</p>
22.	December 18, 2020 Email	<p>Email Received December 18, 2020</p> <p>████████████████████████████████████████████████████████████████████████████████ I have reviewed the proposal for the Norval West Bypass Transportation Corridor Improvements and I believe that Concept C is the best way forward for my neighbourhood and for this project. Thank you for reading my comments.</p>	<p>Email Response December 21, 2020</p> <p>Thank you for taking the time to review the PIC material and for providing us with your comments. We appreciate your feedback and will take your thoughts into consideration as we review all of the feedback received through this consultation process.</p> <p>Email response sent October 19, 2021:</p> <p>Thank you for participating in the Norval West Bypass Transportation Corridor Improvements Municipal Class Environmental Assessment (MCEA). Since the first Public Information Centre (PIC) the Project Team has been carefully reviewing all the input received from the community and has posted a Frequently Asked Question section to the Project's PIC#1 Webpage:https://www.halton.ca/For-Residents/Opportunities-to-Participate/Online-consultation-Norval-West-Bypass-Transportat .</p> <p>The Project Team is currently developing road alignment alternatives based on the preferred concept (Concept 2B) and are working through a number of design complexities with external agencies. As we develop the alternative alignments there will be many considerations including coordination with the Town's ongoing Southeast Georgetown Secondary Plan. The road alignments alternatives will be analyzed and a preliminary preferred design will be identified and shared with the community and stakeholders for review and comment.</p> <p>It is anticipated that the Second Public information Centre will take place in Winter 2022.You will receive a separate invitation to the Second Public information Centre. If you have any outstanding questions not addressed by the above noted Frequently Asked Question or this correspondence please feel free to follow up with directly the contact noted below for clarification.</p>



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23.	December 20, 2020 Email November 22, 2020 Comment Form	<p>Email Received December 20, 2020 I am writing this email to express our concern for how this will affect our property on Argyll Road.</p> <p>This will add additional traffic and noise which will have the byproduct of lowering the value of our home. A Value which we hope to retire on.</p> <p>We have live and paid Taxes here for 28 years, we often see foxes and deer on the lands that you are planning this for, what will happen to the wild life ?.</p> <p>We are VOTING for Concept C. Concept B if absolutely necessary. We do not want Concept A</p> <p>Comment Form November 22, 2020 I commute through the study area. I am not satisfied with the preferred road corridor concept. We live near 10th line and we are concerned about the extra traffic on Argyll Road as well as the noise. How do you see this effecting property values.</p>	<p>Email response sent December 20, 2020</p> <p>Thank you for taking the time to provide feedback and input regarding the proposed Norval West Bypass Transportation Corridor Improvements Municipal Class Environmental Assessment Study.</p> <p>The Project Team relies on members of the community to share information about their local environment, properties, and interests. We would like to thank you taking the time to share your knowledge and concerns with us.</p> <p>At this time, I confirm we have received your comments and commit to following up with you in the new year once we have had the opportunity to carefully review your comments.</p> <p>Email response sent October 19, 2021: Thank you for participating in the Norval West Bypass Transportation Corridor Improvements Municipal Class Environmental Assessment (MCEA). Since the first Public Information Centre (PIC) the Project Team has been carefully reviewing all the input received from the community and has posted a Frequently Asked Question section to the Project's PIC#1 Webpage:https://www.halton.ca/For-Residents/Opportunities-to-Participate/Online-consultation-Norval-West-Bypass-Transportat.</p> <p>The Project Team is currently developing road alignment alternatives based on the preferred concept (Concept 2B) and are working through a number of design complexities with external agencies. As we develop the alternative alignments there will be many considerations including coordination with the Town's ongoing Southeast Georgetown Secondary Plan. The road alignments alternatives will be analyzed and a preliminary preferred design will be identified and shared with the community and stakeholders for review and comment.</p> <p>It is anticipated that the Second Public information Centre will take place in Winter 2022. You will receive a separate invitation to the Second Public information Centre. If you have any outstanding questions not addressed by the above noted Frequently Asked Question or this correspondence please feel free to follow up with directly the contact noted below for clarification.</p>

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24.	December 18, 2020 Comment Form	I commute through the study area. I am not satisfied with the preferred road corridor concept. I prefer road corridor concept C due to its less impact on noise pollution.	<p>Email response sent October 19, 2021: Thank you for participating in the Norval West Bypass Transportation Corridor Improvements Municipal Class Environmental Assessment (MCEA). Since the first Public Information Centre (PIC) the Project Team has been carefully reviewing all the input received from the community and has posted a Frequently Asked Question section to the Project's PIC#1 Webpage:https://www.halton.ca/For-Residents/Opportunities-to-Participate/Online-consultation-Norval-West-Bypass-Transportat .</p> <p>The Project Team is currently developing road alignment alternatives based on the preferred concept (Concept 2B) and are working through a number of design complexities with external agencies. As we develop the alternative alignments there will be many considerations including coordination with the Town's ongoing Southeast Georgetown Secondary Plan. The road alignments alternatives will be analyzed and a preliminary preferred design will be identified and shared with the community and stakeholders for review and comment.</p> <p>It is anticipated that the Second Public information Centre will take place in Winter 2022. You will receive a separate invitation to the Second Public information Centre. If you have any outstanding questions not addressed by the above noted Frequently Asked Question or this correspondence please feel free to follow up with directly the contact noted below for clarification.</p>
25.	December 18, 2020 Comment Form	I live in the study area and I commute through the study area. I am not satisfied with the preferred road corridor concept. I do understand by B2 is the preferred choice. If I had a vote I would personally vote for C2, as living on the outside edge of the study area, I feel the added noise that this has the potential to bring in combination to the air traffic noise that we already experience will be detrimental to the growth of families in the area.	No response required.
26.	December 18, 2020 Comment Form	I live in the study area. I commute through the study area. I am not satisfied with the preferred road corridor concept. There is a considerable amount of traffic already in this area. The 'preferred' concept will cause more pollution, noise and traffic and my neighbourhood (Gollop Crescent). Concept C and 2 makes the most sense to minimize pollution/noise/traffic near existing AND future residential homes (assuming the study area will become residential in the future).	<p>Email response sent October 19, 2021: Thank you for participating in the Norval West Bypass Transportation Corridor Improvements Municipal Class Environmental Assessment (MCEA). Since the first Public Information Centre (PIC) the Project Team has been carefully reviewing all the input received from the community and has posted a Frequently Asked Question section to the Project's PIC#1 Webpage:https://www.halton.ca/For-Residents/Opportunities-to-Participate/Online-consultation-Norval-West-Bypass-Transportat .</p> <p>The Project Team is currently developing road alignment alternatives based on the preferred concept (Concept 2B) and are working through a number of design complexities with external agencies. As we develop the alternative alignments there will be many considerations including coordination with the Town's ongoing Southeast Georgetown Secondary Plan. The road alignments alternatives will be analyzed and a preliminary preferred design will be identified and shared with the community and stakeholders for review and comment.</p> <p>It is anticipated that the Second Public information Centre will take place in Winter 2022. You will receive a separate invitation to the Second Public information Centre. If you have any outstanding questions not addressed by the above noted Frequently Asked Question or this correspondence please feel free to follow up with directly the contact noted below for clarification.</p>



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27.	December 18, 2020 Comment Form	I live in the study area. I am not satisfied with the preferred road corridor concept. I would like to vote for option C to keep the bypass as far away from the hungry hollow walking trail and the residential areas off hall road as possible. The process hasn't been very clear to me but I want to give my input as a resident who doesn't wish for a wide busy road to come through my neighbourhood and destroy the environment which is the whole reason we live here on the ravine.	Email response sent October 19, 2021: Thank you for participating in the Norval West Bypass Transportation Corridor Improvements Municipal Class Environmental Assessment (MCEA). Since the first Public Information Centre (PIC) the Project Team has been carefully reviewing all the input received from the community and has posted a Frequently Asked Question section to the Project's PIC#1 Webpage: https://www.halton.ca/For-Residents/Opportunities-to-Participate/Online-consultation-Norval-West-Bypass-Transportat . The Project Team is currently developing road alignment alternatives based on the preferred concept (Concept 2B) and are working through a number of design complexities with external agencies. As we develop the alternative alignments there will be many considerations including coordination with the Town's ongoing Southeast Georgetown Secondary Plan. The road alignments alternatives will be analyzed and a preliminary preferred design will be identified and shared with the community and stakeholders for review and comment. It is anticipated that the Second Public information Centre will take place in Winter 2022.You will receive a separate invitation to the Second Public information Centre. If you have any outstanding questions not addressed by the above noted Frequently Asked Question or this correspondence please feel free to follow up with directly the contact noted below for clarification.
28.	December 15, 2020 Comment Form	I live in the study area. I commute through the study area. I am not satisfied with the preferred road corridor concept. I live in the area and think this will have significant impact on increased traffic noise to our street. My preferred choice would have been option C which looks as though it is already removed from consideration. Once the traffic flow for the bypass connects back to Winston Churchill, will Winston Churchill be expanded to multiple lanes as well? I feel like if that road doesn't expand it will be the next pain point for traffic flow/congestion.	Email response sent October 19, 2021: Thank you for participating in the Norval West Bypass Transportation Corridor Improvements Municipal Class Environmental Assessment (MCEA). Since the first Public Information Centre (PIC) the Project Team has been carefully reviewing all the input received from the community and has posted a Frequently Asked Question section to the Project's PIC#1 Webpage: https://www.halton.ca/For-Residents/Opportunities-to-Participate/Online-consultation-Norval-West-Bypass-Transportat . The Project Team is currently developing road alignment alternatives based on the preferred concept (Concept 2B) and are working through a number of design complexities with external agencies. As we develop the alternative alignments there will be many considerations including coordination with the Town's ongoing Southeast Georgetown Secondary Plan. The road alignments alternatives will be analyzed and a preliminary preferred design will be identified and shared with the community and stakeholders for review and comment. It is anticipated that the Second Public information Centre will take place in Winter 2022.You will receive a separate invitation to the Second Public information Centre. If you have any outstanding questions not addressed by the above noted Frequently Asked Question or this correspondence please feel free to follow up with directly the contact noted below for clarification.

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29.	December 15, 2020 Comment Form	I live in the study area. I commute through the study area. I am not satisfied with the preferred road corridor concept. Increased traffic noise – preferred choice is option c-2.	Email response sent October 19, 2021: Thank you for participating in the Norval West Bypass Transportation Corridor Improvements Municipal Class Environmental Assessment (MCEA). Since the first Public Information Centre (PIC) the Project Team has been carefully reviewing all the input received from the community and has posted a Frequently Asked Question section to the Project's PIC#1 Webpage: https://www.halton.ca/For-Residents/Opportunities-to-Participate/Online-consultation-Norval-West-Bypass-Transportat . The Project Team is currently developing road alignment alternatives based on the preferred concept (Concept 2B) and are working through a number of design complexities with external agencies. As we develop the alternative alignments there will be many considerations including coordination with the Town's ongoing Southeast Georgetown Secondary Plan. The road alignments alternatives will be analyzed and a preliminary preferred design will be identified and shared with the community and stakeholders for review and comment. It is anticipated that the Second Public information Centre will take place in Winter 2022.You will receive a separate invitation to the Second Public information Centre. If you have any outstanding questions not addressed by the above noted Frequently Asked Question or this correspondence please feel free to follow up with directly the contact noted below for clarification.
30.	December 15, 2020 Comment Form	I live in the study area. I am not satisfied with the preferred road corridor concept. I vote for Concept C. I feel that this option will have the least environmental impact and lessen the congestion in Norval.	No response required.
31.	December 15, 2020 Comment Form	I live in the study area. I am satisfied with the preferred road corridor concept. I am not a fan of concept A and B; only concept C is making sense to me.	Email response sent October 19, 2021: Thank you for participating in the Norval West Bypass Transportation Corridor Improvements Municipal Class Environmental Assessment (MCEA). Since the first Public Information Centre (PIC) the Project Team has been carefully reviewing all the input received from the community and has posted a Frequently Asked Question section to the Project's PIC#1 Webpage: https://www.halton.ca/For-Residents/Opportunities-to-Participate/Online-consultation-Norval-West-Bypass-Transportat . The Project Team is currently developing road alignment alternatives based on the preferred concept (Concept 2B) and are working through a number of design complexities with external agencies. As we develop the alternative alignments there will be many considerations including coordination with the Town's ongoing Southeast Georgetown Secondary Plan. The road alignments alternatives will be analyzed and a preliminary preferred design will be identified and shared with the community and stakeholders for review and comment. It is anticipated that the Second Public information Centre will take place in Winter 2022.You will receive a separate invitation to the Second Public information Centre. If you have any outstanding questions not addressed by the above noted Frequently Asked Question or this correspondence please feel free to follow up with directly the contact noted below for clarification.

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32.	December 17, 2020 Comment Form	I live in the study area. I am not satisfied with the preferred road corridor concept. We request that A and B are disregarded. There is too much pollution for young families in new neighbourhood not to mention the noise level. Concept C is the preferred option as it will have less impact on most importantly pollution but again noise. I would like to be on the email distribution list.	<p>Email response sent October 19, 2021: Thank you for participating in the Norval West Bypass Transportation Corridor Improvements Municipal Class Environmental Assessment (MCEA). Since the first Public Information Centre (PIC) the Project Team has been carefully reviewing all the input received from the community and has posted a Frequently Asked Question section to the Project's PIC#1 Webpage:https://www.halton.ca/For-Residents/Opportunities-to-Participate/Online-consultation-Norval-West-Bypass-Transportat .</p> <p>The Project Team is currently developing road alignment alternatives based on the preferred concept (Concept 2B) and are working through a number of design complexities with external agencies. As we develop the alternative alignments there will be many considerations including coordination with the Town's ongoing Southeast Georgetown Secondary Plan. The road alignments alternatives will be analyzed and a preliminary preferred design will be identified and shared with the community and stakeholders for review and comment.</p> <p>It is anticipated that the Second Public information Centre will take place in Winter 2022. You will receive a separate invitation to the Second Public information Centre. If you have any outstanding questions not addressed by the above noted Frequently Asked Question or this correspondence please feel free to follow up with directly the contact noted below for clarification.</p>
33.	December 17, 2020 Comment Form	I live in the study area. I am not satisfied with the preferred road corridor concept. Option C is the only way to keep the traffic away from the houses in Georgetown South. Why pave through the center of a field, when the road realignment can just as easily go along the edge of the field away from the subdivision. We have decided to sell our home and will be listing it next year. This is much easier than we had planned and this roadwork is a major reason we are selling now.	No response required.
34.	December 17, 2020 Comment Form	I live in the study area. I am not satisfied with the preferred road corridor concept. I prefer concept C as it will have the least impact on the area I live in.	<p>Email response sent October 19, 2021: Thank you for participating in the Norval West Bypass Transportation Corridor Improvements Municipal Class Environmental Assessment (MCEA). Since the first Public Information Centre (PIC) the Project Team has been carefully reviewing all the input received from the community and has posted a Frequently Asked Question section to the Project's PIC#1 Webpage:https://www.halton.ca/For-Residents/Opportunities-to-Participate/Online-consultation-Norval-West-Bypass-Transportat .</p> <p>The Project Team is currently developing road alignment alternatives based on the preferred concept (Concept 2B) and are working through a number of design complexities with external agencies. As we develop the alternative alignments there will be many considerations including coordination with the Town's ongoing Southeast Georgetown Secondary Plan. The road alignments alternatives will be analyzed and a preliminary preferred design will be identified and shared with the community and stakeholders for review and comment.</p> <p>It is anticipated that the Second Public information Centre will take place in Winter 2022. You will receive a separate invitation to the Second Public information Centre.</p>



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			If you have any outstanding questions not addressed by the above noted Frequently Asked Question or this correspondence please feel free to follow up with directly the contact noted below for clarification.
35.	December 17, 2020 Comment Form	I live in the study area. I am not satisfied with the preferred road corridor concept. We want corridor C. When is the project slated to begin and be completed?	Email response sent October 19, 2021: Thank you for participating in the Norval West Bypass Transportation Corridor Improvements Municipal Class Environmental Assessment (MCEA). Since the first Public Information Centre (PIC) the Project Team has been carefully reviewing all the input received from the community and has posted a Frequently Asked Question section to the Project's PIC#1 Webpage: https://www.halton.ca/For-Residents/Opportunities-to-Participate/Online-consultation-Norval-West-Bypass-Transportat . The Project Team is currently developing road alignment alternatives based on the preferred concept (Concept 2B) and are working through a number of design complexities with external agencies. As we develop the alternative alignments there will be many considerations including coordination with the Town's ongoing Southeast Georgetown Secondary Plan. The road alignments alternatives will be analyzed and a preliminary preferred design will be identified and shared with the community and stakeholders for review and comment. It is anticipated that the Second Public information Centre will take place in Winter 2022.You will receive a separate invitation to the Second Public information Centre. If you have any outstanding questions not addressed by the above noted Frequently Asked Question or this correspondence please feel free to follow up with directly the contact noted below for clarification.
36.	December 17, 2020 Comment Form	I live in the study area. I am not satisfied with the preferred road corridor concept. I vote for corridor C.	Email response sent October 19, 2021: Thank you for participating in the Norval West Bypass Transportation Corridor Improvements Municipal Class Environmental Assessment (MCEA). Since the first Public Information Centre (PIC) the Project Team has been carefully reviewing all the input received from the community and has posted a Frequently Asked Question section to the Project's PIC#1 Webpage: https://www.halton.ca/For-Residents/Opportunities-to-Participate/Online-consultation-Norval-West-Bypass-Transportat . The Project Team is currently developing road alignment alternatives based on the preferred concept (Concept 2B) and are working through a number of design complexities with external agencies. As we develop the alternative alignments there will be many considerations including coordination with the Town's ongoing Southeast Georgetown Secondary Plan. The road alignments alternatives will be analyzed and a preliminary preferred design will be identified and shared with the community and stakeholders for review and comment. It is anticipated that the Second Public information Centre will take place in Winter 2022.You will receive a separate invitation to the Second Public information Centre. If you have any outstanding questions not addressed by the above noted Frequently Asked Question or this correspondence please feel free to follow up with directly the contact noted below for clarification.

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37.	December 17, 2020 Comment Form	I live in the study area. I commute through the study area. I am not satisfied with the preferred road corridor concept. Too close to residence in Georgetown. Option C should be reconsidered. Traffic flow is best and smoother from Winston Churchill. Will be straight and no turns. People will still take Norval way as its only one left turn to get on Guelph. Option B would mean a left and right then left and option A is the worst in proximity to houses and out of the way for north traffic on Winston Churchill.	<p>Email response sent October 19, 2021: Thank you for participating in the Norval West Bypass Transportation Corridor Improvements Municipal Class Environmental Assessment (MCEA). Since the first Public Information Centre (PIC) the Project Team has been carefully reviewing all the input received from the community and has posted a Frequently Asked Question section to the Project's PIC#1 Webpage:https://www.halton.ca/For-Residents/Opportunities-to-Participate/Online-consultation-Norval-West-Bypass-Transportat .</p> <p>The Project Team is currently developing road alignment alternatives based on the preferred concept (Concept 2B) and are working through a number of design complexities with external agencies. As we develop the alternative alignments there will be many considerations including coordination with the Town's ongoing Southeast Georgetown Secondary Plan. The road alignments alternatives will be analyzed and a preliminary preferred design will be identified and shared with the community and stakeholders for review and comment.</p> <p>It is anticipated that the Second Public information Centre will take place in Winter 2022.You will receive a separate invitation to the Second Public information Centre. If you have any outstanding questions not addressed by the above noted Frequently Asked Question or this correspondence please feel free to follow up with directly the contact noted below for clarification.</p>
38.	December 17, 2020 Comment Form	I live in the study area. I am not satisfied with the preferred road corridor concept. We want option C, the land should be a development, and if you area considering the environment seriously why landing next to the ecological center, I want another study this is nonsense. I ask that no bypass goes here as it will increase traffic on guelph too the trucks can go elsewhere it is already to high of a noise level I want to know more precisely why option C was suddenly screened out by who, we are more residents being impacted by the bypass than norval. Please answer my questions precisely and individually. So far all you have proven is vague studies and heritage concerns but who conducts these studies. What is their integrity?	<p>Email response sent October 19, 2021: Thank you for participating in the Norval West Bypass Transportation Corridor Improvements Municipal Class Environmental Assessment (MCEA). Since the first Public Information Centre (PIC) the Project Team has been carefully reviewing all the input received from the community and has posted a Frequently Asked Question section to the Project's PIC#1 Webpage:https://www.halton.ca/For-Residents/Opportunities-to-Participate/Online-consultation-Norval-West-Bypass-Transportat .</p> <p>The Project Team is currently developing road alignment alternatives based on the preferred concept (Concept 2B) and are working through a number of design complexities with external agencies. As we develop the alternative alignments there will be many considerations including coordination with the Town's ongoing Southeast Georgetown Secondary Plan. The road alignments alternatives will be analyzed and a preliminary preferred design will be identified and shared with the community and stakeholders for review and comment.</p> <p>It is anticipated that the Second Public information Centre will take place in Winter 2022.You will receive a separate invitation to the Second Public information Centre. If you have any outstanding questions not addressed by the above noted Frequently Asked Question or this correspondence please feel free to follow up with directly the contact noted below for clarification.</p>

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39.	December 17, 2020 Comment Form	I live in the study area. I am not satisfied with the preferred road corridor concept. I am in favour of Concept C.	<p>Email response sent October 19, 2021: Thank you for participating in the Norval West Bypass Transportation Corridor Improvements Municipal Class Environmental Assessment (MCEA). Since the first Public Information Centre (PIC) the Project Team has been carefully reviewing all the input received from the community and has posted a Frequently Asked Question section to the Project's PIC#1 Webpage:https://www.halton.ca/For-Residents/Opportunities-to-Participate/Online-consultation-Norval-West-Bypass-Transportat .</p> <p>The Project Team is currently developing road alignment alternatives based on the preferred concept (Concept 2B) and are working through a number of design complexities with external agencies. As we develop the alternative alignments there will be many considerations including coordination with the Town's ongoing Southeast Georgetown Secondary Plan. The road alignments alternatives will be analyzed and a preliminary preferred design will be identified and shared with the community and stakeholders for review and comment.</p> <p>It is anticipated that the Second Public information Centre will take place in Winter 2022.You will receive a separate invitation to the Second Public information Centre. If you have any outstanding questions not addressed by the above noted Frequently Asked Question or this correspondence please feel free to follow up with directly the contact noted below for clarification.</p>
40.	December 17, 2020 Comment Form	I live in the study area. I commute through the study area. I am not satisfied with the preferred road corridor concept. As a resident I have concerns regarding the amount of traffic, noise and pollution this bypass will cause. Many new house are being built causing more traffic so we certainly don't need an even busier situation. In my opinion if this corridor has to happen then corridor concept "C" would be the preferred option. This would be the solution that would be less invasive regarding amount of traffic, noise pollution, etc. Plus concept "C" only requires one road without any extra roads needed in order to connect up with the new bypass.	<p>Email response sent October 19, 2021: Thank you for participating in the Norval West Bypass Transportation Corridor Improvements Municipal Class Environmental Assessment (MCEA). Since the first Public Information Centre (PIC) the Project Team has been carefully reviewing all the input received from the community and has posted a Frequently Asked Question section to the Project's PIC#1 Webpage:https://www.halton.ca/For-Residents/Opportunities-to-Participate/Online-consultation-Norval-West-Bypass-Transportat .</p> <p>The Project Team is currently developing road alignment alternatives based on the preferred concept (Concept 2B) and are working through a number of design complexities with external agencies. As we develop the alternative alignments there will be many considerations including coordination with the Town's ongoing Southeast Georgetown Secondary Plan. The road alignments alternatives will be analyzed and a preliminary preferred design will be identified and shared with the community and stakeholders for review and comment.</p> <p>It is anticipated that the Second Public information Centre will take place in Winter 2022.You will receive a separate invitation to the Second Public information Centre. If you have any outstanding questions not addressed by the above noted Frequently Asked Question or this correspondence please feel free to follow up with directly the contact noted below for clarification.</p>
41.	December 17, 2020 Comment Form	I live in the study area. I am not satisfied with the preferred road corridor concept. Option C Please.	No response required

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42.	December 17, 2020 Comment Form	I live in the study area. I commute through the study area. I am satisfied with the preferred road corridor concept. Option C which is the best of the worst.	<p>Email response sent October 19, 2021: Thank you for participating in the Norval West Bypass Transportation Corridor Improvements Municipal Class Environmental Assessment (MCEA). Since the first Public Information Centre (PIC) the Project Team has been carefully reviewing all the input received from the community and has posted a Frequently Asked Question section to the Project's PIC#1 Webpage:https://www.halton.ca/For-Residents/Opportunities-to-Participate/Online-consultation-Norval-West-Bypass-Transportat .</p> <p>The Project Team is currently developing road alignment alternatives based on the preferred concept (Concept 2B) and are working through a number of design complexities with external agencies. As we develop the alternative alignments there will be many considerations including coordination with the Town's ongoing Southeast Georgetown Secondary Plan. The road alignments alternatives will be analyzed and a preliminary preferred design will be identified and shared with the community and stakeholders for review and comment.</p> <p>It is anticipated that the Second Public information Centre will take place in Winter 2022.You will receive a separate invitation to the Second Public information Centre. If you have any outstanding questions not addressed by the above noted Frequently Asked Question or this correspondence please feel free to follow up with directly the contact noted below for clarification.</p>
43.	December 17, 2020 Comment Form	I live in the study area. I am not satisfied with the preferred road corridor concept. I prefer concept C as it will impact our quality of life less than the other options. Visual and noise pollution are a concern with all other concepts.	<p>Email response sent October 19, 2021: Thank you for participating in the Norval West Bypass Transportation Corridor Improvements Municipal Class Environmental Assessment (MCEA). Since the first Public Information Centre (PIC) the Project Team has been carefully reviewing all the input received from the community and has posted a Frequently Asked Question section to the Project's PIC#1 Webpage:https://www.halton.ca/For-Residents/Opportunities-to-Participate/Online-consultation-Norval-West-Bypass-Transportat .</p> <p>The Project Team is currently developing road alignment alternatives based on the preferred concept (Concept 2B) and are working through a number of design complexities with external agencies. As we develop the alternative alignments there will be many considerations including coordination with the Town's ongoing Southeast Georgetown Secondary Plan. The road alignments alternatives will be analyzed and a preliminary preferred design will be identified and shared with the community and stakeholders for review and comment.</p> <p>It is anticipated that the Second Public information Centre will take place in Winter 2022.You will receive a separate invitation to the Second Public information Centre. If you have any outstanding questions not addressed by the above noted Frequently Asked Question or this correspondence please feel free to follow up with directly the contact noted below for clarification.</p>

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44.	December 17, 2020 Comment Form	I live in the study area. I am not satisfied with the preferred road corridor concept. First, this is destroying prime farmland. Second, it is highly disruptive to the people who already live here in the name of people who MIGHT live here in the next decade and a half. Option C of all the options presented is the least disruptive to people who already live here and is the most respectful to CURRENT residents of Halton Hills (Norval/Georgetown). Please understand we already live here – the hypothetical people this is being built for, do not. So our needs should be taken into consideration first.	No response required.
45.	December 17, 2020 Comment Form	I live in the study area. I am not satisfied with the preferred road corridor concept. If you will go ahead despite opposition from residents, OPTION C is our choice. Eliminate OPTION A and B. It will increase traffic, noise, pollution and take away beautiful land. The quality of life will decrease dramatically. You already took away the beautiful nature, from the Maple Park to build all those houses to 10th line, and the car noise and traffic has increased and now you want to add more concrete and traffic. Shameful. Why are you ruining Georgetown and the better quality of life by turning into a big city. We left Toronto many years ago to raise our children here, escaping and seeking a better quality of life from the concrete jungle, yet our council and representatives are keen into turning it into a big city.	No response required.
46.	December 17, 2020 Comment Form	I live in the study area. I am not satisfied with the preferred road corridor concept. I would like to vote for corridor Concept C.	No response required.
47.	December 14, 2020 Comment Form	I live in the study area. I am not satisfied with the preferred road corridor concept. Voting for corridor concept C.	No response required.
48.	December 13, 2020 Comment Form	I live in the study area. I am not satisfied with the preferred road corridor concept. If there is no way to avoid a by-pass within the study area we would prefer option 'C' in whereby the by-pass appears to occur on the north side of Green Street. Please provide me with a map which clearly shows each option overlaid with a satellite image of the study area as exact locations have not been provided to me. Will the current bridge be utilized in these options or will a new bridge be constructed? Please forward me a copy of the environmental impact assessment addressing this study area as I've not been able to obtain this document.	<p>Email response sent October 19, 2021: Thank you for participating in the Norval West Bypass Transportation Corridor Improvements Municipal Class Environmental Assessment (MCEA). Since the first Public Information Centre (PIC) the Project Team has been carefully reviewing all the input received from the community and has posted a Frequently Asked Question section to the Project's PIC#1 Webpage:https://www.halton.ca/For-Residents/Opportunities-to-Participate/Online-consultation-Norval-West-Bypass-Transportat.</p> <p>The Project Team is currently developing road alignment alternatives based on the preferred concept (Concept 2B) and are working through a number of design complexities with external agencies. As we develop the alternative alignments there will be many considerations including coordination with the Town's ongoing Southeast Georgetown Secondary Plan. The road alignments alternatives will be analyzed and a preliminary preferred design will be identified and shared with the community and stakeholders for review and comment.</p> <p>It is anticipated that the Second Public information Centre will take place in Winter 2022. You will receive a separate invitation to the Second Public information Centre. If you have any outstanding questions not addressed by the above noted Frequently Asked Question or this correspondence please feel free to follow up with directly the contact noted below for clarification.</p>

	Date	Comment	Response/ Status
49.	December 12, 2020 Comment Form	I live close to the study area, my family and I will be impacted by noise and pollution. I am not satisfied with the preferred road corridor concept. Concept A will impact the area around Argyll more than Concept C will affect Norval. A & B are a poor driving design as you are backtracking to get to Winston Churchill and possibly creating traffic chaos at the roundabout (Concept A). Concept C is a direct line to Winston Churchill and appears as a continuation to Highway 7, thus a smoother drive. While the noise and pollution of all 3 concepts is going to primarily affect Norval, there is no avoiding it. In all cases the environment will be affected so it only makes sense to go with Concept C.	Email response sent October 19, 2021: Thank you for participating in the Norval West Bypass Transportation Corridor Improvements Municipal Class Environmental Assessment (MCEA). Since the first Public Information Centre (PIC) the Project Team has been carefully reviewing all the input received from the community and has posted a Frequently Asked Question section to the Project's PIC#1 Webpage: https://www.halton.ca/For-Residents/Opportunities-to-Participate/Online-consultation-Norval-West-Bypass-Transportat . The Project Team is currently developing road alignment alternatives based on the preferred concept (Concept 2B) and are working through a number of design complexities with external agencies. As we develop the alternative alignments there will be many considerations including coordination with the Town's ongoing Southeast Georgetown Secondary Plan. The road alignments alternatives will be analyzed and a preliminary preferred design will be identified and shared with the community and stakeholders for review and comment. It is anticipated that the Second Public information Centre will take place in Winter 2022. You will receive a separate invitation to the Second Public information Centre. If you have any outstanding questions not addressed by the above noted Frequently Asked Question or this correspondence please feel free to follow up with directly the contact noted below for clarification.
50.	December 12, 2020 Comment Form	I commute through the study area. I am not satisfied with the preferred road corridor concept. The bult of traffic is Georgetown commuters joining Winston Boulevard. The preferred concept would require an additional intersection at roads 1 or 2. If you go with corridor C there would be no need for an additional intersection and the added noise and pollution (stop/go – acceleration). I believe one of the overriding philosophies of new roadworks design should be the minimizing of the requirement for traffic to come to a stop. I am a resident of Georgetown, just outside of the study area.	No response required.
51.	December 18, 2020 Comment Form	Satisfied with the preferred road corridor concept. The residents would like a meeting to discuss the details of the Norval West Bypass when Public Information Centre #2 is to be held. If need be, a virtual meeting will have to suffice. Thank you for this opportunity to participate online during COVID-19.	No response required.
52.	December 18, 2020 Comment Form	I live in the study area. I commute through the study area. I am satisfied with he preferred road corridor concept. I am in favour of corridor B to avoid congestion on the roundabout of 10 th line and 10 Side Road and also avoid the noise near the residential area.	No response required.
53.	December 18, 2020 Comment Form	I commute through the study area. Family farm was not far away. I am satisfied with the preferred road corridor concept. I cant say that I would know best about this project but I do think the agricultural community should be very involved in this process as it could affect them the most.	No response required.
54.	December 18, 2020 Comment Form	I commute through the study area. I am satisfied with the preferred road corridor concept.	No response required.

	Date	Comment	Response/ Status
55.	December 18, 2020 Comment Form	I live in the study area. I commute through the study area. I am satisfied with the preferred road corridor concept.	Email response sent October 19, 2021: Thank you for participating in the Norval West Bypass Transportation Corridor Improvements Municipal Class Environmental Assessment (MCEA). Since the first Public Information Centre (PIC) the Project Team has been carefully reviewing all the input received from the community and has posted a Frequently Asked Question section to the Project's PIC#1 Webpage: https://www.halton.ca/For-Residents/Opportunities-to-Participate/Online-consultation-Norval-West-Bypass-Transportat . The Project Team is currently developing road alignment alternatives based on the preferred concept (Concept 2B) and are working through a number of design complexities with external agencies. As we develop the alternative alignments there will be many considerations including coordination with the Town's ongoing Southeast Georgetown Secondary Plan. The road alignments alternatives will be analyzed and a preliminary preferred design will be identified and shared with the community and stakeholders for review and comment. It is anticipated that the Second Public information Centre will take place in Winter 2022.You will receive a separate invitation to the Second Public information Centre. If you have any outstanding questions not addressed by the above noted Frequently Asked Question or this correspondence please feel free to follow up with directly the contact noted below for clarification.
56.	December 15, 2020 Comment Form	I commute through the study area. I am satisfied with the preferred road corridor concept.	No response required.
57.	December 17, 2020 Comment form	I live in the study area. I am satisfied with the preferred road corridor concept. We support concept B2 alternative.	Email response sent October 19, 2021: Thank you for participating in the Norval West Bypass Transportation Corridor Improvements Municipal Class Environmental Assessment (MCEA). Since the first Public Information Centre (PIC) the Project Team has been carefully reviewing all the input received from the community and has posted a Frequently Asked Question section to the Project's PIC#1 Webpage: https://www.halton.ca/For-Residents/Opportunities-to-Participate/Online-consultation-Norval-West-Bypass-Transportat . The Project Team is currently developing road alignment alternatives based on the preferred concept (Concept 2B) and are working through a number of design complexities with external agencies. As we develop the alternative alignments there will be many considerations including coordination with the Town's ongoing Southeast Georgetown Secondary Plan. The road alignments alternatives will be analyzed and a preliminary preferred design will be identified and shared with the community and stakeholders for review and comment. It is anticipated that the Second Public information Centre will take place in Winter 2022.You will receive a separate invitation to the Second Public information Centre. If you have any outstanding questions not addressed by the above noted Frequently Asked Question or this correspondence please feel free to follow up with directly the contact noted below for clarification.

	Date	Comment	Response/ Status
58.	December 17, 2020 Comment Form	I commute through the study area. I am satisfied with the preferred road corridor concept. I don't like C so I'm glad it is not being considered.	Thank you for taking the time to participate in our on-line Public Information Centre for the Municipal Class Environmental Assessment (MCEA) Study for Norval West Bypass Transportation Corridor Improvements Highway 7 to 10 Side Road, including 10 Side Road from Tenth Line to Winston Churchill Boulevard/Adamson Street in the Town of Halton Hills. We appreciate your ongoing interest in projects that impact your community and look forward to your continued involvement in the Norval West Bypass EA Study.
59.	December 17, 2020 Comment Form	I live in the study area. I am satisfied with the preferred road corridor concept.	No response required.
60.	December 17, 2020 Comment Form	I live in the study area. I am satisfied with the preferred road corridor concept. Would like to know if there is a difference in length of construction time across the options.	No response required.
61.	December 17, 2020 Comment Form	I live in the study area. I am satisfied with the preferred road corridor concept.	No response required.
62.	December 17, 2020 Comment Form	I live directly adjacent to the study area and would be impacted by the noise pollution considerations being made (Gollop Cres). I therefore also use this area for local travel as well as commuting for work. I am satisfied with the preferred road corridor concept. As a commuter from Mississauga, B2 is the best option. It's the smoothest path to highway 7 from Winston Churchill and addresses the traffic challenges due to the limitations around the cemetery.	Email response sent October 19, 2021: Thank you for participating in the Norval West Bypass Transportation Corridor Improvements Municipal Class Environmental Assessment (MCEA). Since the first Public Information Centre (PIC) the Project Team has been carefully reviewing all the input received from the community and has posted a Frequently Asked Question section to the Project's PIC#1 Webpage: https://www.halton.ca/For-Residents/Opportunities-to-Participate/Online-consultation-Norval-West-Bypass-Transportat . The Project Team is currently developing road alignment alternatives based on the preferred concept (Concept 2B) and are working through a number of design complexities with external agencies. As we develop the alternative alignments there will be many considerations including coordination with the Town's ongoing Southeast Georgetown Secondary Plan. The road alignments alternatives will be analyzed and a preliminary preferred design will be identified and shared with the community and stakeholders for review and comment. It is anticipated that the Second Public information Centre will take place in Winter 2022. You will receive a separate invitation to the Second Public information Centre. If you have any outstanding questions not addressed by the above noted Frequently Asked Question or this correspondence please feel free to follow up with directly the contact noted below for clarification.
63.	December 17, 2020 Comment Form	I live in the study area. I am satisfied with the preferred road corridor concept.	No response required.

	Date	Comment	Response/ Status
64.	December 11, 2020 Comment Form	I commute through the study area. I am satisfied with the preferred road corridor concept. 1) What traffic lights or roundabouts will be installed along the B2 route, particularly where B2 meets at the 10 Side Road and where B2 meets Guelph Street/Hwy 7? 2) After B2 is built, if I'm driving from Georgetown to Brampton via Guelph St, will I still be able to drive through Norval (Guelph St/Hwy 7) and continue east onto Bovaird? 3) What will the speed limit be? 4) Will future residential development be built on the lands surrounding the B2 route, resulting in side streets disgorging traffic onto the B2 route? 5) Will future residential development be built on the lands abutting the B2 route, resulting in traffic coming in and out of driveways onto the B2 route? 6) Will there be commercial development along the B2 route, resulting in traffic coming in and out of driveways onto the B2 route?	Email response sent October 19, 2021: Thank you for participating in the Norval West Bypass Transportation Corridor Improvements Municipal Class Environmental Assessment (MCEA). Since the first Public Information Centre (PIC) the Project Team has been carefully reviewing all the input received from the community and has posted a Frequently Asked Question section to the Project's PIC#1 Webpage: https://www.halton.ca/For-Residents/Opportunities-to-Participate/Online-consultation-Norval-West-Bypass-Transportat . The Project Team is currently developing road alignment alternatives based on the preferred concept (Concept 2B) and are working through a number of design complexities with external agencies. As we develop the alternative alignments there will be many considerations including coordination with the Town's ongoing Southeast Georgetown Secondary Plan. The road alignments alternatives will be analyzed and a preliminary preferred design will be identified and shared with the community and stakeholders for review and comment. It is anticipated that the Second Public information Centre will take place in Winter 2022. You will receive a separate invitation to the Second Public information Centre. If you have any outstanding questions not addressed by the above noted Frequently Asked Question or this correspondence please feel free to follow up with directly the contact noted below for clarification.
65.	December 11, 2020 Comment Form	I live in the study area. I am satisfied with the preferred road corridor concept.	No response required.
66.	December 8, 2020 Comment Form	I live in the study area. I commute through the study area. I am satisfied with the preferred road corridor concept.	Email response sent October 19, 2021: Thank you for participating in the Norval West Bypass Transportation Corridor Improvements Municipal Class Environmental Assessment (MCEA). Since the first Public Information Centre (PIC) the Project Team has been carefully reviewing all the input received from the community and has posted a Frequently Asked Question section to the Project's PIC#1 Webpage: https://www.halton.ca/For-Residents/Opportunities-to-Participate/Online-consultation-Norval-West-Bypass-Transportat . The Project Team is currently developing road alignment alternatives based on the preferred concept (Concept 2B) and are working through a number of design complexities with external agencies. As we develop the alternative alignments there will be many considerations including coordination with the Town's ongoing Southeast Georgetown Secondary Plan. The road alignments alternatives will be analyzed and a preliminary preferred design will be identified and shared with the community and stakeholders for review and comment. It is anticipated that the Second Public information Centre will take place in Winter 2022. You will receive a separate invitation to the Second Public information Centre. If you have any outstanding questions not addressed by the above noted Frequently Asked Question or this correspondence please feel free to follow up with directly the contact noted below for clarification.

	Date	Comment	Response/ Status
67.	December 8, 2020 Comment Form	I live in the study area. I am satisfied with the preferred road corridor concept. We just moved to Norval and think a bypass to reduce traffic cutting through the hamlet would be wonderful and necessary.	Email response sent October 19, 2021: Thank you for participating in the Norval West Bypass Transportation Corridor Improvements Municipal Class Environmental Assessment (MCEA). Since the first Public Information Centre (PIC) the Project Team has been carefully reviewing all the input received from the community and has posted a Frequently Asked Question section to the Project's PIC#1 Webpage: https://www.halton.ca/For-Residents/Opportunities-to-Participate/Online-consultation-Norval-West-Bypass-Transportat . The Project Team is currently developing road alignment alternatives based on the preferred concept (Concept 2B) and are working through a number of design complexities with external agencies. As we develop the alternative alignments there will be many considerations including coordination with the Town's ongoing Southeast Georgetown Secondary Plan. The road alignments alternatives will be analyzed and a preliminary preferred design will be identified and shared with the community and stakeholders for review and comment. It is anticipated that the Second Public information Centre will take place in Winter 2022.You will receive a separate invitation to the Second Public information Centre. If you have any outstanding questions not addressed by the above noted Frequently Asked Question or this correspondence please feel free to follow up with directly the contact noted below for clarification.
68.	December 14, 2020 Comment Form	I live in the study area. I am satisfied with the preferred road corridor concept.	Email response sent October 19, 2021: Thank you for participating in the Norval West Bypass Transportation Corridor Improvements Municipal Class Environmental Assessment (MCEA). Since the first Public Information Centre (PIC) the Project Team has been carefully reviewing all the input received from the community and has posted a Frequently Asked Question section to the Project's PIC#1 Webpage: https://www.halton.ca/For-Residents/Opportunities-to-Participate/Online-consultation-Norval-West-Bypass-Transportat . The Project Team is currently developing road alignment alternatives based on the preferred concept (Concept 2B) and are working through a number of design complexities with external agencies. As we develop the alternative alignments there will be many considerations including coordination with the Town's ongoing Southeast Georgetown Secondary Plan. The road alignments alternatives will be analyzed and a preliminary preferred design will be identified and shared with the community and stakeholders for review and comment. It is anticipated that the Second Public information Centre will take place in Winter 2022.You will receive a separate invitation to the Second Public information Centre. If you have any outstanding questions not addressed by the above noted Frequently Asked Question or this correspondence please feel free to follow up with directly the contact noted below for clarification.



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69.	December 12, 2020 Comment Form	I live next to and commute through the study area. I am satisfied with the preferred road corridor concept. I support the preferred option of B-2. How does this project effect the other road that will be connected to the B-2 option? Will there be a widening and upgrades of Winston Churchill, Ten Sideroad and Highway 7 outside of the study area?	Email response sent October 19, 2021: Thank you for participating in the Norval West Bypass Transportation Corridor Improvements Municipal Class Environmental Assessment (MCEA). Since the first Public Information Centre (PIC) the Project Team has been carefully reviewing all the input received from the community and has posted a Frequently Asked Question section to the Project's PIC#1 Webpage: https://www.halton.ca/For-Residents/Opportunities-to-Participate/Online-consultation-Norval-West-Bypass-Transportat . The Project Team is currently developing road alignment alternatives based on the preferred concept (Concept 2B) and are working through a number of design complexities with external agencies. As we develop the alternative alignments there will be many considerations including coordination with the Town's ongoing Southeast Georgetown Secondary Plan. The road alignments alternatives will be analyzed and a preliminary preferred design will be identified and shared with the community and stakeholders for review and comment. It is anticipated that the Second Public information Centre will take place in Winter 2022.You will receive a separate invitation to the Second Public information Centre. If you have any outstanding questions not addressed by the above noted Frequently Asked Question or this correspondence please feel free to follow up with directly the contact noted below for clarification.
70.	December 12, 2020 Comment Form	I live in the study area. I am satisfied with the preferred road corridor concept.	No response required.
71.	December 26, 2020 Comment Form	I live in the study area. I am satisfied with the preferred road corridor concept. The intersection at 10 Side Road and Winston Churchill still needs to be addressed.	Email response sent October 19, 2021: Thank you for participating in the Norval West Bypass Transportation Corridor Improvements Municipal Class Environmental Assessment (MCEA). Since the first Public Information Centre (PIC) the Project Team has been carefully reviewing all the input received from the community and has posted a Frequently Asked Question section to the Project's PIC#1 Webpage: https://www.halton.ca/For-Residents/Opportunities-to-Participate/Online-consultation-Norval-West-Bypass-Transportat . The Project Team is currently developing road alignment alternatives based on the preferred concept (Concept 2B) and are working through a number of design complexities with external agencies. As we develop the alternative alignments there will be many considerations including coordination with the Town's ongoing Southeast Georgetown Secondary Plan. The road alignments alternatives will be analyzed and a preliminary preferred design will be identified and shared with the community and stakeholders for review and comment. It is anticipated that the Second Public information Centre will take place in Winter 2022.You will receive a separate invitation to the Second Public information Centre. If you have any outstanding questions not addressed by the above noted Frequently Asked Question or this correspondence please feel free to follow up with directly the contact noted below for clarification.



	Date	Comment	Response/ Status
72.	November 26, 2020 Comment Form	I commute through the study area. I am satisfied with the preferred road corridor concept. If it is a 4 lane, there should be a long advanced left turn on the east side of the intersection of Highway 7/Winston Churchill towards Brampton. Cars cannot congest the intersection because they switch to the right lane in order to turn onto 10 Side Road. Those two intersections are too close together and if there is not a solution for the 10 Side Road intersection, you must only be able to turn left on the east side of the intersection on an advanced to not congest.	Email response sent October 19, 2021: Thank you for participating in the Norval West Bypass Transportation Corridor Improvements Municipal Class Environmental Assessment (MCEA). Since the first Public Information Centre (PIC) the Project Team has been carefully reviewing all the input received from the community and has posted a Frequently Asked Question section to the Project's PIC#1 Webpage: https://www.halton.ca/For-Residents/Opportunities-to-Participate/Online-consultation-Norval-West-Bypass-Transportat . The Project Team is currently developing road alignment alternatives based on the preferred concept (Concept 2B) and are working through a number of design complexities with external agencies. As we develop the alternative alignments there will be many considerations including coordination with the Town's ongoing Southeast Georgetown Secondary Plan. The road alignments alternatives will be analyzed and a preliminary preferred design will be identified and shared with the community and stakeholders for review and comment. It is anticipated that the Second Public information Centre will take place in Winter 2022.You will receive a separate invitation to the Second Public information Centre. If you have any outstanding questions not addressed by the above noted Frequently Asked Question or this correspondence please feel free to follow up with directly the contact noted below for clarification.
73.	November 25, 2020 Comment Form	I live in the study area. I commute through the study area. I am satisfied with the preferred road corridor concept. How soon can this be implemented. Traffic is a nightmare here. Big fan of connecting Georgetown south with Norval via bike/walking paths.	No response required.
74.	November 25, 2020 Comment Form	I live in the study area. I commute through the study area. I am satisfied with the preferred road corridor concept.	No response required.

	Date	Comment	Response/ Status
75.	November 25, 2020 Comment Form	I live in the study area. I am satisfied with the preferred road corridor concept. Does this solution help with traffic that flows between Brampton and Georgetown, along Highway 7/.Guelph Street in any way?	Email response sent October 19, 2021: Thank you for participating in the Norval West Bypass Transportation Corridor Improvements Municipal Class Environmental Assessment (MCEA). Since the first Public Information Centre (PIC) the Project Team has been carefully reviewing all the input received from the community and has posted a Frequently Asked Question section to the Project's PIC#1 Webpage: https://www.halton.ca/For-Residents/Opportunities-to-Participate/Online-consultation-Norval-West-Bypass-Transportat . The Project Team is currently developing road alignment alternatives based on the preferred concept (Concept 2B) and are working through a number of design complexities with external agencies. As we develop the alternative alignments there will be many considerations including coordination with the Town's ongoing Southeast Georgetown Secondary Plan. The road alignments alternatives will be analyzed and a preliminary preferred design will be identified and shared with the community and stakeholders for review and comment. It is anticipated that the Second Public information Centre will take place in Winter 2022.You will receive a separate invitation to the Second Public information Centre. If you have any outstanding questions not addressed by the above noted Frequently Asked Question or this correspondence please feel free to follow up with directly the contact noted below for clarification.
76.	November 25, 2020 Comment Form	I live in the study area. I commute through the study area. I am satisfied with the preferred road corridor concept. How does this align to the future development strategy or strategies being planned along 10 Side Road and has that been factored into this?	No response required.
77.	November 25, 2020 Comment Form	I live in the study area. I am satisfied with the preferred road corridor concept.	Email response sent October 19, 2021: Thank you for participating in the Norval West Bypass Transportation Corridor Improvements Municipal Class Environmental Assessment (MCEA). Since the first Public Information Centre (PIC) the Project Team has been carefully reviewing all the input received from the community and has posted a Frequently Asked Question section to the Project's PIC#1 Webpage: https://www.halton.ca/For-Residents/Opportunities-to-Participate/Online-consultation-Norval-West-Bypass-Transportat . The Project Team is currently developing road alignment alternatives based on the preferred concept (Concept 2B) and are working through a number of design complexities with external agencies. As we develop the alternative alignments there will be many considerations including coordination with the Town's ongoing Southeast Georgetown Secondary Plan. The road alignments alternatives will be analyzed and a preliminary preferred design will be identified and shared with the community and stakeholders for review and comment. It is anticipated that the Second Public information Centre will take place in Winter 2022.You will receive a separate invitation to the Second Public information Centre. If you have any outstanding questions not addressed by the above noted Frequently Asked Question or this correspondence please feel free to follow up with directly the contact noted below for clarification.

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78.	November 24, 2020 Comment Form	I commute through the study area. I am satisfied with the preferred road corridor concept. Please renovate the Highway 407 GO Station.	No response required.
79.	November 23, 2020 Comment Form	I commute through the study area. I am satisfied with the preferred road corridor concept. I am satisfied, but I just wanted to make sure that there is another round about at the intersection of B and 2.	<p>Email response sent October 19, 2021: Thank you for participating in the Norval West Bypass Transportation Corridor Improvements Municipal Class Environmental Assessment (MCEA). Since the first Public Information Centre (PIC) the Project Team has been carefully reviewing all the input received from the community and has posted a Frequently Asked Question section to the Project's PIC#1 Webpage:https://www.halton.ca/For-Residents/Opportunities-to-Participate/Online-consultation-Norval-West-Bypass-Transportat.</p> <p>The Project Team is currently developing road alignment alternatives based on the preferred concept (Concept 2B) and are working through a number of design complexities with external agencies. As we develop the alternative alignments there will be many considerations including coordination with the Town's ongoing Southeast Georgetown Secondary Plan. The road alignments alternatives will be analyzed and a preliminary preferred design will be identified and shared with the community and stakeholders for review and comment.</p> <p>It is anticipated that the Second Public information Centre will take place in Winter 2022. You will receive a separate invitation to the Second Public information Centre. If you have any outstanding questions not addressed by the above noted Frequently Asked Question or this correspondence please feel free to follow up with directly the contact noted below for clarification.</p>
80.	November 22, 2020 Comment Form	I commute through the study area. I am satisfied with the preferred road corridor concept.	No response required.
81.	November 22, 2020 Comment Form	I commute through the study area. I am satisfied with the preferred road corridor concept.	No response required.
82.	November 22, 2020 Comment Form	I live in the study area. I commute through the study area. I am satisfied with the preferred road corridor concept. This cannot come soon enough. Daily commute is around 30 mins in the area.	No response required.
83.	November 21, 2020 Comment Form	I commute through the study area. I am satisfied with the preferred road corridor concept.	No response required.
84.	November 21, 2020 Comment Form	I commute through the study area. I am satisfied with the preferred road corridor concept.	No response required.

	Date	Comment	Response/ Status
85.	November 21, 2020 Comment Form	I live in the study area. I commute through the study area. I am satisfied with the preferred road corridor concept. I prefer the A2 combination to maximize the use of the new roundabout at 10SR and 10 Line plus streamline traffic onto and from WCB.	<p>Email response sent October 19, 2021: Thank you for participating in the Norval West Bypass Transportation Corridor Improvements Municipal Class Environmental Assessment (MCEA). Since the first Public Information Centre (PIC) the Project Team has been carefully reviewing all the input received from the community and has posted a Frequently Asked Question section to the Project's PIC#1 Webpage:https://www.halton.ca/For-Residents/Opportunities-to-Participate/Online-consultation-Norval-West-Bypass-Transportat .</p> <p>The Project Team is currently developing road alignment alternatives based on the preferred concept (Concept 2B) and are working through a number of design complexities with external agencies. As we develop the alternative alignments there will be many considerations including coordination with the Town's ongoing Southeast Georgetown Secondary Plan. The road alignments alternatives will be analyzed and a preliminary preferred design will be identified and shared with the community and stakeholders for review and comment.</p> <p>It is anticipated that the Second Public information Centre will take place in Winter 2022.You will receive a separate invitation to the Second Public information Centre. If you have any outstanding questions not addressed by the above noted Frequently Asked Question or this correspondence please feel free to follow up with directly the contact noted below for clarification.</p>
86.	November 20, 2020 Comment Form	I farm in the study area and live next to the study area. I am satisfied with the preferred road corridor concept. • I am satisfied with the plan although you have to take additional consideration to the farm machinery traffic in the area. This area is still a very active farming community and we farmers need proper shoulders on the road for our big equipment. Light posts and hydro poles need to be set back off of the shoulder. The section of Winston Churchill where your proposed route is to join is hardly passable as is. I hope there will be some improvement to the intersecting and joining roads as well. As these roads will be travelled much heavier after the bypass is complete. Currently there is NO shoulder on Winston Churchill blvd in between 10 and 5 side road. It is extremely dangerous to operate farm equipment down this section of road. Another concern is if this bypass will be a truck route or not. As of right now the affected roads in the study area are not trucks routes with the exception of hwy 7. Although this doesn't seem to stop trucks from using Winston Churchill blvd and 10 side road. I think this Norval by pass will entice trucks to enter Georgetown through this by pass. So truck route designation or additional enforcement should be considered.	<p>Email response sent October 19, 2021: Thank you for participating in the Norval West Bypass Transportation Corridor Improvements Municipal Class Environmental Assessment (MCEA). Since the first Public Information Centre (PIC) the Project Team has been carefully reviewing all the input received from the community and has posted a Frequently Asked Question section to the Project's PIC#1 Webpage:https://www.halton.ca/For-Residents/Opportunities-to-Participate/Online-consultation-Norval-West-Bypass-Transportat .</p> <p>The Project Team is currently developing road alignment alternatives based on the preferred concept (Concept 2B) and are working through a number of design complexities with external agencies. As we develop the alternative alignments there will be many considerations including coordination with the Town's ongoing Southeast Georgetown Secondary Plan. The road alignments alternatives will be analyzed and a preliminary preferred design will be identified and shared with the community and stakeholders for review and comment.</p> <p>It is anticipated that the Second Public information Centre will take place in Winter 2022.You will receive a separate invitation to the Second Public information Centre. If you have any outstanding questions not addressed by the above noted Frequently Asked Question or this correspondence please feel free to follow up with directly the contact noted below for clarification.</p>



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87.	November 20, 2020 Comment Form	I live in the study area. I commute through the study area. I am satisfied with the preferred road corridor concept.	Email response sent October 19, 2021: Thank you for participating in the Norval West Bypass Transportation Corridor Improvements Municipal Class Environmental Assessment (MCEA). Since the first Public Information Centre (PIC) the Project Team has been carefully reviewing all the input received from the community and has posted a Frequently Asked Question section to the Project's PIC#1 Webpage: https://www.halton.ca/For-Residents/Opportunities-to-Participate/Online-consultation-Norval-West-Bypass-Transportat . The Project Team is currently developing road alignment alternatives based on the preferred concept (Concept 2B) and are working through a number of design complexities with external agencies. As we develop the alternative alignments there will be many considerations including coordination with the Town's ongoing Southeast Georgetown Secondary Plan. The road alignments alternatives will be analyzed and a preliminary preferred design will be identified and shared with the community and stakeholders for review and comment. It is anticipated that the Second Public information Centre will take place in Winter 2022.You will receive a separate invitation to the Second Public information Centre. If you have any outstanding questions not addressed by the above noted Frequently Asked Question or this correspondence please feel free to follow up with directly the contact noted below for clarification.
88.	December 18, 2020 Comment Form	I live in the study area. I am not satisfied with the preferred road corridor concept. I prefer concept B 1 as it seems to have the least amount of residential impact and would not require construction of a completely new east-west road (road 2).	No response required.
89.	December 18, 2020 Comment Form	I live in the study area. I am not satisfied with the preferred road corridor concept. Excessive noise, traffic will add congestion.	Email response sent October 19, 2021: Thank you for participating in the Norval West Bypass Transportation Corridor Improvements Municipal Class Environmental Assessment (MCEA). Since the first Public Information Centre (PIC) the Project Team has been carefully reviewing all the input received from the community and has posted a Frequently Asked Question section to the Project's PIC#1 Webpage: https://www.halton.ca/For-Residents/Opportunities-to-Participate/Online-consultation-Norval-West-Bypass-Transportat . The Project Team is currently developing road alignment alternatives based on the preferred concept (Concept 2B) and are working through a number of design complexities with external agencies. As we develop the alternative alignments there will be many considerations including coordination with the Town's ongoing Southeast Georgetown Secondary Plan. The road alignments alternatives will be analyzed and a preliminary preferred design will be identified and shared with the community and stakeholders for review and comment. It is anticipated that the Second Public information Centre will take place in Winter 2022.You will receive a separate invitation to the Second Public information Centre. If you have any outstanding questions not addressed by the above noted Frequently Asked Question or this correspondence please feel free to follow up with directly the contact noted below for clarification.



	Date	Comment	Response/ Status
90.	December 18, 2020 Comment Form	I live in the study area. I commute through the study area. I am not satisfied with the preferred road corridor concept. I would prefer concept "A" because it ties into the roundabout. With concept "B" I understood that new traffic lights are needed. If concept "B" were to be implemented using a roundabout then I would be satisfied with concept "B". Roundabouts are much more efficient and safer than stop signs and they keep traffic moving as opposed to traffic lights.	Email response sent October 19, 2021: Thank you for participating in the Norval West Bypass Transportation Corridor Improvements Municipal Class Environmental Assessment (MCEA). Since the first Public Information Centre (PIC) the Project Team has been carefully reviewing all the input received from the community and has posted a Frequently Asked Question section to the Project's PIC#1 Webpage: https://www.halton.ca/For-Residents/Opportunities-to-Participate/Online-consultation-Norval-West-Bypass-Transportat . The Project Team is currently developing road alignment alternatives based on the preferred concept (Concept 2B) and are working through a number of design complexities with external agencies. As we develop the alternative alignments there will be many considerations including coordination with the Town's ongoing Southeast Georgetown Secondary Plan. The road alignments alternatives will be analyzed and a preliminary preferred design will be identified and shared with the community and stakeholders for review and comment. It is anticipated that the Second Public information Centre will take place in Winter 2022. You will receive a separate invitation to the Second Public information Centre. If you have any outstanding questions not addressed by the above noted Frequently Asked Question or this correspondence please feel free to follow up with directly the contact noted below for clarification.
91.	December 18, 2020 Comment Form	I live in the study area. I commute through the study area. I am not satisfied with the preferred road corridor concept. All three alternatives will provide easy access to road 7, however this will by no means reduce the traffic on road 7 which has become already a very busy highway, which I noticed within the last 2 years. This is generate a lot of noise specially with trucks and motorcycles. I recommend instead an alternate route to road 7 for people not leaving or working in Georgetown, using it to go right through the city to other destinations. Of course I am not just thinking for myself, at 79 I am sure I will not suffer and of the consequences of congestions.	Email response sent October 19, 2021: Thank you for participating in the Norval West Bypass Transportation Corridor Improvements Municipal Class Environmental Assessment (MCEA). Since the first Public Information Centre (PIC) the Project Team has been carefully reviewing all the input received from the community and has posted a Frequently Asked Question section to the Project's PIC#1 Webpage: https://www.halton.ca/For-Residents/Opportunities-to-Participate/Online-consultation-Norval-West-Bypass-Transportat . The Project Team is currently developing road alignment alternatives based on the preferred concept (Concept 2B) and are working through a number of design complexities with external agencies. As we develop the alternative alignments there will be many considerations including coordination with the Town's ongoing Southeast Georgetown Secondary Plan. The road alignments alternatives will be analyzed and a preliminary preferred design will be identified and shared with the community and stakeholders for review and comment. It is anticipated that the Second Public information Centre will take place in Winter 2022. You will receive a separate invitation to the Second Public information Centre. If you have any outstanding questions not addressed by the above noted Frequently Asked Question or this correspondence please feel free to follow up with directly the contact noted below for clarification.



	Date	Comment	Response/ Status
92.	December 15, 2020 Comment Form	I live in the study area. I am not satisfied with the preferred road corridor concept. Too close to Russell Street.	Email response sent October 19, 2021: Thank you for participating in the Norval West Bypass Transportation Corridor Improvements Municipal Class Environmental Assessment (MCEA). Since the first Public Information Centre (PIC) the Project Team has been carefully reviewing all the input received from the community and has posted a Frequently Asked Question section to the Project's PIC#1 Webpage: https://www.halton.ca/For-Residents/Opportunities-to-Participate/Online-consultation-Norval-West-Bypass-Transportat . The Project Team is currently developing road alignment alternatives based on the preferred concept (Concept 2B) and are working through a number of design complexities with external agencies. As we develop the alternative alignments there will be many considerations including coordination with the Town's ongoing Southeast Georgetown Secondary Plan. The road alignments alternatives will be analyzed and a preliminary preferred design will be identified and shared with the community and stakeholders for review and comment. It is anticipated that the Second Public information Centre will take place in Winter 2022.You will receive a separate invitation to the Second Public information Centre. If you have any outstanding questions not addressed by the above noted Frequently Asked Question or this correspondence please feel free to follow up with directly the contact noted below for clarification.
93.	December 17, 2020 Comment Form	I live in the study area. I am not satisfied with the preferred road corridor concept. Too much traffic.	No response required.
94.	December 17, 2020 Comment Form	I live in the study area. I commute through the study area. I am not satisfied with the preferred road corridor concept. I believe that there should not be a Norval Bypass that is going to bring more traffic and pollution closer to a large area of population. Best solution would be to widen highway 7/guelph street instead and bypass to the north of Norval.	Email response sent October 19, 2021: Thank you for participating in the Norval West Bypass Transportation Corridor Improvements Municipal Class Environmental Assessment (MCEA). Since the first Public Information Centre (PIC) the Project Team has been carefully reviewing all the input received from the community and has posted a Frequently Asked Question section to the Project's PIC#1 Webpage: https://www.halton.ca/For-Residents/Opportunities-to-Participate/Online-consultation-Norval-West-Bypass-Transportat . The Project Team is currently developing road alignment alternatives based on the preferred concept (Concept 2B) and are working through a number of design complexities with external agencies. As we develop the alternative alignments there will be many considerations including coordination with the Town's ongoing Southeast Georgetown Secondary Plan. The road alignments alternatives will be analyzed and a preliminary preferred design will be identified and shared with the community and stakeholders for review and comment. It is anticipated that the Second Public information Centre will take place in Winter 2022.You will receive a separate invitation to the Second Public information Centre. If you have any outstanding questions not addressed by the above noted Frequently Asked Question or this correspondence please feel free to follow up with directly the contact noted below for clarification.

	Date	Comment	Response/ Status
95.	December 17, 2020 Comment Form	I live in the study area. I am not satisfied with the preferred road corridor concept. It will cause far too much congestion – stop turning Halton into Brampton!!!	No response required.
96.	December 17, 2020 Comment Form	I live in the study area. I commute through the study area. I am not satisfied with the preferred road corridor concept. Favours Norval at the expense of many residents of Georgetown. Build a road parallel to Guelph Street to reduce noise and inconvenience created by drivers. Use Guelph as an access road to other destinations.	<p>Email response sent October 19, 2021: Thank you for participating in the Norval West Bypass Transportation Corridor Improvements Municipal Class Environmental Assessment (MCEA). Since the first Public Information Centre (PIC) the Project Team has been carefully reviewing all the input received from the community and has posted a Frequently Asked Question section to the Project's PIC#1 Webpage:https://www.halton.ca/For-Residents/Opportunities-to-Participate/Online-consultation-Norval-West-Bypass-Transportat.</p> <p>The Project Team is currently developing road alignment alternatives based on the preferred concept (Concept 2B) and are working through a number of design complexities with external agencies. As we develop the alternative alignments there will be many considerations including coordination with the Town's ongoing Southeast Georgetown Secondary Plan. The road alignments alternatives will be analyzed and a preliminary preferred design will be identified and shared with the community and stakeholders for review and comment.</p> <p>It is anticipated that the Second Public information Centre will take place in Winter 2022. You will receive a separate invitation to the Second Public information Centre. If you have any outstanding questions not addressed by the above noted Frequently Asked Question or this correspondence please feel free to follow up with directly the contact noted below for clarification.</p>
97.	December 17, 2020 Comment form	I live in the study area. I am not satisfied with the preferred road corridor concept due to noise concern.	<p>Email response sent October 19, 2021: Thank you for participating in the Norval West Bypass Transportation Corridor Improvements Municipal Class Environmental Assessment (MCEA). Since the first Public Information Centre (PIC) the Project Team has been carefully reviewing all the input received from the community and has posted a Frequently Asked Question section to the Project's PIC#1 Webpage:https://www.halton.ca/For-Residents/Opportunities-to-Participate/Online-consultation-Norval-West-Bypass-Transportat.</p> <p>The Project Team is currently developing road alignment alternatives based on the preferred concept (Concept 2B) and are working through a number of design complexities with external agencies. As we develop the alternative alignments there will be many considerations including coordination with the Town's ongoing Southeast Georgetown Secondary Plan. The road alignments alternatives will be analyzed and a preliminary preferred design will be identified and shared with the community and stakeholders for review and comment.</p> <p>It is anticipated that the Second Public information Centre will take place in Winter 2022. You will receive a separate invitation to the Second Public information Centre. If you have any outstanding questions not addressed by the above noted Frequently Asked Question or this correspondence please feel free to follow up with directly the contact noted below for clarification.</p>



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98.	December 17, 2020 Comment Form	I live in the study area. I would like to know how this impacts other future road developments and how it addresses traffic between Brampton and Georgetown. Is there any consideration of a roadway north of Norval as a bypass. If the current preferred route eliminates the need to extend Hall Road, then I would support the preferred route identified. How does the current preferred route impact the possible extension of Hall Rd to connect with Tenth Line? I back onto the area where this extension would be and definitely want to avoid losing the forest behind my property.	Email response sent October 19, 2021: Thank you for participating in the Norval West Bypass Transportation Corridor Improvements Municipal Class Environmental Assessment (MCEA). Since the first Public Information Centre (PIC) the Project Team has been carefully reviewing all the input received from the community and has posted a Frequently Asked Question section to the Project's PIC#1 Webpage: https://www.halton.ca/For-Residents/Opportunities-to-Participate/Online-consultation-Norval-West-Bypass-Transportat . The Project Team is currently developing road alignment alternatives based on the preferred concept (Concept 2B) and are working through a number of design complexities with external agencies. As we develop the alternative alignments there will be many considerations including coordination with the Town's ongoing Southeast Georgetown Secondary Plan. The road alignments alternatives will be analyzed and a preliminary preferred design will be identified and shared with the community and stakeholders for review and comment. It is anticipated that the Second Public information Centre will take place in Winter 2022.You will receive a separate invitation to the Second Public information Centre. If you have any outstanding questions not addressed by the above noted Frequently Asked Question or this correspondence please feel free to follow up with directly the contact noted below for clarification.
99.	December 11, 2020 Comment Form	I live in the study area. I am not satisfied with the preferred road corridor concept. It will create too much traffic noise in the area.	No response required.
100.	December 11, 2020 Comment Form	I commute through the study area. I am not satisfied with the preferred road corridor concept. Not enough information given on the proposed roadways and their impact, other than the overall result. What experts were consulted under the Ontario Environmental Assessment Act, what results were found to lead to the ranking of the best courses of action? What would be proposed intersections of these roadways would be, only mentioned that traffic lights and roundabouts were being considered?	No response required.

	Date	Comment	Response/ Status
101.	December 13, 2020 Comment Form	I commute through the study area. I am not satisfied with the preferred road corridor concept. Norval West Bypass Corridor C is my preferred option. Section preferred is Corridor B, 10 Side Road Option 2. Is Corridor C still an option?	<p>Email response sent October 19, 2021: Thank you for participating in the Norval West Bypass Transportation Corridor Improvements Municipal Class Environmental Assessment (MCEA). Since the first Public Information Centre (PIC) the Project Team has been carefully reviewing all the input received from the community and has posted a Frequently Asked Question section to the Project's PIC#1 Webpage:https://www.halton.ca/For-Residents/Opportunities-to-Participate/Online-consultation-Norval-West-Bypass-Transportat .</p> <p>The Project Team is currently developing road alignment alternatives based on the preferred concept (Concept 2B) and are working through a number of design complexities with external agencies. As we develop the alternative alignments there will be many considerations including coordination with the Town's ongoing Southeast Georgetown Secondary Plan. The road alignments alternatives will be analyzed and a preliminary preferred design will be identified and shared with the community and stakeholders for review and comment.</p> <p>It is anticipated that the Second Public information Centre will take place in Winter 2022. You will receive a separate invitation to the Second Public information Centre. If you have any outstanding questions not addressed by the above noted Frequently Asked Question or this correspondence please feel free to follow up with directly the contact noted below for clarification.</p>
102.	December 12, 2020 Comment Form	I live in the study area. I am not satisfied with the preferred road corridor concept. Too much traffic and truck transports, it will be detrementave to the environment and land space. I am not in agreement, our little town is getting too big.	No response required.
103.	December 12, 2020 Comment Form	I live in the study area. I commute through the study area. I am not satisfied with the preferred road corridor concept. This issue of traffic at the corner of Adamson and Highway 7 has been looked at in isolation. Instead of bypassing Norval, there should have been a review of traffic bypassing Highway 7 by using a road North or south of Georgetown. Secondly, I do not agree that Norval has any heritage value. This plan is overall not good for Georgetown and especially for the people who reside in the area. This planning is very myopic.	<p>Email response sent October 19, 2021: Thank you for participating in the Norval West Bypass Transportation Corridor Improvements Municipal Class Environmental Assessment (MCEA). Since the first Public Information Centre (PIC) the Project Team has been carefully reviewing all the input received from the community and has posted a Frequently Asked Question section to the Project's PIC#1 Webpage:https://www.halton.ca/For-Residents/Opportunities-to-Participate/Online-consultation-Norval-West-Bypass-Transportat .</p> <p>The Project Team is currently developing road alignment alternatives based on the preferred concept (Concept 2B) and are working through a number of design complexities with external agencies. As we develop the alternative alignments there will be many considerations including coordination with the Town's ongoing Southeast Georgetown Secondary Plan. The road alignments alternatives will be analyzed and a preliminary preferred design will be identified and shared with the community and stakeholders for review and comment.</p> <p>It is anticipated that the Second Public information Centre will take place in Winter 2022. You will receive a separate invitation to the Second Public information Centre. If you have any outstanding questions not addressed by the above noted Frequently Asked Question or this correspondence please feel free to follow up with directly the contact noted below for clarification.</p>



	Date	Comment	Response/ Status
104.	November 25, 2020 Comment Form	I live in the study area. I commute through the study aera. I am not satisfied with the preferred road corridor concept. I hate seeing more farmland being developed. But, this is better than the previously proposed route.	No response required.
105.	November 24, 2020 Comment Form	I live in the study area. I have a business in the study area. I am not satisfied with the preferred road corridor concept. I live where the path of 10 Side Road, route 2, will connect with Winston Churchill. The concerns I have are 1. Increased traffic speeds on a section of street that has a number of homes that will be very close to the road. 2. I would assume that Winston Churchill will need to be widened which will cause existing homes to loose frontage.3. what happens to the existing section of Winston Churchill that connects to Adamson st. 4. Will this route become a major truck route? It looks like this may be the most direct route to get from Georgetown to the 400 series highways.	<p>Email response sent October 19, 2021: Thank you for participating in the Norval West Bypass Transportation Corridor Improvements Municipal Class Environmental Assessment (MCEA). Since the first Public Information Centre (PIC) the Project Team has been carefully reviewing all the input received from the community and has posted a Frequently Asked Question section to the Project's PIC#1 Webpage:https://www.halton.ca/For-Residents/Opportunities-to-Participate/Online-consultation-Norval-West-Bypass-Transportat .</p> <p>The Project Team is currently developing road alignment alternatives based on the preferred concept (Concept 2B) and are working through a number of design complexities with external agencies. As we develop the alternative alignments there will be many considerations including coordination with the Town's ongoing Southeast Georgetown Secondary Plan. The road alignments alternatives will be analyzed and a preliminary preferred design will be identified and shared with the community and stakeholders for review and comment.</p> <p>It is anticipated that the Second Public information Centre will take place in Winter 2022.You will receive a separate invitation to the Second Public information Centre. If you have any outstanding questions not addressed by the above noted Frequently Asked Question or this correspondence please feel free to follow up with directly the contact noted below for clarification.</p>
106.	November 24, 2020 Comment Form	I commute through the study area. I am not satisfied with the preferred road corridor concept. This will cause chaos.	No response required.
107.	November 23, 2020 Comment Form	I live in the study area. I commute through the study area. I am not satisfied with the preferred road corridor concept. Building a secondary roadway to bypass Norval does not address the traffic backlog through Norval itself given that Guelph St is a single land road as it passes through Norval. There would need to be a traffic light at the new intersection which might further jam up traffic coming southeast on Guelph, especially as the road narrows to one lane.	No response required.



	Date	Comment	Response/ Status
108.	November 23, 2020 Comment form	I live in the study area. I am not satisfied with eh preferred road corridor concept. Concern about extra volume of traffic on WC Blvd. What action is being planned to handle the extra volume of traffic on WC Blvd that will be caused by the four lanes from 10 Side Road.	Email response sent October 19, 2021: Thank you for participating in the Norval West Bypass Transportation Corridor Improvements Municipal Class Environmental Assessment (MCEA). Since the first Public Information Centre (PIC) the Project Team has been carefully reviewing all the input received from the community and has posted a Frequently Asked Question section to the Project's PIC#1 Webpage: https://www.halton.ca/For-Residents/Opportunities-to-Participate/Online-consultation-Norval-West-Bypass-Transportat . The Project Team is currently developing road alignment alternatives based on the preferred concept (Concept 2B) and are working through a number of design complexities with external agencies. As we develop the alternative alignments there will be many considerations including coordination with the Town's ongoing Southeast Georgetown Secondary Plan. The road alignments alternatives will be analyzed and a preliminary preferred design will be identified and shared with the community and stakeholders for review and comment. It is anticipated that the Second Public information Centre will take place in Winter 2022.You will receive a separate invitation to the Second Public information Centre. If you have any outstanding questions not addressed by the above noted Frequently Asked Question or this correspondence please feel free to follow up with directly the contact noted below for clarification.
109.	November 23, 2020 Comment Form	I live in the study area. I am not satisfied with the preferred road corridor concept. Moved here to get away from city traffic, and enjoy some open spaces with a relaxed atmosphere... it has changed a lot, and I think enough is enough as of now!	No response required.
110.	November 21, 2020 Comment Form	I commute through the study area. I am not satisfied with the preferred road corridor concept. I would prefer that traffic would not be increased in this area. I don't think it's a good idea.	No response required.

	Date	Comment	Response/ Status
111.	November 21, 2020 Comment Form	I live in Georgetown. I am not satisfied with the preferred road corridor concept. i believe we should concentrate growth in existing areas and stop the commuting. protect our farms and landscapes. The policy of commuting is destroying our future. please stop putting transportation above regional standard of life. we keep hearing about greening and conserving and carbon tax but all that gets approved is more destruction of our natural environment stop making it easy to move into what was rural farmland. Covid should be teaching you to feed our peoples from Canadian supplies. not super warehouses from the USA	Email response sent October 19, 2021: Thank you for participating in the Norval West Bypass Transportation Corridor Improvements Municipal Class Environmental Assessment (MCEA). Since the first Public Information Centre (PIC) the Project Team has been carefully reviewing all the input received from the community and has posted a Frequently Asked Question section to the Project's PIC#1 Webpage: https://www.halton.ca/For-Residents/Opportunities-to-Participate/Online-consultation-Norval-West-Bypass-Transportat . The Project Team is currently developing road alignment alternatives based on the preferred concept (Concept 2B) and are working through a number of design complexities with external agencies. As we develop the alternative alignments there will be many considerations including coordination with the Town's ongoing Southeast Georgetown Secondary Plan. The road alignments alternatives will be analyzed and a preliminary preferred design will be identified and shared with the community and stakeholders for review and comment. It is anticipated that the Second Public information Centre will take place in Winter 2022.You will receive a separate invitation to the Second Public information Centre. If you have any outstanding questions not addressed by the above noted Frequently Asked Question or this correspondence please feel free to follow up with directly the contact noted below for clarification.
112.	November 21, 2020 Comment Form	I commute through the study area. I am not satisfied with eh preferred road corridor concept. I sincerely think that there should also be improvements done to public transportation with increase GO Train schedule. This would also improve quality of life and the due diligence to improve the quality of our environment and air quality.	Email response sent October 19, 2021: Thank you for participating in the Norval West Bypass Transportation Corridor Improvements Municipal Class Environmental Assessment (MCEA). Since the first Public Information Centre (PIC) the Project Team has been carefully reviewing all the input received from the community and has posted a Frequently Asked Question section to the Project's PIC#1 Webpage: https://www.halton.ca/For-Residents/Opportunities-to-Participate/Online-consultation-Norval-West-Bypass-Transportat . The Project Team is currently developing road alignment alternatives based on the preferred concept (Concept 2B) and are working through a number of design complexities with external agencies. As we develop the alternative alignments there will be many considerations including coordination with the Town's ongoing Southeast Georgetown Secondary Plan. The road alignments alternatives will be analyzed and a preliminary preferred design will be identified and shared with the community and stakeholders for review and comment. It is anticipated that the Second Public information Centre will take place in Winter 2022.You will receive a separate invitation to the Second Public information Centre. If you have any outstanding questions not addressed by the above noted Frequently Asked Question or this correspondence please feel free to follow up with directly the contact noted below for clarification.

	Date	Comment	Response/ Status
113.	November 20, 2020 Comment Form	I live in the study area. I am not satisfied with the preferred corridor concept. Norval is such a beautiful and quaint little town, and I can't imagine it being ruined for a highway and ~p R o G r E sS ~ Please improve our existing infrastructure instead of building more. I am 27 years old and I have witnessed construction on the 401 my entire life. Should have just been planned and built probably from the beginning. We don't need a new highway. we don't want it going through town. Just improve what we've already got. Instead of building infrastructure for single family vehicles, why doesn't the municipal, regional, and provincial governments focus on improving PUBLIC TRANSPORTATION. More trains. Should have kept the Windsor high speed corridor. Bring that project back.	Email response sent October 19, 2021: Thank you for participating in the Norval West Bypass Transportation Corridor Improvements Municipal Class Environmental Assessment (MCEA). Since the first Public Information Centre (PIC) the Project Team has been carefully reviewing all the input received from the community and has posted a Frequently Asked Question section to the Project's PIC#1 Webpage: https://www.halton.ca/For-Residents/Opportunities-to-Participate/Online-consultation-Norval-West-Bypass-Transportat . The Project Team is currently developing road alignment alternatives based on the preferred concept (Concept 2B) and are working through a number of design complexities with external agencies. As we develop the alternative alignments there will be many considerations including coordination with the Town's ongoing Southeast Georgetown Secondary Plan. The road alignments alternatives will be analyzed and a preliminary preferred design will be identified and shared with the community and stakeholders for review and comment. It is anticipated that the Second Public information Centre will take place in Winter 2022.You will receive a separate invitation to the Second Public information Centre. If you have any outstanding questions not addressed by the above noted Frequently Asked Question or this correspondence please feel free to follow up with directly the contact noted below for clarification.
114.	November 20, 2020 Comment Form	I commute through the study area. I am not satisfied with the preferred road corridor concept. None of the proposed material in presentation addressed north/south traffic on Adamson Street through Norval. Am I correct in assuming that Adamson Street will not be accessed from Winston Churchill. If Adamson Street north and south traffic maintains access to Winston Churchill, I am satisfied with the preferred road corridor concept. I live on Hall Road, and am concerned about the impact that the development would have on Silver Creek. I am grateful for the considerations that have been taken to ensure minimum impact of this area.	Email response sent October 19, 2021: Thank you for participating in the Norval West Bypass Transportation Corridor Improvements Municipal Class Environmental Assessment (MCEA). Since the first Public Information Centre (PIC) the Project Team has been carefully reviewing all the input received from the community and has posted a Frequently Asked Question section to the Project's PIC#1 Webpage: https://www.halton.ca/For-Residents/Opportunities-to-Participate/Online-consultation-Norval-West-Bypass-Transportat . The Project Team is currently developing road alignment alternatives based on the preferred concept (Concept 2B) and are working through a number of design complexities with external agencies. As we develop the alternative alignments there will be many considerations including coordination with the Town's ongoing Southeast Georgetown Secondary Plan. The road alignments alternatives will be analyzed and a preliminary preferred design will be identified and shared with the community and stakeholders for review and comment. It is anticipated that the Second Public information Centre will take place in Winter 2022.You will receive a separate invitation to the Second Public information Centre. If you have any outstanding questions not addressed by the above noted Frequently Asked Question or this correspondence please feel free to follow up with directly the contact noted below for clarification.
115.		Requested 12 copies of the PIC 1 materials to distribute to neighbours that aren't comfortable with the online format.	Mailed hardcopies November 27, 2020

Norval West Bypass Municipal Class Environmental Assessment Study

Online Public Information Centre #1 Frequently Asked Questions

(Posted on MCEA Study Consultation Page October 2021)

Question	Answer
How has this study considered potential noise impacts on residents? (Theme: Noise)	<p>Alternative Road Corridor Concepts were evaluated based on proximity to existing noise sensitive areas (typically existing residential backyards).</p> <p>Road Corridor Concept B2 has been identified as the preferred concept from a noise perspective because it provides the greatest separation from existing noise sensitive areas on either side of the study area. As the study progresses and the Preliminary Preferred Design is selected, a more detailed noise assessment will be undertaken and the Region’s Noise Abatement Policy will be reviewed to determine any mitigation requirements.</p>
How will the Region help preserve the character of the Hamlet of Norval and protect its heritage resources? (Theme: Hamlet of Norval)	<p>The rich heritage significance of Norval is an important consideration for this Municipal Class EA study. The Region gathered heritage information early in the study and have identified several properties with heritage significance surrounding the study area.</p> <p>A comprehensive list of factors and criteria were considered during the assessment of alternative road corridor concepts, including Built Heritage Resources and Cultural Landscapes.</p> <p>As the study progresses and the Preliminary Preferred Design is identified, a Cultural Heritage Impact Assessment will be completed to assess the potential for any indirect impacts to heritage resources within 50 metres of the proposed improvements.</p>
How was the need and justification for this project established? (Theme: Mobility)	<p>The Norval West Bypass and widening of 10 Side Road to four lanes is among a number of transportation network improvements identified in the Halton-Peel Boundary Area Transportation Study (HPBATS), 2010.</p> <p>In addition, the need for greater connectivity and mobility (to 2031) in the southeast quadrant of the Town of Halton Hills was reconfirmed through the Region’s Transportation Master Plan The Road to Change, 2011.</p> <p>To learn more about these studies please see the following links:</p> <ul style="list-style-type: none"> • Halton Transportation Master Plan- The Road to Change • Halton-Peel Boundary Area Transportation Study (HPBATS) (external link)
When will we learn more about specific transportation recommendations, such as the design of the intersections? (Theme: Detailed transportation impacts)	A detailed Transportation Study is being undertaken as part of this Municipal Class Environmental Assessment Study.

Question	Answer
	<p>To date, an assessment of the Alternative Road Corridor Concepts has been considered. The next phase of the study will evaluate design alternatives including intersection configuration requirements. This information will be presented at the next Public Information Centre which is anticipated to be in Winter 2022.</p>
Will the new road have the same streetscaping as downtown Norval? (Theme: Streetscaping)	<p>As this study progresses and a preliminary preferred design is identified, streetscaping will be examined, with consideration of the Region's standards and guidelines, the character of downtown Norval and the future Southeast Georgetown Secondary Plan.</p> <p>It should be noted, that streetscaping considerations at the future Norval West Bypass and Guelph Street intersection will be subject to the Ministry of Transportation approval, as this intersection would be under the Ministry's jurisdiction, as part of Guelph Street.</p>
How will you ensure the protection of the area's existing natural environment, including Silver Creek, animal corridors, and wooded areas? (Theme: Natural Environment)	<p>As part of this Municipal Class Environmental Assessment Study, natural environment specialists have conducted field studies to determine the presence of sensitive natural heritage features, environmentally significant areas, and surveys for Species at Risk and their habitats. These findings have been summarized in video 2 on the PIC#1 webpage, which identified Existing Conditions of the corridor.</p> <p>As the study progresses and the Preliminary Preferred Design is selected, an Environmental Impact Assessment (EIA) report will be prepared. The report will evaluate the potential environmental impacts and identify recommended mitigation measures as required.</p> <p>Halton Region will also continue to work directly with Credit Valley Conservation Authority, the Ministry of Environment, Conservation and Parks, the Ministry of Natural Resources and Forestry and other key stakeholders.</p>
How is the Region's declaration of a climate change emergency being considered as part of this study? (Theme: Climate Change)	<p>The Region's Transportation Master Plan (TMP) (2031) – The Road to Change was completed in 2011. The vision for the TMP accommodates various travel choices, (including walking, cycling and transit options) and supports a sustainable and multi-modal transportation network in the future.</p>
Are there plans to expand active transportation in and around the Norval area? (Theme: Active Transportation)	<p>Improvements along this corridor will ultimately fit into the overall active transportation network as identified in the Halton Region Active Transportation Master Plan. The proposed cross section for the Norval West Bypass and 10 Side Road includes 1.8 metre bike lanes and 3 metre multi-use paths on both sides of the corridor.</p>
Why was Concept C not selected as the preferred alignment? (Theme: Alternative Solutions)	<p>The alternative solutions were assessed using a range of factors, including socio-economic environmental, natural environment and the cultural environment. The study also considered how well each alternative was able to address the problems and opportunities identified for the study area (See PIC#1 Video 3 Alternative Planning Solutions (video)).</p> <p>Concept C was screened out from further consideration for the following reasons:</p>

Question	Answer
	<ul style="list-style-type: none">• it has the most significant encroachment into the Greenbelt Natural Heritage System, including an area designated as Key Features;• it has potential to impact the largest amount of area designated as a Significant Groundwater Recharge Area;• it has the most potential significant impact to Russell Hill of Pines Heritage Woodlot and Hillcrest Cemetery;• it has the closest proximity to residential properties fronting on Highway 7 and Adamson Street, and crosses through one residential/farm parcel; and• it has potential for design challenges relating to the tie-in at Winston Churchill Boulevard and 10 Side Road.
When will the Norval West Bypass be constructed? (Theme: Timing)	The Region’s 2021 Roads Capital Plan plans for construction of the Norval West Bypass improvement to start in 2026 subject to council approved financing.