Norval West Bypass Transportation Corridor Improvements
Municipal Class Environmental Assessment Study

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

Public Information Centre #2 Frequently Asked Questions
June 2024

Halton REGION

Stantec

Thank You For Your Feedback!

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

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

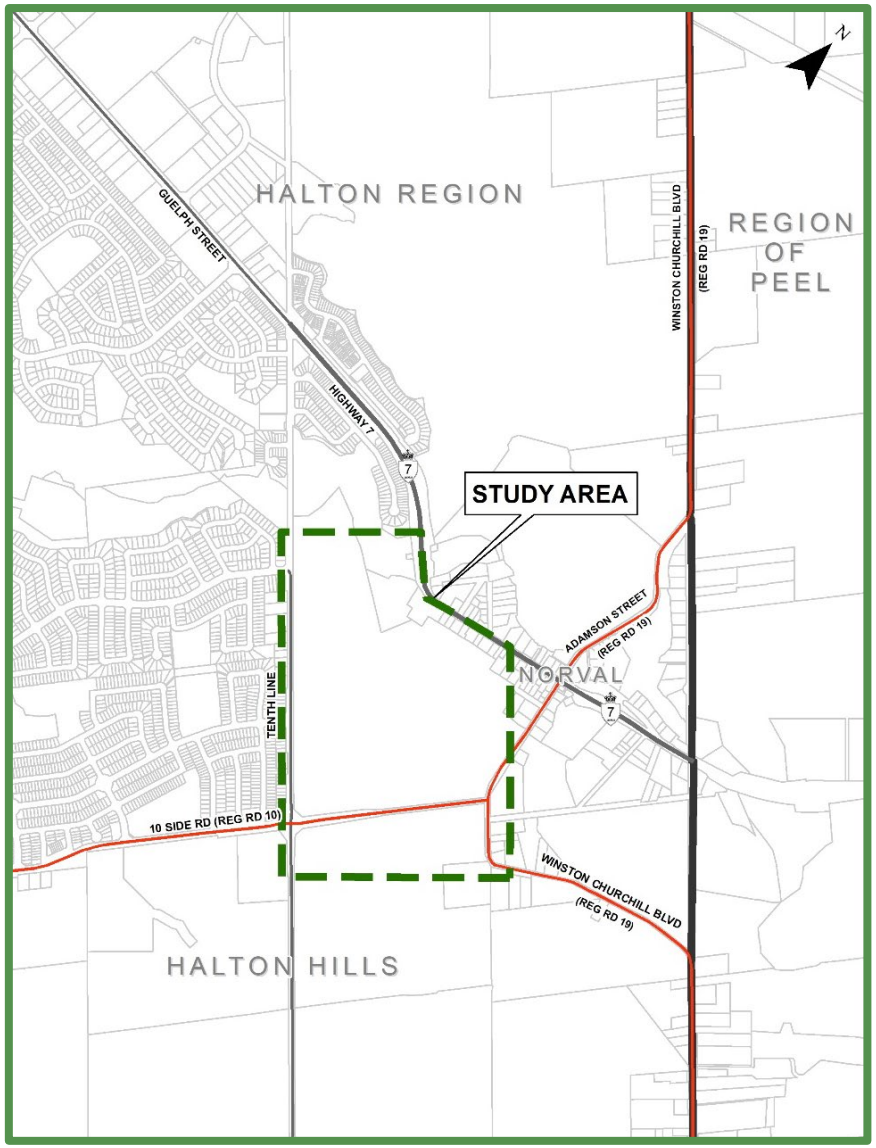
- This video provides additional background and information on the study's frequently asked questions received in response to Public Information Centre #2.

Theme: Study Area

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

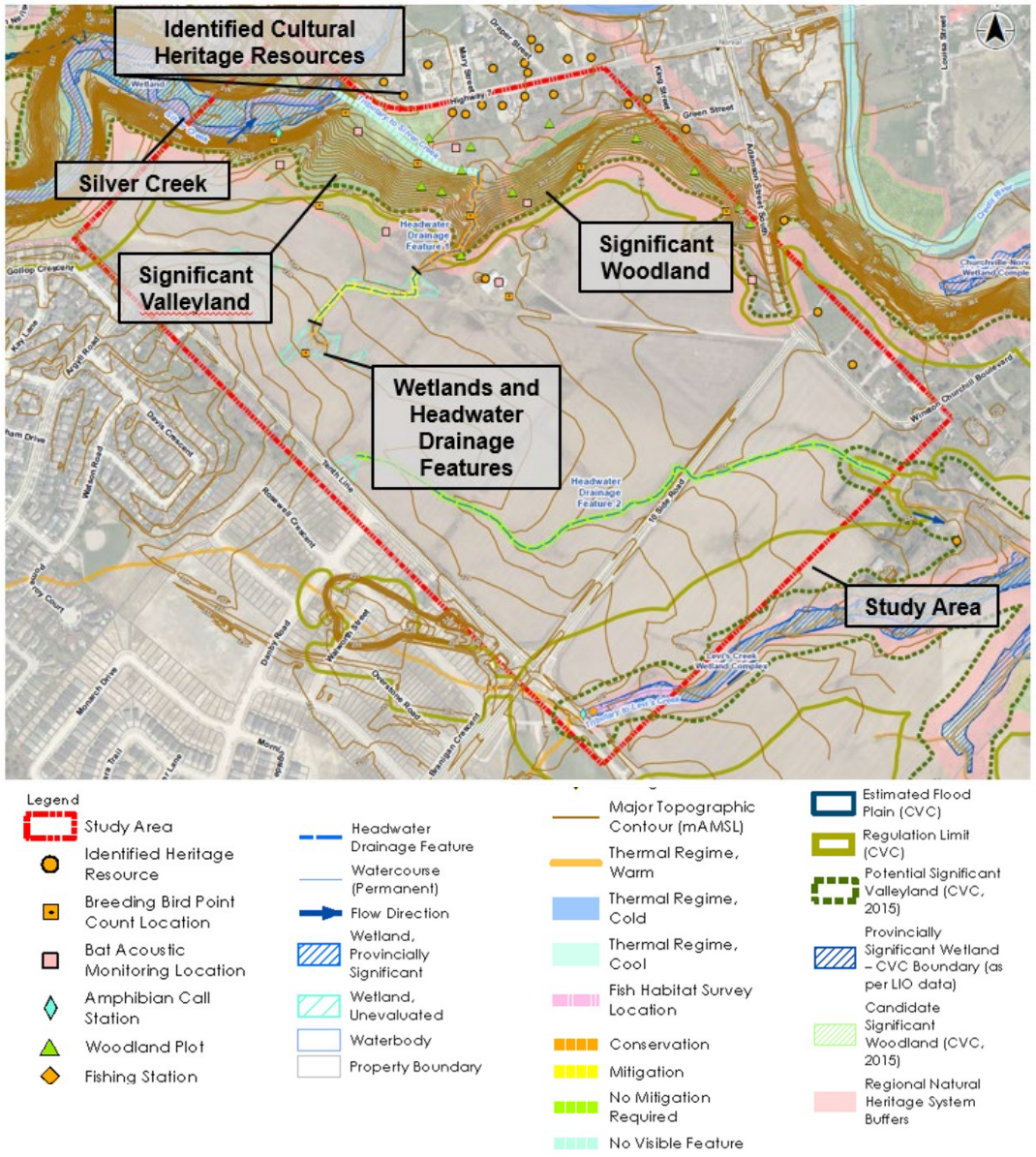
What Is The Focus Of This Study?

- The Norval West Bypass MCEA Study includes a new corridor from Highway 7 to 10 Side Road, as well as improvements to 10 Side Road from Tenth Line to Winston Churchill Boulevard.
- The Norval West Bypass is part of an overall solution to improve travel in the community of Norval. It is also part of the overall Halton/Peel Boundary Area Transportation Study (HPBATS) improvements.
- The purpose of the Norval West Bypass is to:
  - Relieve truck traffic and travel demand on Highway 7 through the community of Norval.
  - Provide a north-south connection through the future Southeast Georgetown Secondary Plan area that connects Highway 7 to 10 Side Road



What Area Does The Study Consider?

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



Theme: Transportation Planning

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

Transportation Planning

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

- **Halton-Peel Boundary Area Transportation Study (HPBATS) (2010)** – identified the required road network to accommodate future travel demand and network connectivity to 2031 in the area of the Halton-Peel boundary
- **Halton Regional Transportation Master Plan (TMP) – The Road to Change (2011)** – confirmed the need for a new Norval West Bypass (4 lanes) from Highway 7 to 10 Side Road and a widened 10 Side Road (4 lanes) from Tenth Line to Winston Churchill Boulevard
- **Halton Region Active Transportation Master Plan (ATMP) (2015)** – identified active transportation improvements for the Regional road network
- **10 Side Road Municipal Class Environmental Assessment (MCEA) Study** – Trafalgar Road to Winston Churchill Boulevard, June 1995 (Addendum May 2002)
- **Winston Churchill Boulevard Municipal Class Environmental Assessment (MCEA) Study** – 5 Side Road/Embleton Road to 17 Side Road/Mayfield Road, September 2005

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

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

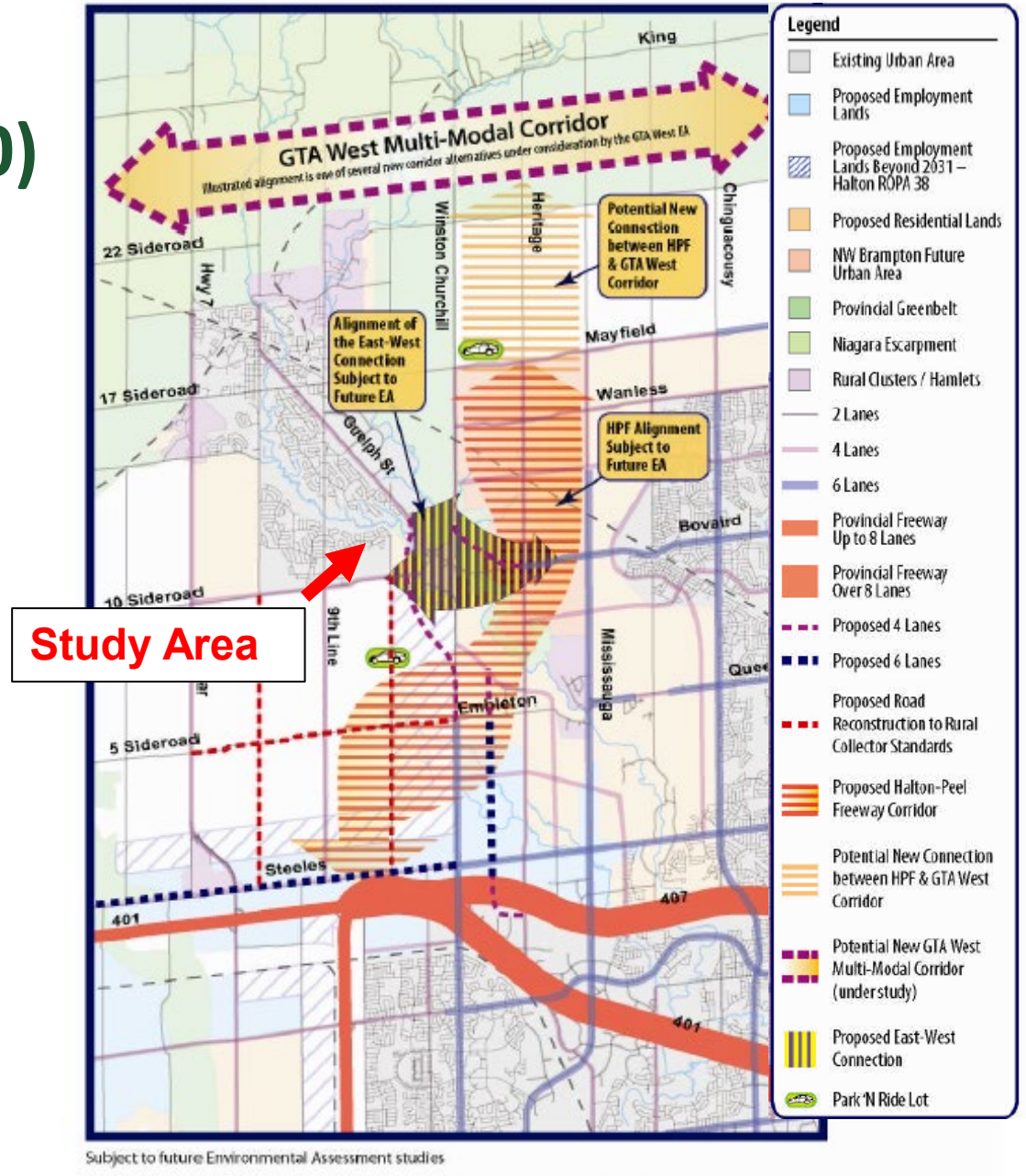


Exhibit 8-3: HPBATS Recommended Road Network, 2031

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

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

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

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

Future Norval West Bypass

Future Winston Churchill Bypass

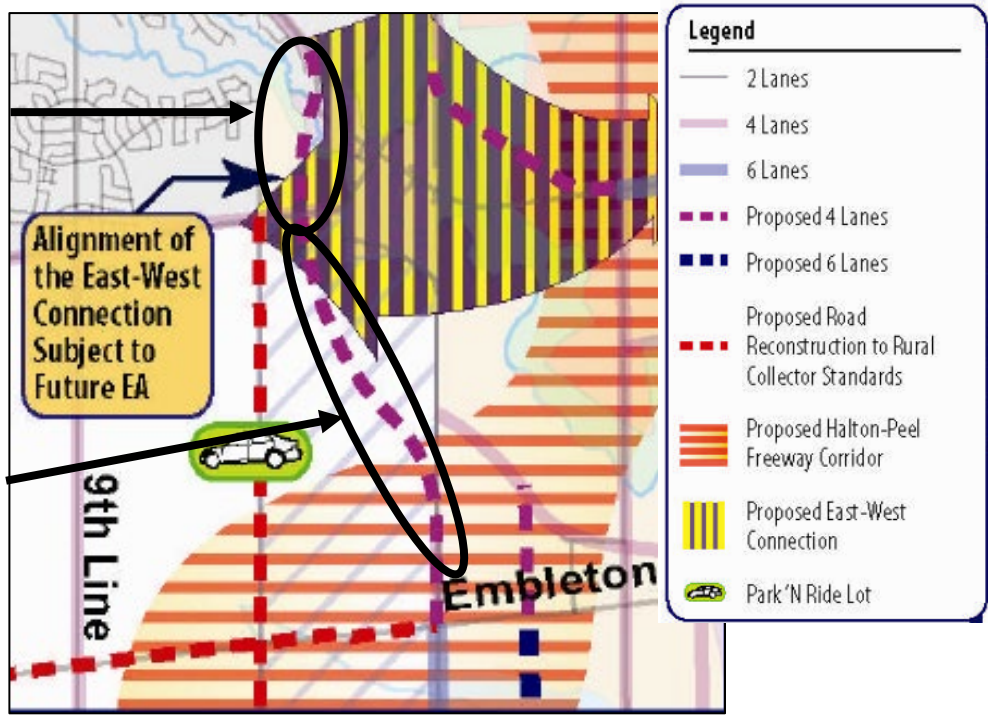


Exhibit 8-2: HPBATS Recommended Road Network; Halton Hills, 2031

Theme: Winston Churchill Boulevard

What are the future plans for Winston Churchill Boulevard?

Winston Churchill Boulevard

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

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

Theme: Future Travel Demand

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

Future Travel Demand
Do Nothing Scenario

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

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

Future Travel Demand
With the Norval West Bypass

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

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

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

Future Travel Demand

With the Norval West Bypass and Winston Churchill Bypass

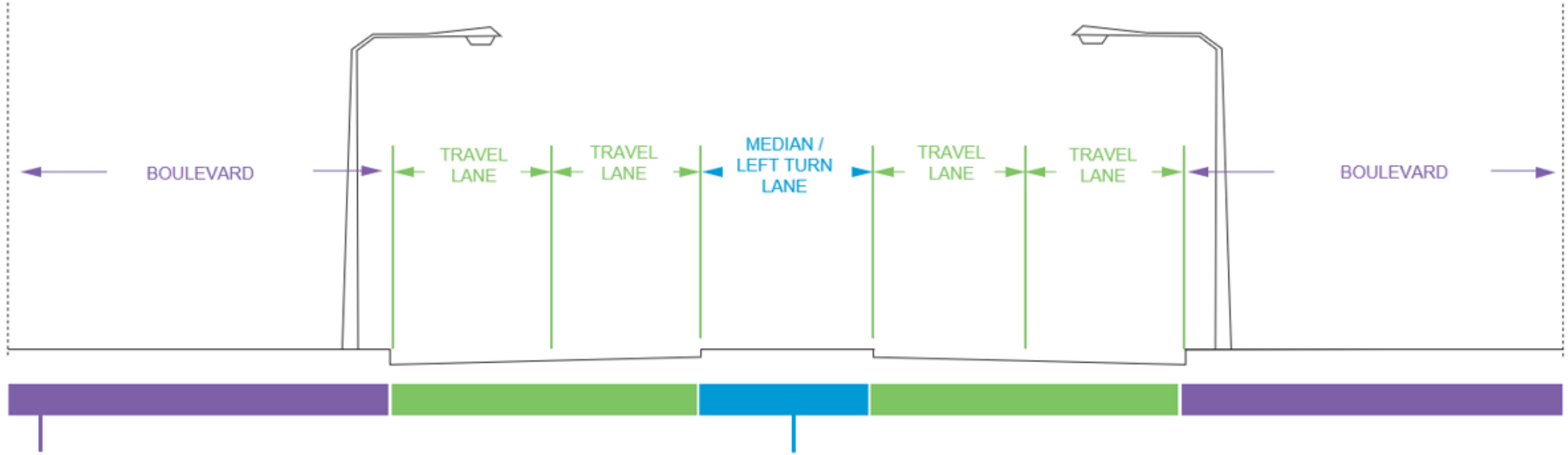
- With the addition of the Winston Churchill Bypass (subject to a future separate study), it is anticipated that more traffic will use the Norval West Bypass, further reducing the overall traffic on Highway 7/Guelph Street through Norval.
- This redistribution will further reduce traffic on Adamson Street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

Theme: Cross-Section

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

Cross-Section

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



Boulevard area provides space for:
- Tree planting & landscape features
- Utilities & pedestrian-scaled lighting
- Curb & gutter
- Multi-Use Path for pedestrians and cyclists

Raised centre median
- This space will be used for left turn lanes at intersections

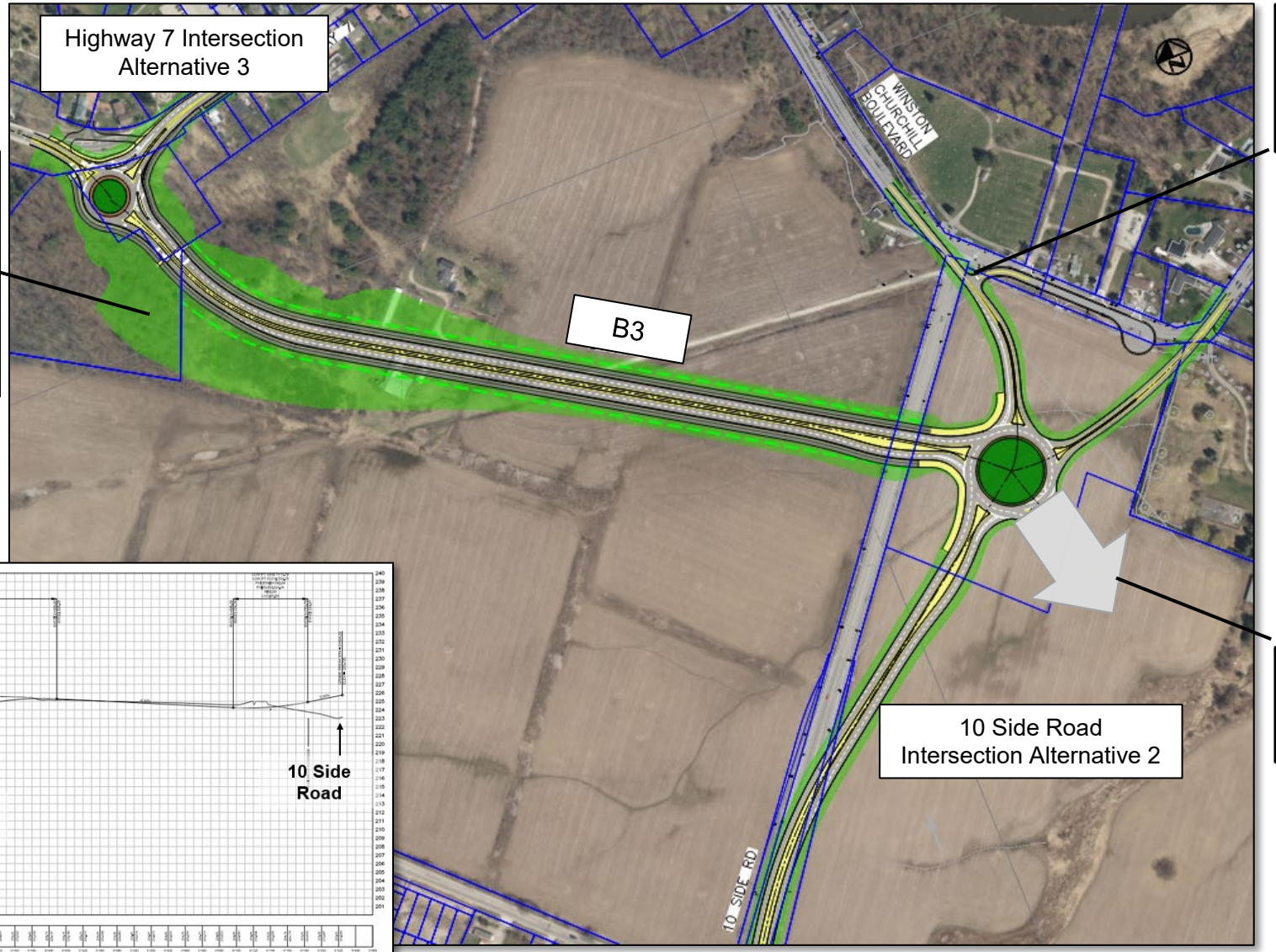
Note: The figure is for illustration purposes only and is subject to change.

Preliminary Preferred Design Plan and Profile

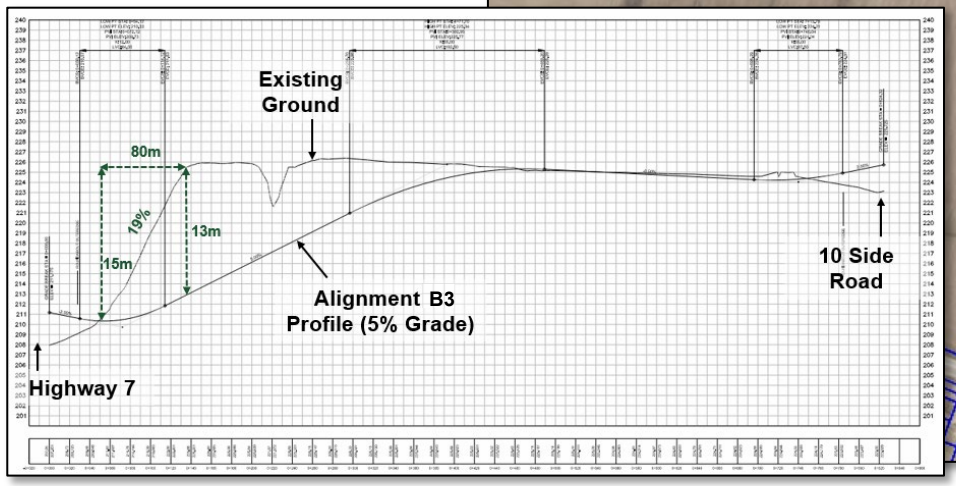
Highway 7 Intersection Alternative 3

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

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



10 Side Road Intersection Alternative 2



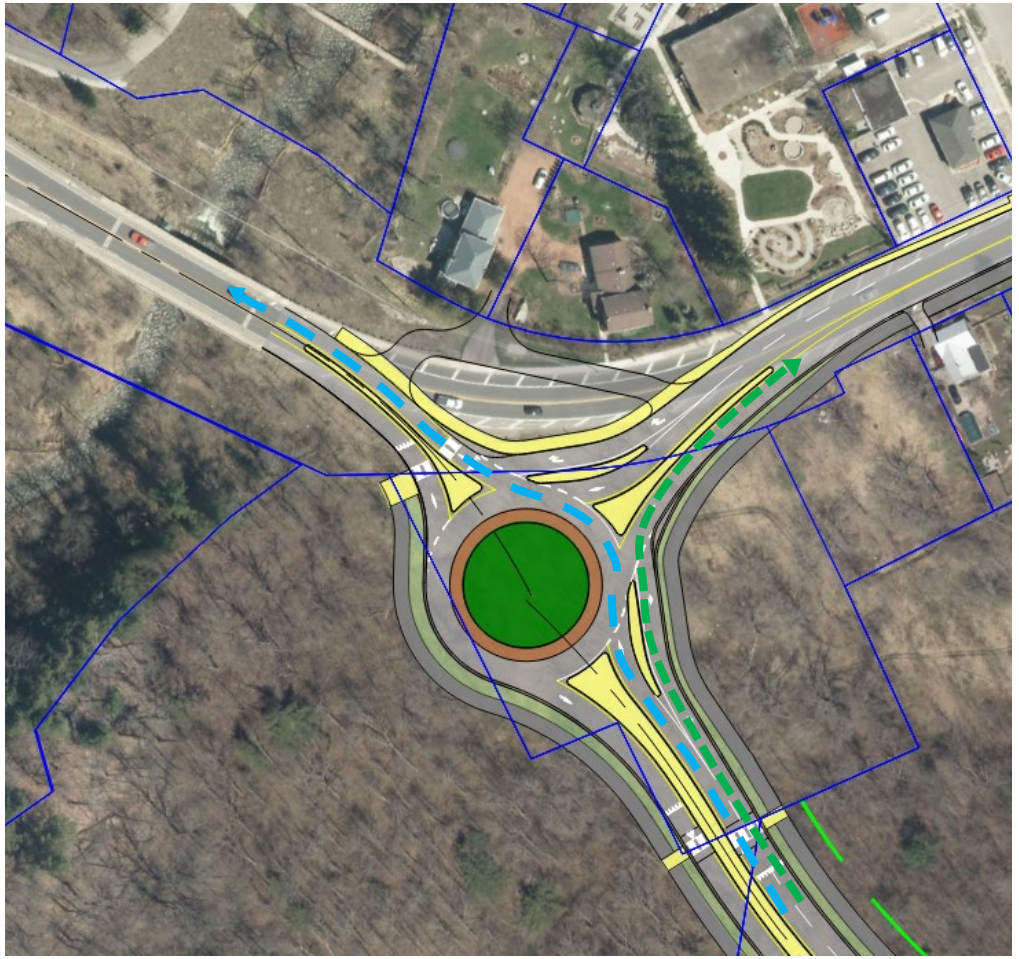
Potential future Winston Churchill Bypass subject to future separate MCEA Study.

Theme: Highway 7 Roundabout

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

Preliminary Preferred Design – Highway 7 Roundabout Footprint

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

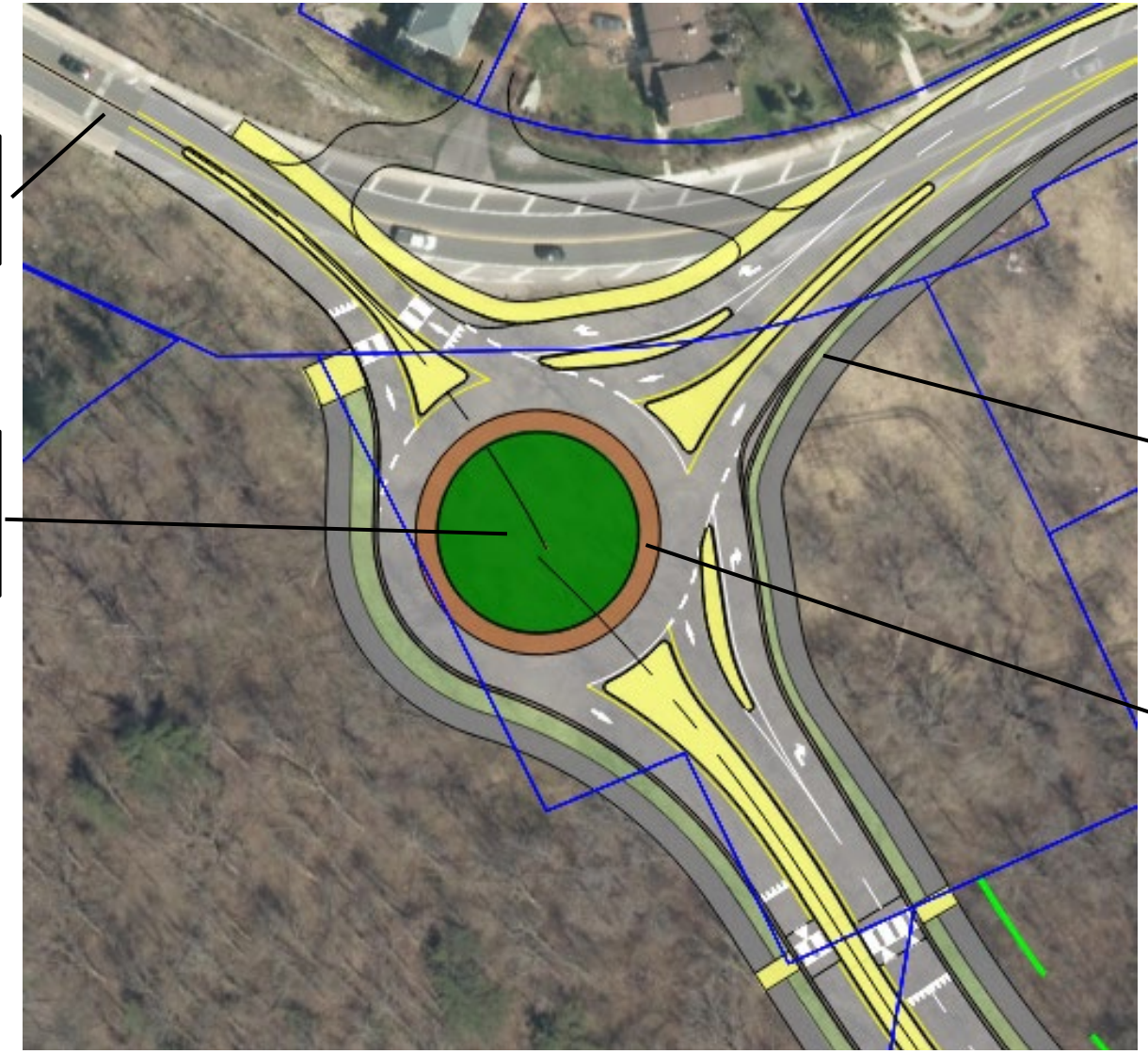


* Locations of crossings and overall roundabout configuration are subject to MTO review and approval

Preliminary Preferred Design – Highway 7 Roundabout Elements

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

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



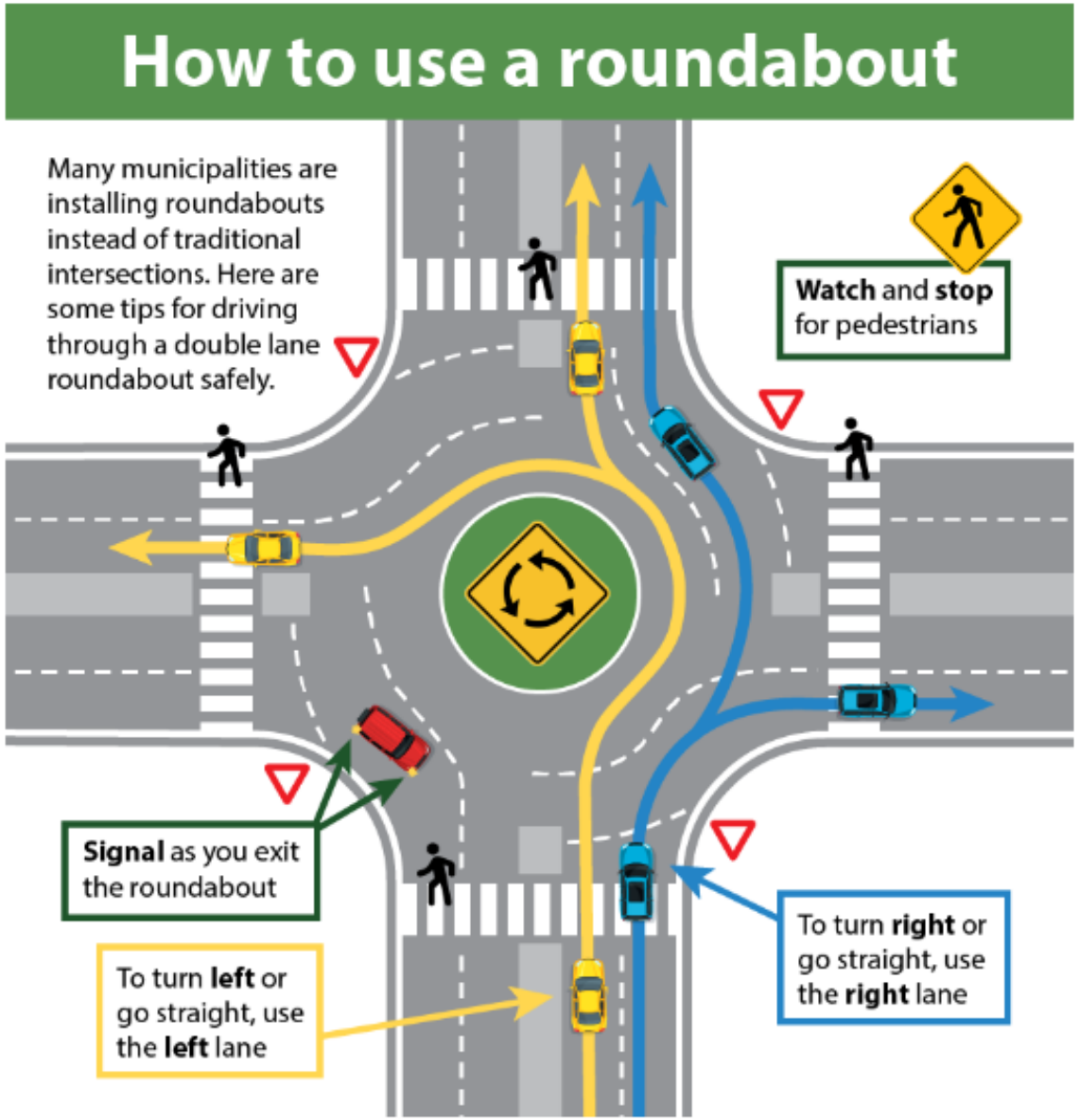
Active Transportation connectivity to the community of Norval

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

How to Navigate a Roundabout

- The Roundabouts page on **halton.ca** includes information on how to use a roundabout and some frequently asked questions about roundabouts.

Learn more about roundabouts at
halton.ca/For-Residents/Roads-Construction/Roundabouts



Theme: Active Transportation

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

Active Transportation

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

To learn more, visit the Water, Wastewater and Transportation Integrated Master Plan page on halton.ca

Theme: Adjacent Property Impacts

How have impacts to adjacent properties been minimized?

Adjacent Property Impacts

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

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

Theme: Town of Halton Hills Secondary Plans

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

Norval Secondary Plan

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

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

Southeast Georgetown Secondary Plan

- The Town of Halton Hills is preparing a Secondary Plan for the Southeast Georgetown area. The Secondary Plan overlaps with the Norval West Bypass Transportation Corridor Improvements study area.
- As part of the study, the Region has continued to work with the Town of Halton Hills to ensure the improvements align with the Town's vision for the Southeast Georgetown Secondary Plan area.

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

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

Theme: Natural Environment

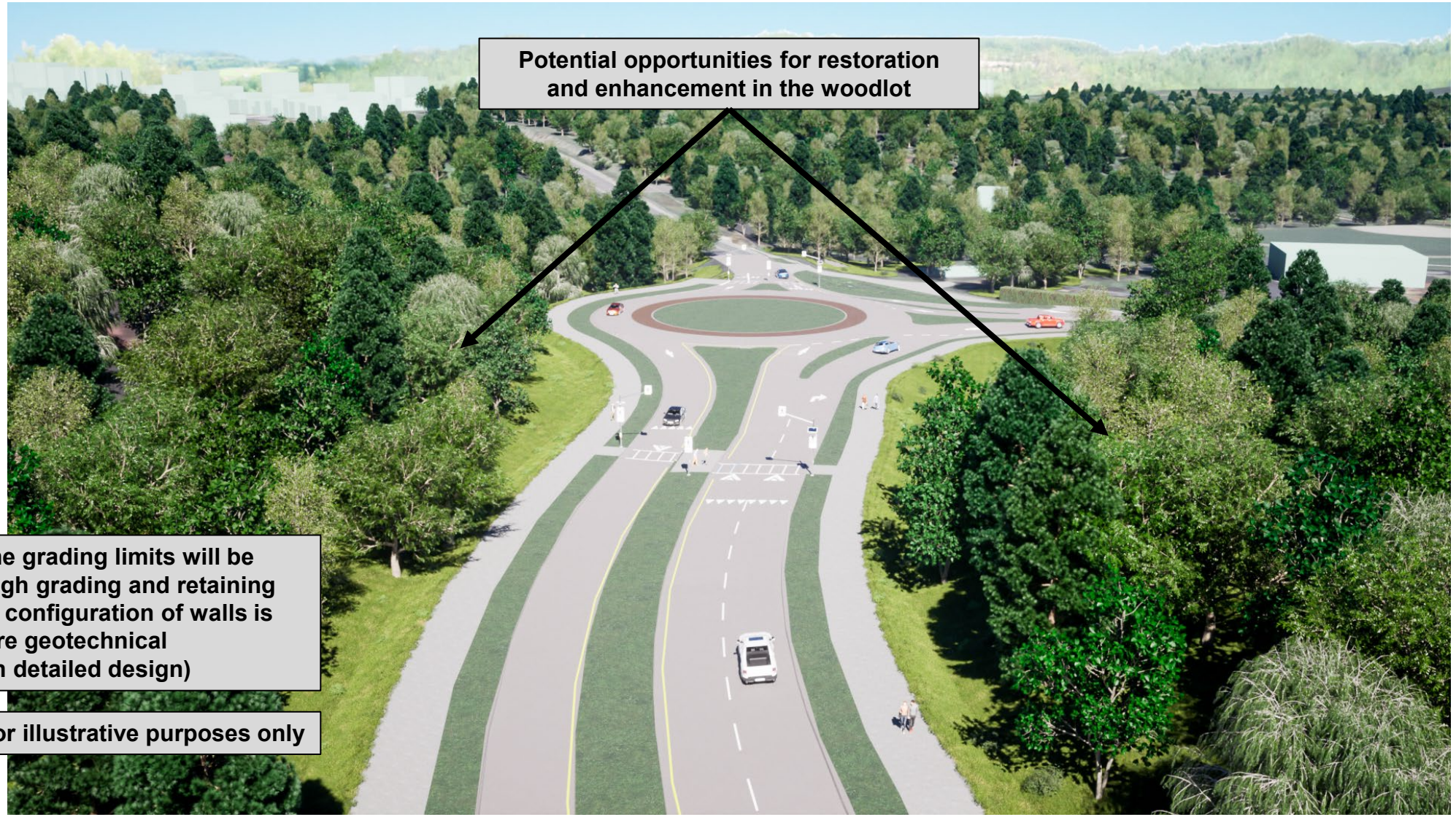
What steps have been taken to reduce potential impacts on the natural environment?

Natural Environment

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

Norval West Bypass Conceptual Only Rendering

Looking North at the Highway 7 Roundabout



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)

Trees shown for illustrative purposes only

Theme: Noise and Air Quality

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

Noise and Air Quality

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

Theme: Silver Creek and Credit River Bridge Structures

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

Silver Creek and Credit River Bridge Structures

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

Silver Creek Structure (July 2022)

Silver Creek under Highway 7 (July 2022)

Theme: Consultation, Timing and Next Steps

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

Consultation, Timing and Next Steps

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