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BIG PLANS FOR MILL SITE

A developer is taking a second stab at revamping the derelict Barber Mill site
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HOME, LAWN & GARDEN

Look inside today's special section for tips for homeowners
8-PAGE SECTION

THE INDEPENDENT

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Getting a bird's eye view

As part of the Earth Day celebrations Saturday hosted by the Town of Halton Hills, a live bird exhibit and Environmental Expo were held at the Georgetown Market Place. Here, Liam Morrow, 6, of Glen Williams gets an up-close look at Lizzie, a 12-year-old kestrel as part of the exhibit. Visitors to the Robert C. Austin Operations Centre collected free mulch and compost and were also able to purchase trees at a discounted rate. Tours of Devereaux House were also held. For more see page 4.

Photo by Jon Borgstrom

Report calls for new freeway and Norval bypass

By **LISA TALLYN**
Staff Writer

A new north/south freeway on the east side of Halton Hills and a Norval bypass are among the new roads recommended in the Halton-Peel Boundary Area Transportation Study Final Report.

The report outlines \$629 million in new roads and road improvements within the study area (between King St. to the north, approximately Hwy. 401 to the south, Trafalgar Rd. to the west and Chinguacousy Rd. to the east) by 2031 to accommodate the expected tripling of the population to 295,700 (from 91,200 in 2006).

New roads recommended in the study include:

- A north-south transportation corridor— the Halton-Peel freeway connecting Hwys. 401 and 407 in Halton to the south (in the Ninth Line area) and a potential inter-link with the Greater Toronto West multi-modal corridor in the north
- An east-west connection (Norval bypass) which would link Georgetown and Brampton via the Guelph St./Bovaird Dr. Corridor (Hwy. 7)
- Bram West Parkway— which would connect to Hwy. 407 and the Halton-Peel Freeway in Brampton
- Norval West Bypass— four-lane arterial road bypass, west of Norval, running between Hwy. 7 and 10 Sideroad
- Winston Churchill Blvd. Bypass— from 10 Sideroad to existing Winston Churchill Blvd. constructed as a four-lane arterial road.

Tim Dennis, Halton Region's Director of Transportation Services, said it's not known specifically when the new roads would be built, but the study says they are required by 2031.

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