

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

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

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



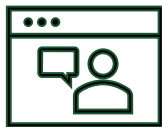
# About this Public Information Centre

## Purpose of this presentation

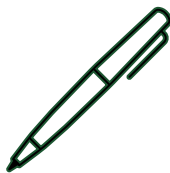
- **Introduce the study**
- **Study schedule/Municipal Class Environmental Assessment process**
- **Review the information presented at PIC #1**
- **Review road alignment design alternatives**
- **Present preliminary preferred design for Norval West Bypass and 10 Side Road**
- **Opportunities to provide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

# About this Public Information Centre (PIC)

## How to get involved



Watch the PIC videos and/or review the presentation.



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



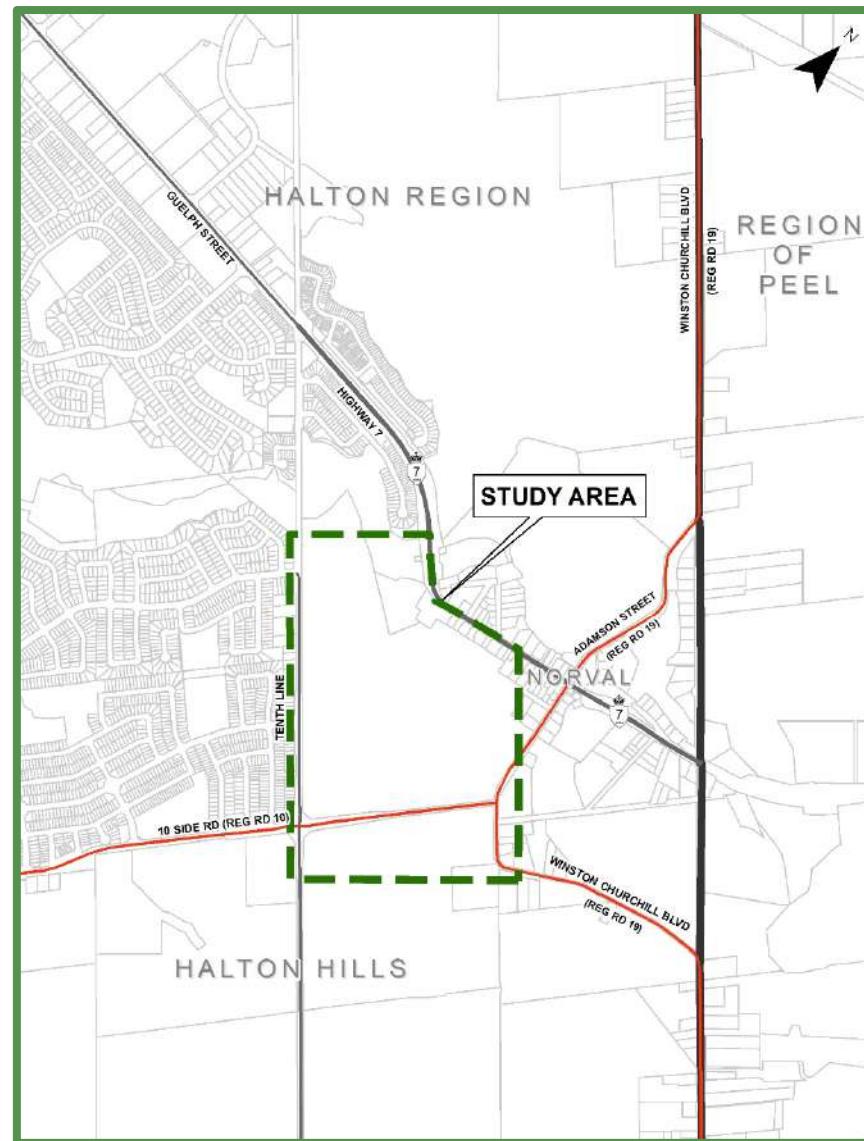
Visit the [Municipal Class Environmental Assessment studies webpage](#) on **halton.ca**.



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

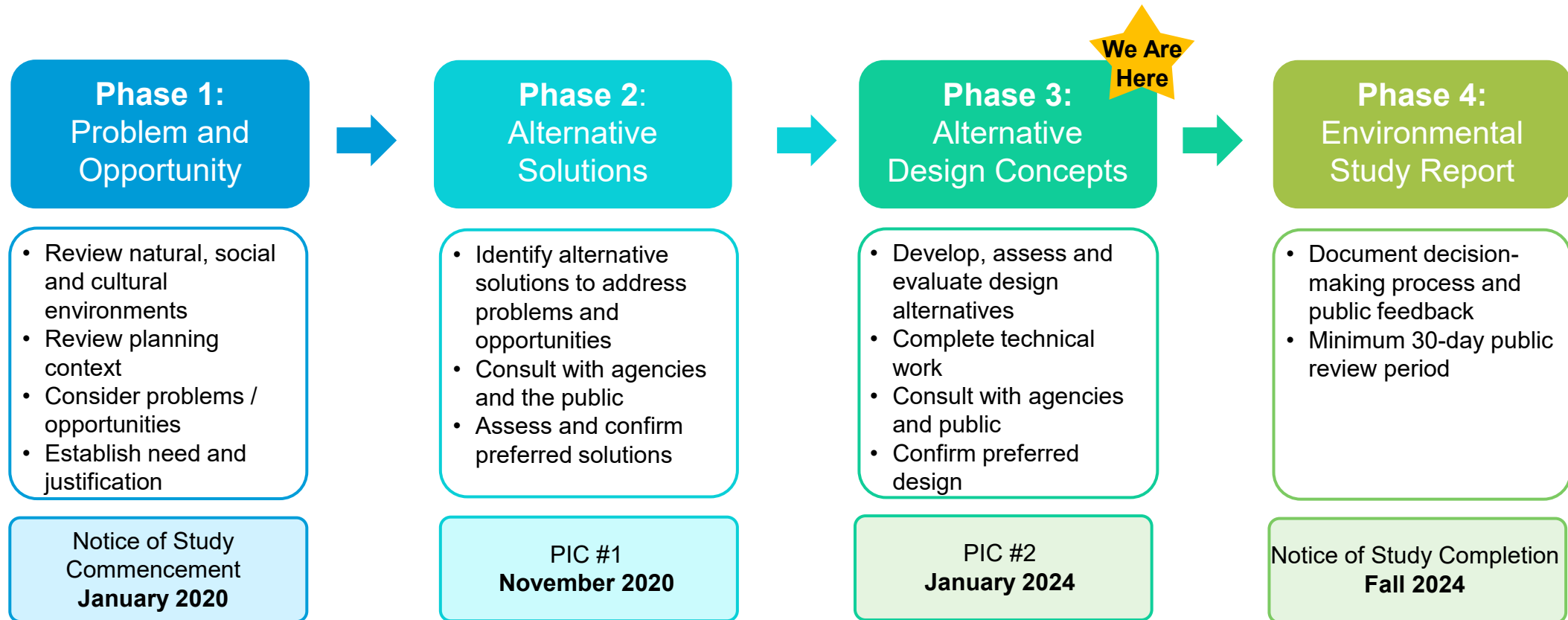
# What is the focus of this Study?

- Halton Region is undertaking a Municipal Class Environmental Assessment Study to assess the need for a new Norval West Bypass between Highway 7 and 10 Side Road. It also considers improvements to 10 Side Road between Tenth Line and Adamson Street/Winston Churchill Boulevard.
- The Norval West Bypass is part of an overall solution to improve travel in the community of Norval. It is part of the overall Halton/Peel Boundary Area Transportation improvements.
- The purpose of the Norval West Bypass is to:
  - Relieve truck traffic and travel demand on Highway 7 through the community of Norval.
  - Provide a north-south connection through the future Southeast Georgetown Secondary Plan area that connects Highway 7 to 10 Side Road



# Study Process and Schedule

- The Municipal Class Environmental Assessment is a planning and approval process for municipal infrastructure that follows Ontario's *Environmental Assessment Act*.
- This study has been identified as a Schedule 'C' project and will follow Phases 1 through 4 of the MCEA process.



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

## **Public Information Centre #2**

### **Video 2 - Background**

# Public Information Centre #1 Summary

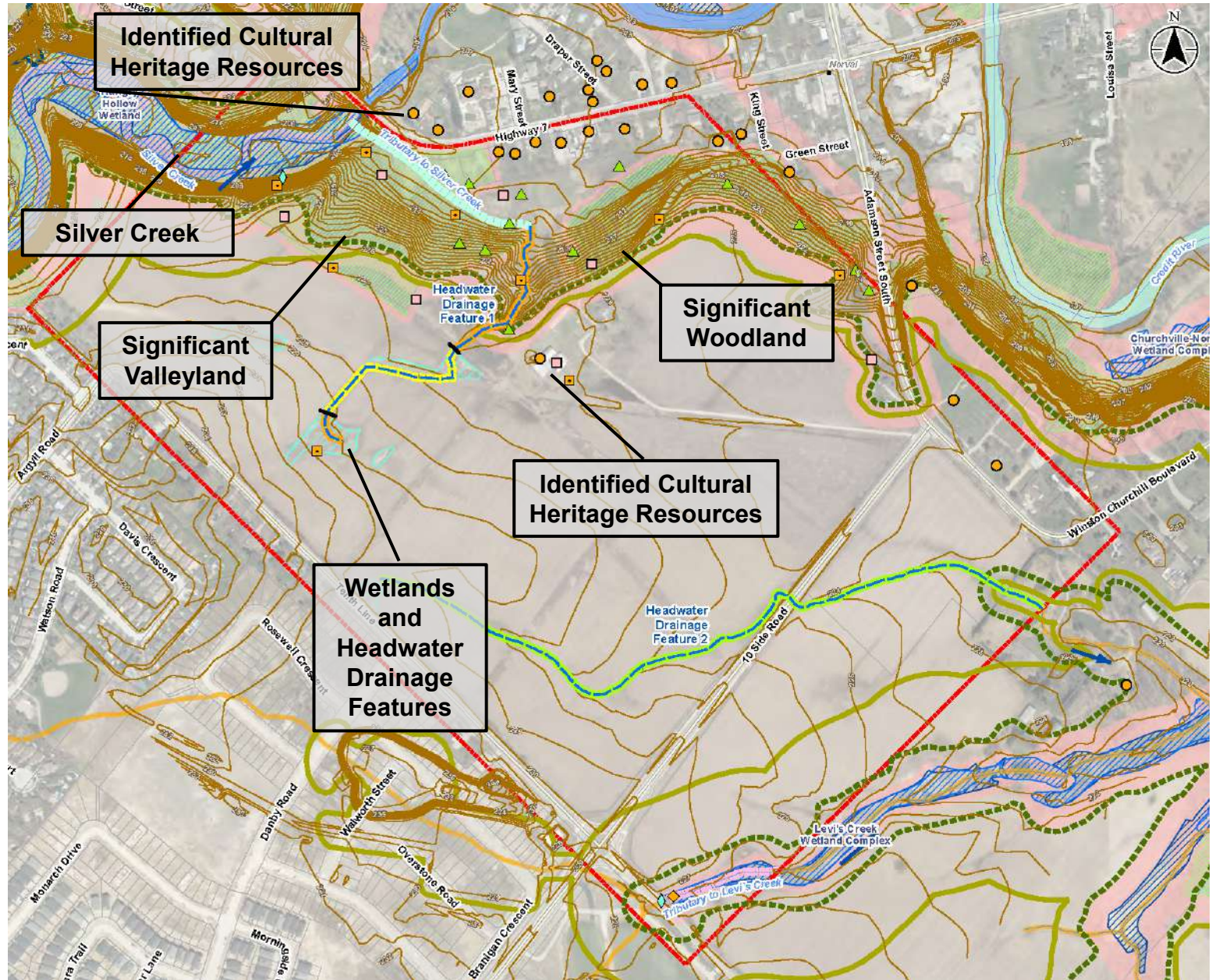
- The first Public Information Centre was held online from November 19 to December 18, 2020 to present information and receive public input on:
  - existing conditions including key features such as cultural heritage, natural environment and transportation conditions;
  - transportation problems and opportunities; and
  - the preferred corridor concept solution for a new corridor from Highway 7 to 10 Side Road and improvements to 10 Side Road from Tenth Line to Winston Churchill Boulevard.



# Existing Conditions

Legend

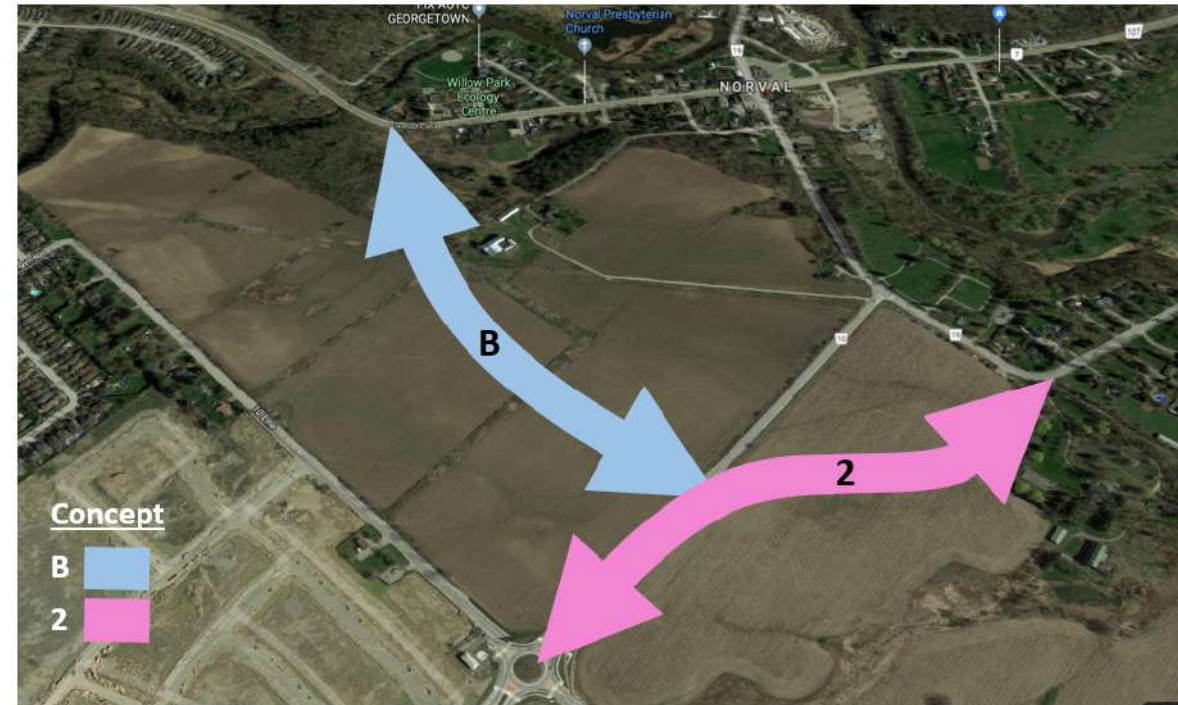
- Study Area
- Identified Heritage Resource
- Breeding Bird Point Count Location
- Bat Acoustic Monitoring Location
- Amphibian Call Station
- Woodland Plot
- Fishing Station
- Major Topographic Contour (mAMSL)
- Thermal Regime, Warm
- Thermal Regime, Cold
- Thermal Regime, Cool
- Fish Habitat Survey Location
- Conservation
- Mitigation
- No Mitigation Required
- No Visible Feature
- Headwater Drainage Feature
- Watercourse (Permanent)
- Flow Direction
- Wetland, Provincially Significant
- Wetland, Unevaluated
- Waterbody
- Property Boundary
- Estimated Flood Plain (CVC)
- Regulation Limit (CVC)
- Potential Significant Valleyland (CVC, 2015)
- Provincially Significant Wetland - CVC Boundary (as per LIO data)
- Candidate Significant Woodland (CVC, 2015)
- Regional Natural Heritage System Buffers





# Preferred Road Corridor Concept presented at Public Information Centre #1

- supports the need for greater connectivity/mobility and is consistent with the approved Halton/Peel Boundary Area Transportation Study (2010) and Halton Region Transportation Master Plan (2011);
- highest potential benefit to accommodate future travel demand requirements and potential to decrease travel demand within/through the Hamlet of Norval by redistributing traffic;
- minimizes impacts to the natural, cultural, and socio-economic environments; and
- compatible with the existing road network and is consistent with the approved Region of Peel and Halton Region Winston Churchill Boulevard MCEA Study (2005).



Concept B2 was identified  
as Preferred at PIC 1

# What we heard at Public Information Centre #1

## Key Public Information Centre #1 comments:

- More than 120 comments were received from the public and stakeholders
- Majority of comments were related to noise impacts, cultural heritage resources, active transportation, and streetscaping opportunities.

## After Public Information Centre #1:

- reviewed comments and added answers to frequently asked questions to study webpage on halton.ca;
- analyzed and evaluated road alignment alternatives;
- consulted with technical agencies and stakeholders;
- coordinated with the Town of Halton Hills Southeast Georgetown Secondary Plan; and
- identified draft preliminary preferred design for public input.



## Town of Halton Hills Southeast Georgetown Secondary Plan

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

The Secondary Plan has identified a preliminary preferred land use plan for the area. Please refer to the Town of Halton Hills's website for more information.

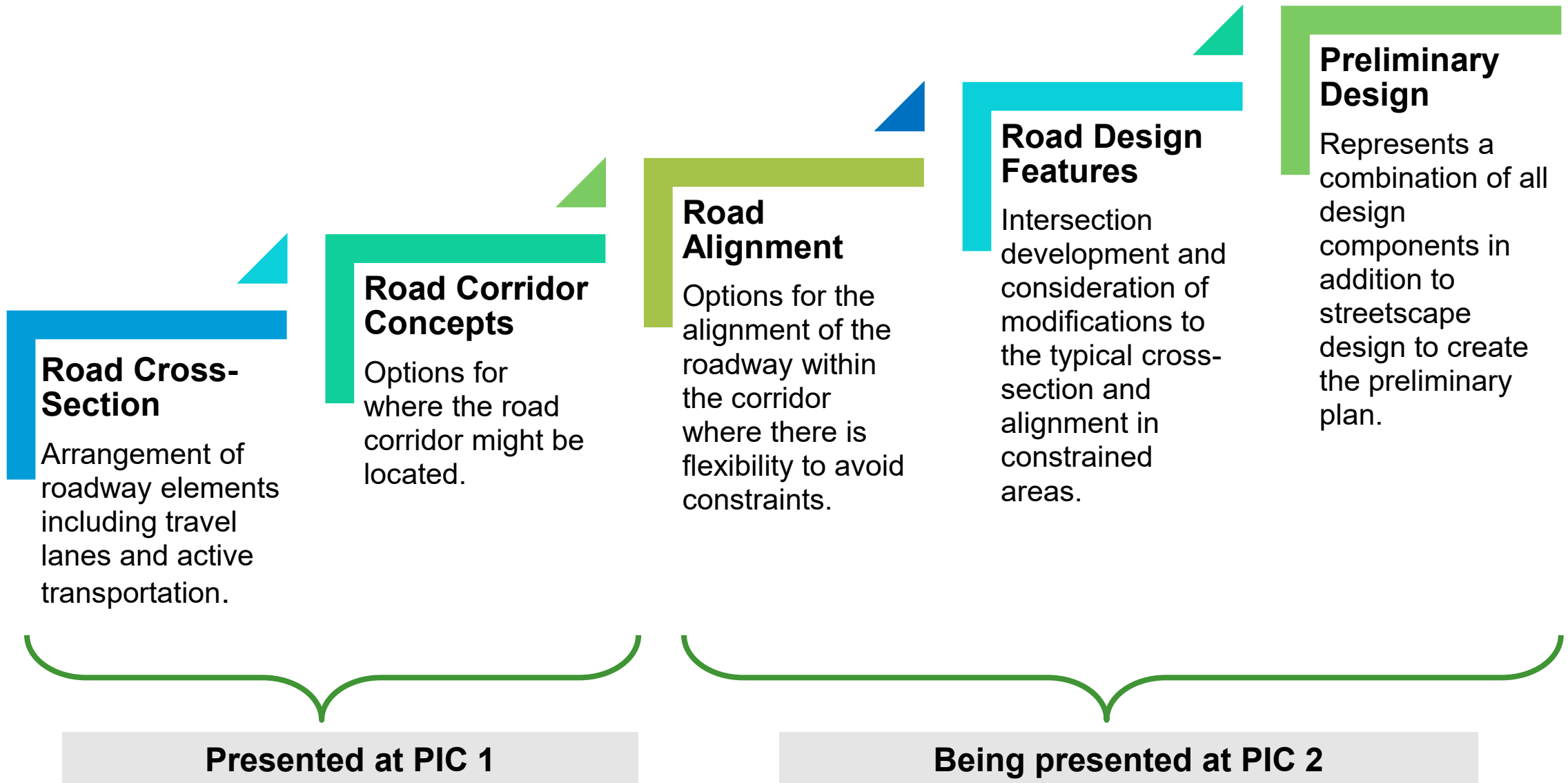
<https://letstalkhaltonhills.ca/southeast-georgetown-secondary-plan>

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

## **Public Information Centre #2**

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

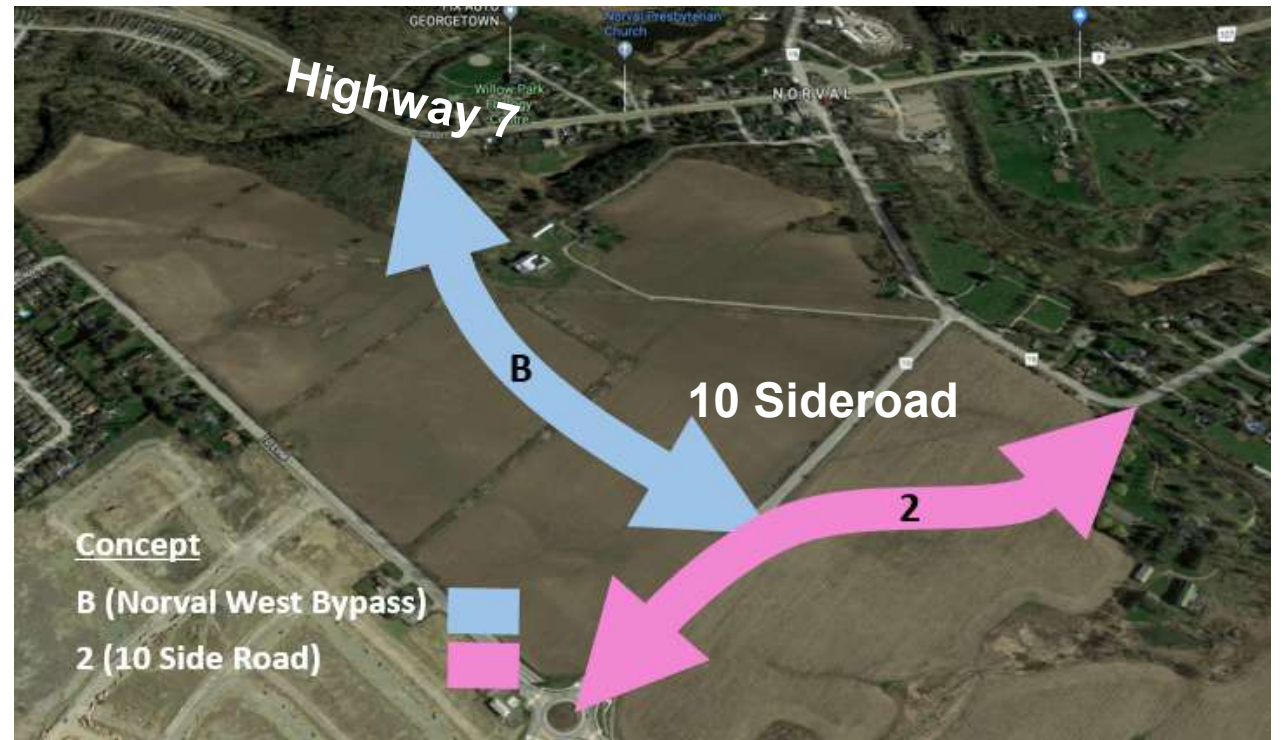
# Process for Developing Recommended Solution



# Road Corridor Concepts - Key Considerations

As outlined in video #2, concept B2 was selected as the preferred corridor concept. The Norval West Bypass Corridor and 10 Side Road preliminary design alignments were developed in consideration of:

- Connections to Highway 7 and 10 Side Road;
- The existing 17 metre grade change over 90 metres between Highway 7 and the Southeast Georgetown Secondary Plan area; and
- Minimizing impacts to key features.



# Road Alignment - Design Alternatives Overview

There are three road components to the design alternatives that have been developed and evaluated for this study:

- 1. Norval West Bypass**

Considered road alignments within Road Corridor Concept B

- 2. Highway 7 Intersection**

Developed intersection configurations

- 3. 10 Side Road**

Developed intersection configurations

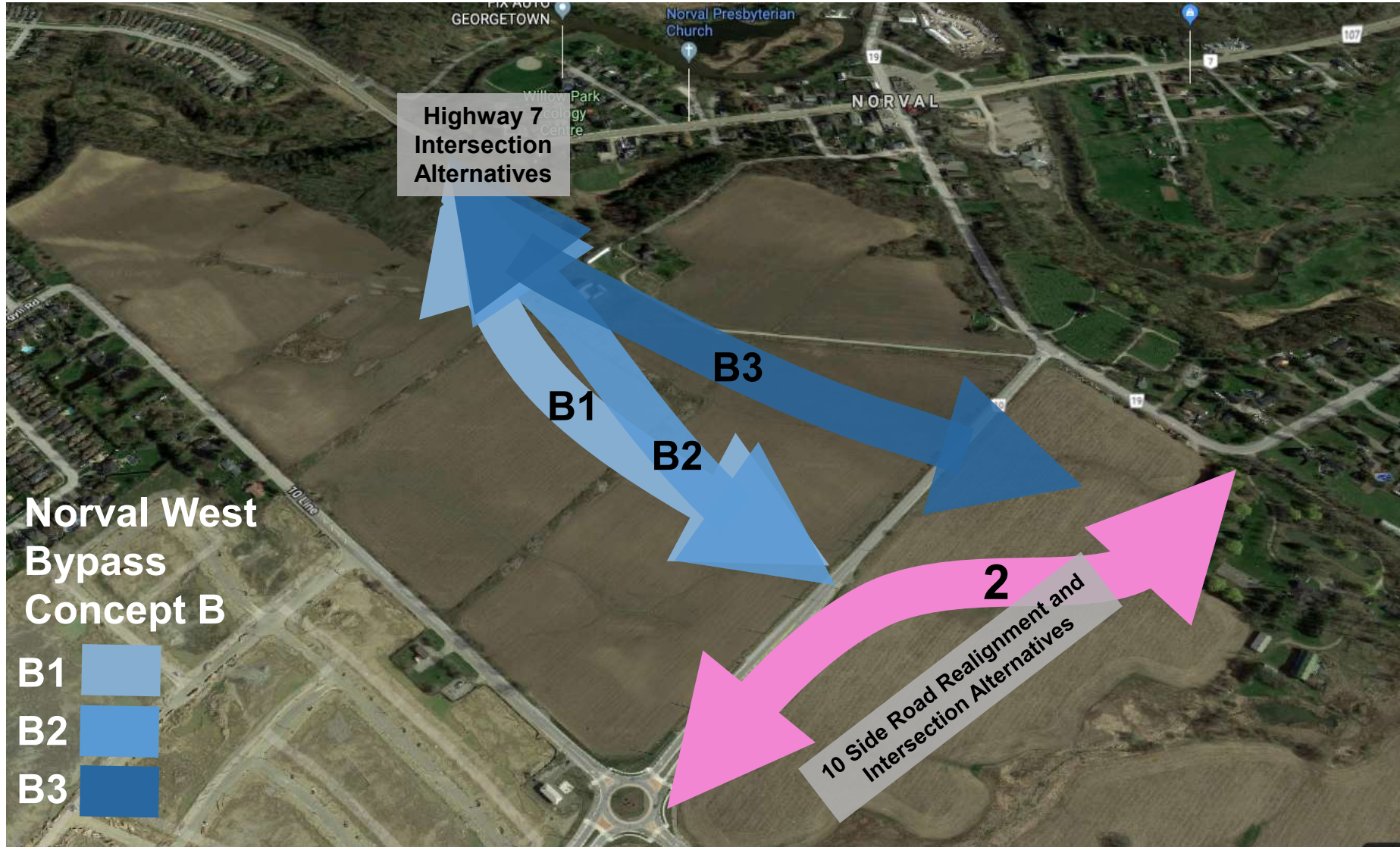
The following slides will present the design alternatives carried forward for evaluation.

# Design Considerations and Opportunities

- Supports north-south travel
- Maximizes corridor opportunities while minimizing impacts
  - Provides for cycling and pedestrians along the corridor including protection at intersections
  - Accommodates all road users including trucks and farm equipment
  - Minimizes impacts to properties
- Integrates with the Southeast Georgetown Secondary Plan
- Minimizes impacts to key features (such as natural and cultural features)
- Considers drainage, stormwater management, and flood storage
- Considers major utilities



# Road Alignment Design Alternatives



# Highway 7 Intersection Alternatives

The Highway 7 and Norval West Bypass intersection design alternatives for evaluation are illustrated below.

## Intersection Alternative 1



T-intersection with Highway 7 traffic continuing straight

## Intersection Alternative 2



T-intersection with new Norval West Bypass traffic continuing straight to/from Highway 7

## Intersection Alternative 3



Introduce a roundabout for all traffic to navigate.

# Evaluation of Highway 7 Intersection Alternatives

## Intersection Alternative 1



- ✓ Provides acceptable future Level of Service C.
- ✓ Accommodates pedestrians and cyclists.
- ✗ Has impacts to frontage of properties with Cultural Heritage Value or Interest along Highway 7.
- ✗ Limits access opportunities to adjacent properties.
- ✗ Requires widening of Silver Creek Bridge. Widening will have impacts to the natural environment.

## Intersection Alternative 2



- ✓ Provides acceptable future Level of Service C.
- ✓ Accommodates pedestrians and cyclists.
- ✓ Fewer impacts to frontage of properties with Cultural Heritage Value or Interest along Highway 7.
- ✗ Limits access opportunities to adjacent properties.
- ✗ Requires widening of Silver Creek Bridge. Widening will have impacts to the natural environment.



## Intersection Alternative 3



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

**Carried Forward**

# Preferred Highway 7 Intersection - Alternative 3

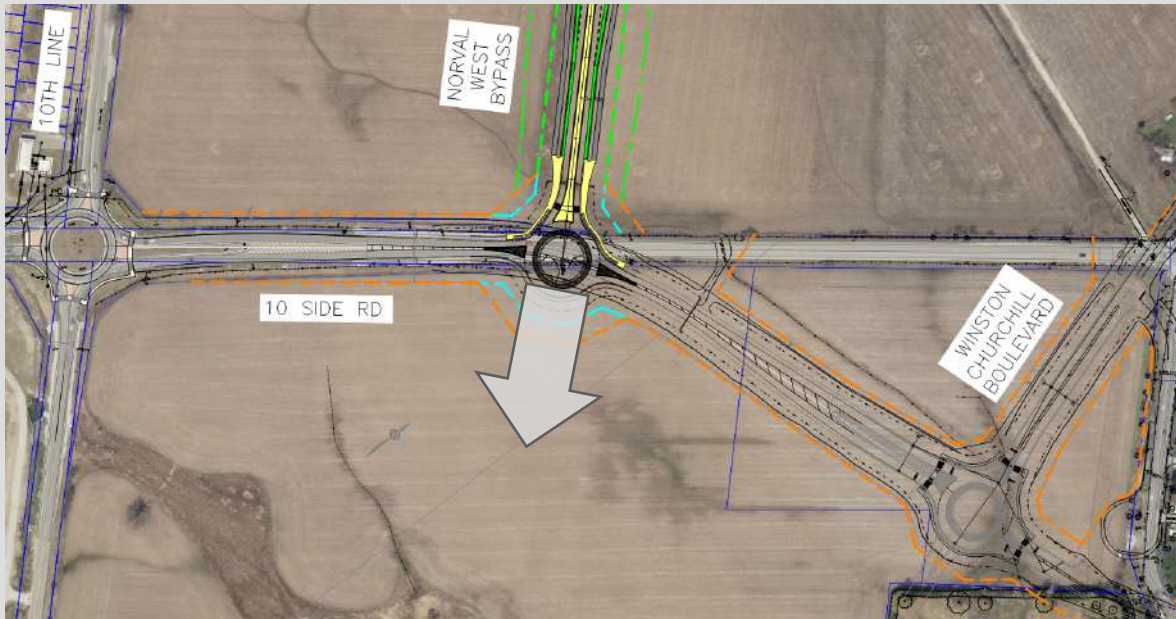


\* Locations of crossings and overall roundabout configuration are subject to MTO review and approval

# 10 Side Road Intersection Alternatives

A new intersection will be created at the Norval West Bypass and 10 Side Road. Two roundabout alternatives for the 10 Side Road and Norval West Bypass intersection are shown below.

Intersection Alternative 1



Intersection Alternative 2



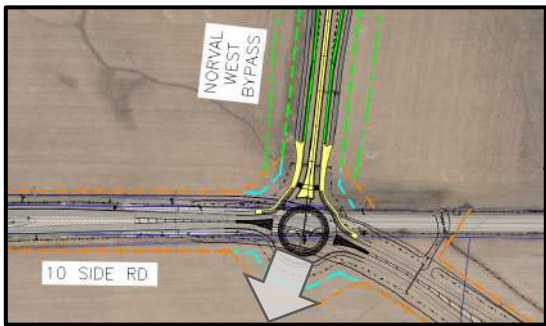
\*These intersection alternatives protect for the potential future Winston Churchill Bypass, subject to a future separate MCEA Study.

# Design Alternatives Overview

Preferred Highway 7 Intersection Alternative



Connect to 10 Side Road Alternative 1



Connect to 10 Side Road Alternative 2



# Evaluation of Design Alternatives

The evaluation criteria is listed below:



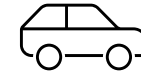
## Socio-Economic Environment

- traffic noise
- air quality
- light pollution
- property impacts



## Natural Environment

- surface water and groundwater
- natural heritage features such as ecosystems, wildlife, species-at-risk, fish and fish habitat, drainage features



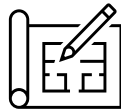
## Transportation

- road geometry
- access to adjacent properties
- active transportation



## Cultural Environment

- archeological resources
- cultural heritage resources



## Engineering / Technical

- constructability
- existing utilities



## Preliminary Cost Estimate

- estimated capital costs

# Evaluation of Design Alternatives

The evaluation of Design Alternatives is presented below. Each Alignment was evaluated using the Preferred Highway 7 Roundabout alternative.

FACTORS	Norval West Bypass Alternative B1 10 Side Road Alternative 1	Norval West Bypass Alternative B2 10 Side Road Alternative 1	Norval West Bypass Alternative B3 10 Side Road Alternative 2
Cultural Resources	Most preferred	Moderately preferred	Moderately preferred
Socio-Economic Environment	Moderately preferred	Moderately preferred	Most preferred
Transportation	Moderately preferred	Moderately preferred	Most preferred
Natural Environment	Moderately preferred	Most preferred	Most preferred
Engineering / Technical Considerations	Moderately preferred	Moderately preferred	Most preferred
Preliminary Cost Estimate	No preference	No preference	No preference
<b>OVERALL SUMMARY</b>	<b>MODERATELY PREFERRED</b>	<b>MODERATELY PREFERRED</b>	<b>MOST PREFERRED</b>

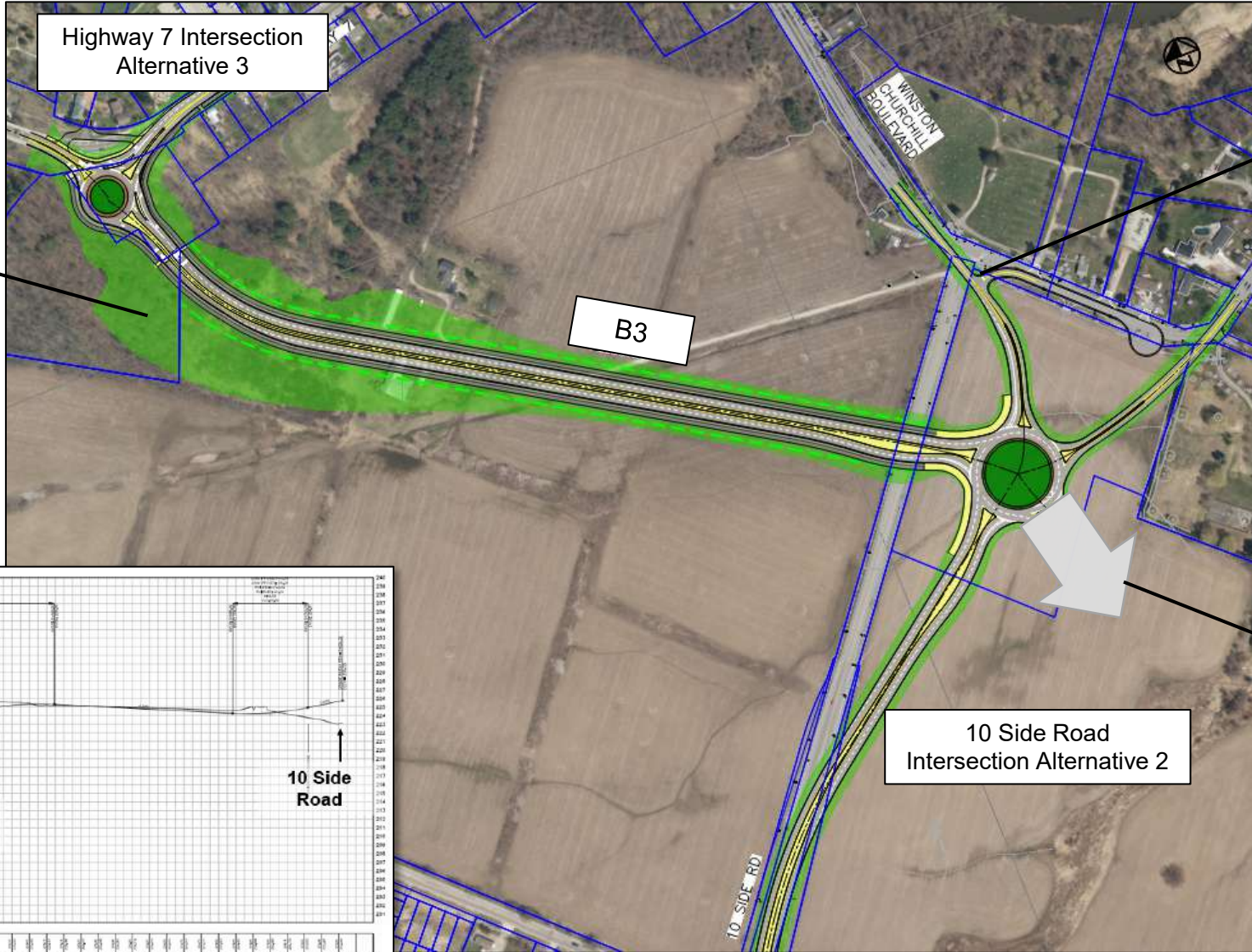


# **Norval West Bypass Municipal Class Environmental Assessment Study**

## **Public Information Centre #2**

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

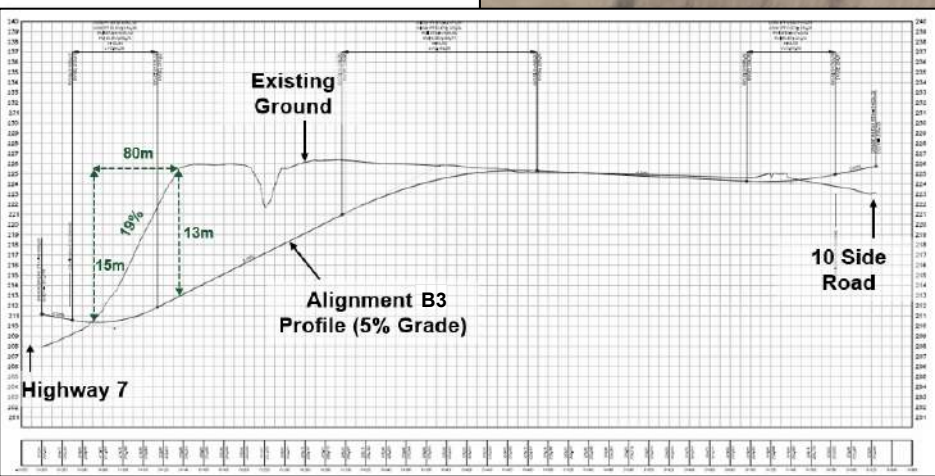
# Preliminary Preferred Design Plan and Profile



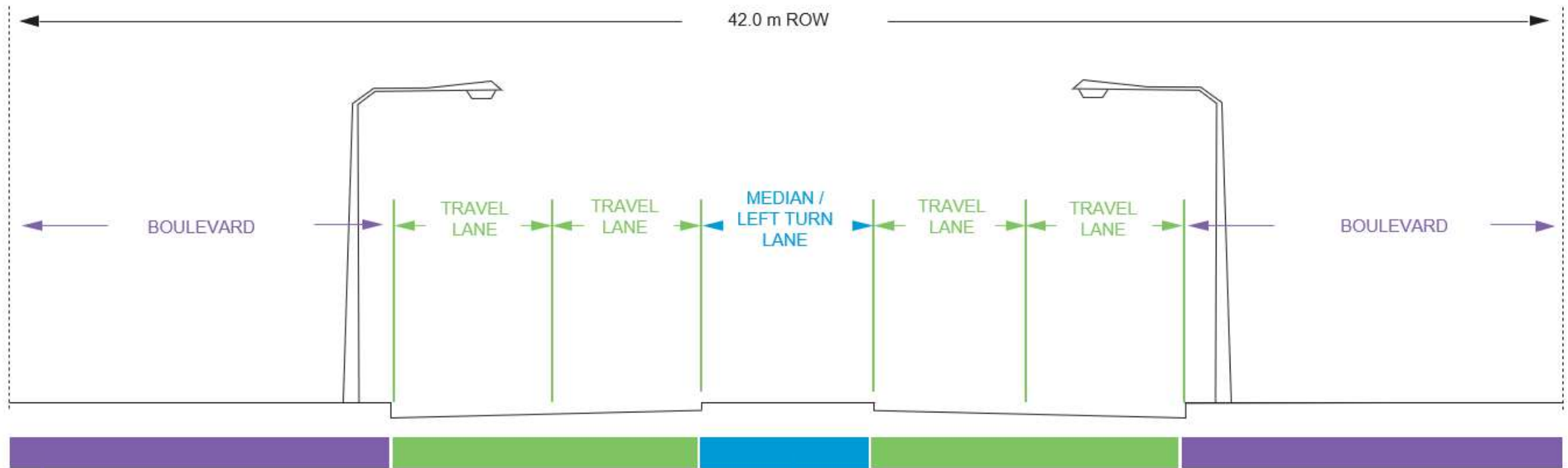
Winston Churchill Boulevard/ Adamson Street will be realigned to meet the intersection at 10 Side Road.

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

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



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



## Boulevard area provides space for:

- Streetscape & landscape features
- Utilities & illumination
- Curb & gutter
- Multi-Use Path for pedestrians and cyclists

## Raised centre median

- At intersections this space will be used for left turn lanes

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

# Norval West Bypass Conceptual Only Rendering

## Looking North at the Highway 7 Roundabout



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

Adjacent vegetation shown for illustrative purposes only

# Norval West Bypass Conceptual Only Rendering

## Aerial View of the Preliminary Preferred Design



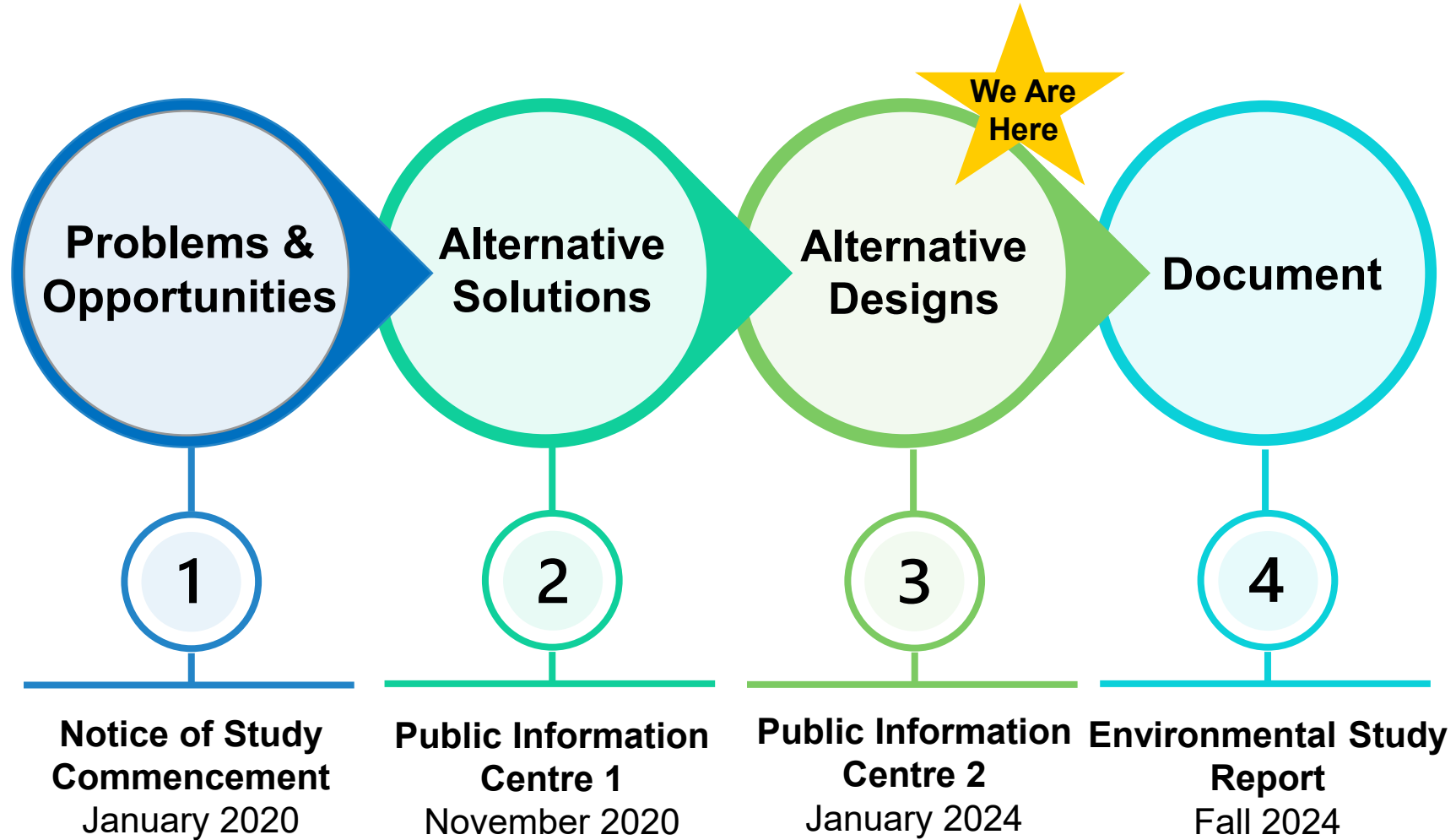
Mitigation of the grading limits will be achieved through grading and retaining walls (size and configuration of walls is subject to future geotechnical investigation in detailed design)

Adjacent vegetation shown for illustrative purposes only

# Preliminary Mitigation Measures

- Based on the impacts, preliminary mitigation measures will be recommended in the Environmental Study Report along with commitments for future work.
- These measures will be based on Halton Region policies, standards and best practices as well as regulatory agency requirements and conditions of approval.
- Preliminary mitigation measures will be refined during the future detailed design phase.

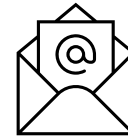
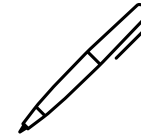
# Study Milestones



# Next Steps in the Study

## Following this Public Information Centre, the Project Team will:

- Review and consider feedback from agencies, stakeholders, Indigenous Communities, and the public;
- Prepare the Environmental Study Report to document the study decision making process and recommendations; and
- Publish the Notice of Study Completion and begin the 30-day Environmental Study Report review period.



## How to stay involved:

### Online survey

Provide your feedback by  
**February 28, 2024**

### Study webpage

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

### Contact the Project Team

Reach out to the Project Manager

**Jessica Passingham, P.Eng**

Project Manager

Halton Region

905-825-6000 ext. 7556

Jessica.Passingham@halton.ca