

# Norval West Bypass Municipal Class Environmental Assessment Study – Online Public Information Centre #2 Frequently Asked Questions

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

## Slide 1 (Welcome)

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

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

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

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

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

Comments touched on a variety of themes, including for example:

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

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

## Slide 3 (Theme: Study Area)

Theme: Study Area

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

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

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

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

The purpose of the Norval West Bypass is to:

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

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

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

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

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

### **Slide 6 (Theme: Transportation Planning)**

Theme: Transportation Planning

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

### **Slide 7 (Transportation Planning)**

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

- **Halton-Peel Boundary Area Transportation Study (HPBATS) (2010)** – identified the required road network to accommodate future travel demand and network connectivity to 2031 in the area of the Halton-Peel boundary
- **Halton Regional Transportation Master Plan (TMP) – The Road to Change (2011)** – confirmed the need for a new Norval West Bypass (4 lanes) from Highway 7 to 10 Side Road and a widened 10 Side Road (4 lanes) from Tenth Line to Winston Churchill Boulevard
- **Halton Region Active Transportation Master Plan (ATMP) (2015)** – identified active transportation improvements for the Regional road network

- **10 Side Road Municipal Class Environmental Assessment (MCEA) Study** – Trafalgar Road to Winston Churchill Boulevard, June 1995 (Addendum May 2002)
- **Winston Churchill Boulevard Municipal Class Environmental Assessment (MCEA) Study** – 5 Side Road/Embleton Road to 17 Side Road/Mayfield Road, September 2005

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

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

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

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

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

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

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

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

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

Theme: Winston Churchill Boulevard

What are the future plans for Winston Churchill Boulevard?

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

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

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

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

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

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

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

Theme: Future Travel Demand

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

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

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

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

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

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

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

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

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

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

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

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

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

Theme: Cross-Section

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

## Slide 17 (Cross-Section)

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

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

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

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

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

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

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

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

## Slide 19 (Theme: Highway 7 Roundabout)

Theme: Highway 7 Roundabout

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

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

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

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

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

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

This slide discusses Highway 7 roundabout elements:

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

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

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

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

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

Theme: Active Transportation

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

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

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

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

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

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

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

Theme: Adjacent Property Impacts

How have impacts to adjacent properties been minimized?

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

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

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

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

Theme: Town of Halton Hills Secondary Plan

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

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

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

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

## **Slide 29 (Southeast Georgetown Secondary Plan)**

The Town of Halton Hills is preparing a Secondary Plan for the Southeast Georgetown area. The Secondary Plan overlaps with the Norval West Bypass Transportation Corridor Improvements study area.

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

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

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

Theme: Natural Environment

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

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

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

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

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

The restoration strategy will be confirmed in detailed design.

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

This conceptual rendering is looking north of the Norval West Bypass at the Highway 7 roundabout. There are potential opportunities for restoration and enhancement in the woodlot adjacent to the bypass. As it has been noted, mitigation of the grading limits will be achieved through grading and retaining walls (size and configuration of walls is subject to future geotechnical investigation in detailed design). The trees shown are for illustrative purposes only.

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

Theme: Noise and Air Quality

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

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

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

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

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

Theme: Silver Creek and Credit River Bridge Structures

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

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

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

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

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

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

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

Theme: Consultation, Timing and Next Steps

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

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

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

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

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

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