

Town of Halton Hills

Hamlet of Norval

Secondary Plan Review

Preferred Land Use Alternative

Macaulay Shiomi Howson Ltd

IN ASSOCIATION WITH:

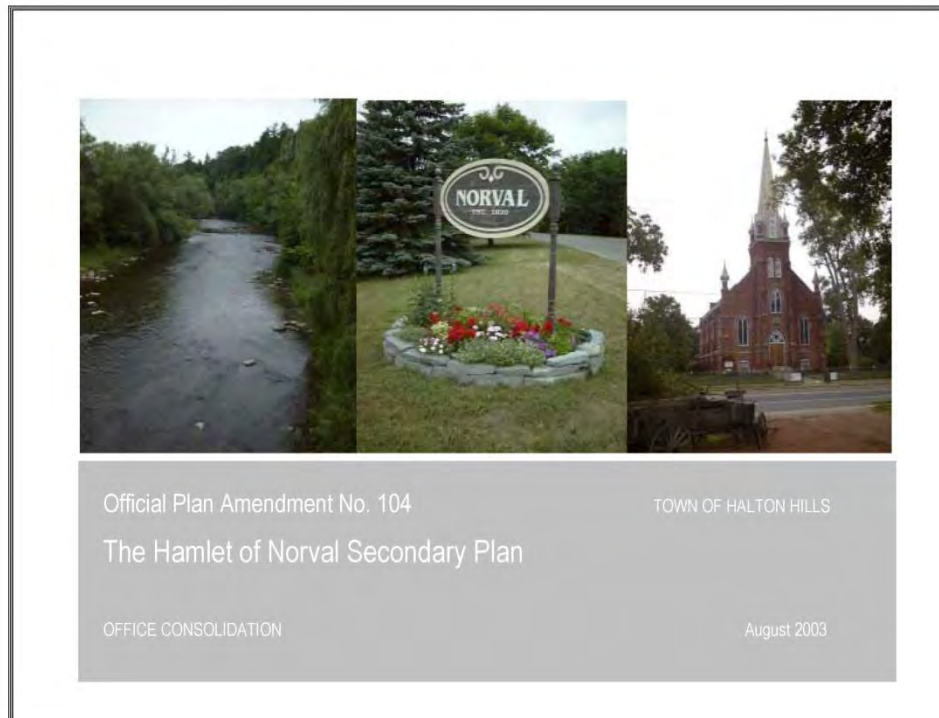
Brook McIlroy Inc

AECOM

W. Scott Morgan & Associates

Purpose of Review

- Plan adopted in 2001 and approved 2003
- Effectively more than 10 years old

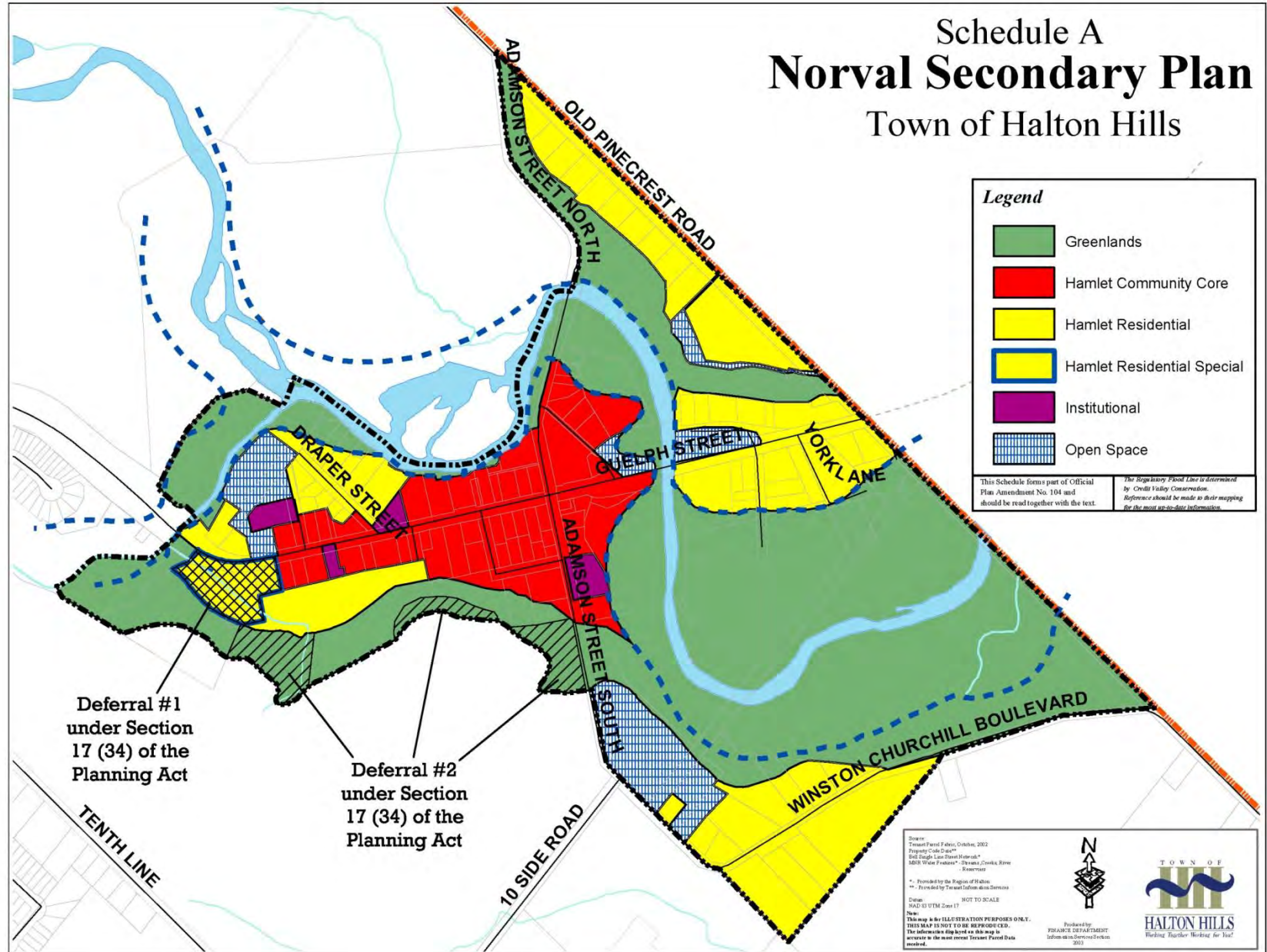


Purpose of Review

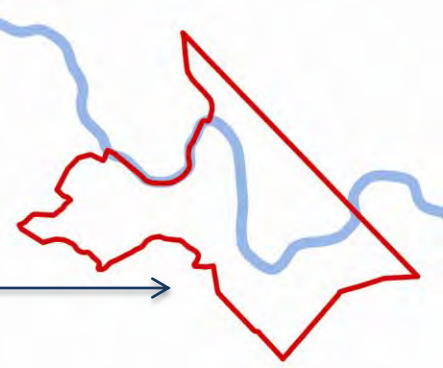


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- Review of Plan to re-evaluate land use designations and policies in view of the following:
 - Significant changes in Provincial /Regional planning environment
 - New information available (Halton Peel Boundary Transportation Study, revised floodplain mapping)
 - Public concerns with respect to commercial policies and extent of commercial core and other public input received through the public consultation process on the comprehensive Zoning By-law
 - 5 Phase Study – currently in Phase 3

Schedule A Norval Secondary Plan Town of Halton Hills

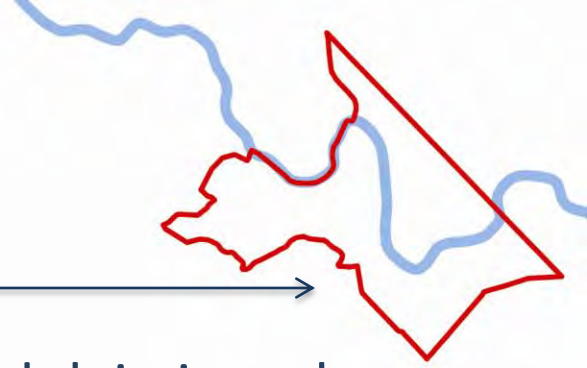


Public Workshops



- Visioning Workshop held June 19
- Presentation of Discussion Paper which identified opportunities and constraints
- Second public workshop was held on Oct 23 to present Policy Alternatives Report
- Attendees participated in working sessions and provided comments on various issues.
- From that developed 10 Priority Directions
- Wide variety of differing opinions expressed
- Written submissions were also received

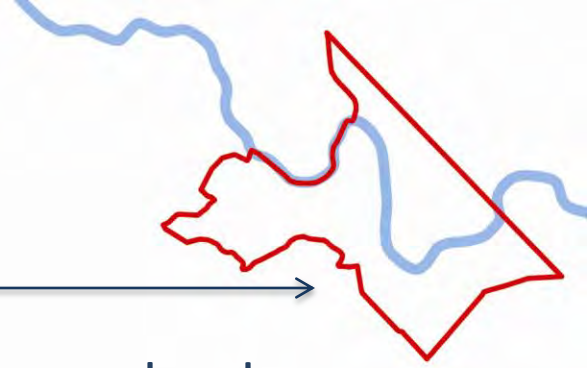
Floodplain



- Current Approach places all lands in the floodplain into the Greenlands designation and Environmental Protection zone.
- Considered 3 options and recommend the regulatory overlay approach – similar to Glen Williams Secondary Plan
- Place floodprone lands within the Greenlands designation only if they are not developed or if they have some other natural heritage feature such as wetlands which also applies.

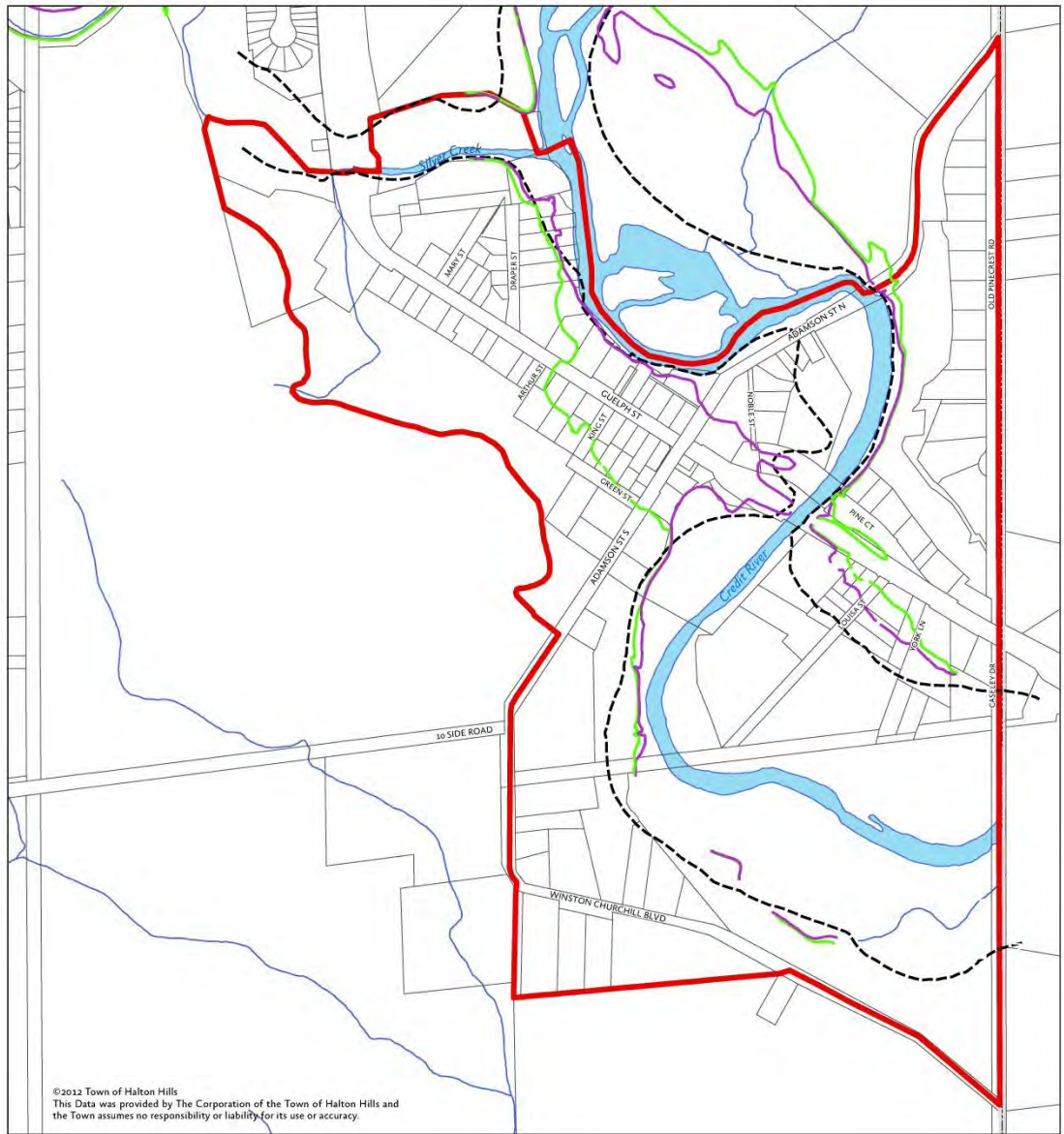


Floodplain



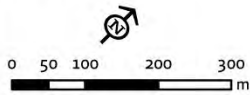
- Developed lands within the floodplain will have a land use designation but there will be an overlay designation identifying the floodplain area and zoning of the existing uses would be subject to restrictions with “F” suffix but the uses would not become legal non-conforming





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MAP 11 - FLOODPLAIN
 Norval Secondary Plan Review
 Town of Halton Hills



- | | |
|--------------------|--------------------------------|
| Study Area | Current, 100-Year floodline |
| Municipal Boundary | Current, Regulatory floodline |
| Parcels | Historic, Regulatory floodline |
| Watercourse | |

Conservation Authority Policies

- Policies would continue to be in place to consider small additions to existing buildings subject to restrictions
- Modify Secondary Plan policies to reflect CVC policies with respect to expansion of uses in the floodplain and with respect to setbacks for lot creation being 10 m instead of 5 m adjacent to floodplains etc and 30 m from Provincially Significant Wetlands and watercourses with provisions that alternative setbacks can be considered



Land Use Policies and Mapping



- Automotive Uses Options:

1. Continue to exclude automotive uses from the permitted uses in the Hamlet;
2. Permit existing automotive uses only within the Community Core;
3. Add site specific exceptions to recognize existing automotive uses but not permit new ones or relocation of the existing ones.

Land Use Policies and Mapping

- Differing views were expressed and there was support for all 3 options
- Recommend that the 4 existing automotive uses along Guelph Street be recognized on a site specific basis for the automotive uses they currently have



Land Use Policies and Mapping



- Size of Commercial Uses
 - Concern large commercial buildings may be out of keeping with character of the hamlet
 - A 500 sq m building size typically requires a 2000 sq m (1/2 acre) lot; however, given that there are no municipal sewers, might need an even larger lot
 - Recommend a maximum size of 250 sq metres (2,690 square feet) be permitted and anything between 250 and 500 sq m require a rezoning with additional justification and special studies to rationalize the compatibility and character
 - Existing commercial uses between 250 and 500 sq m will be recognized

Land Use Policies and Mapping



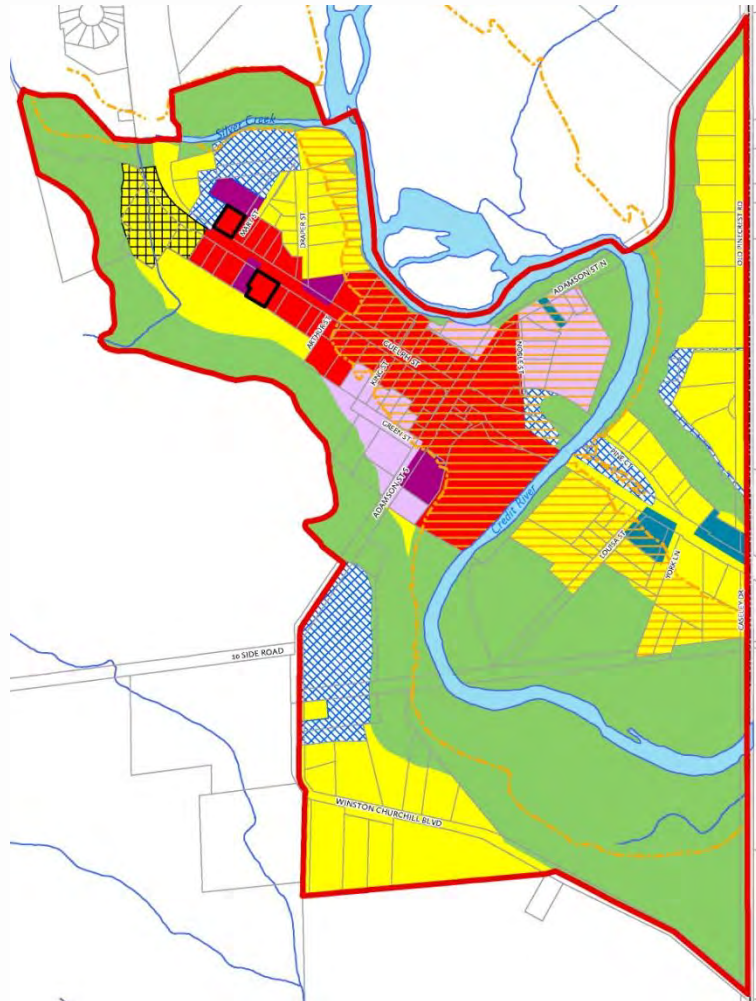
- Extent of the Community Core
 - Option 1 - Status Quo
 - Option 2 - Guelph Street Focus
 - Option 3 - Compact Core
- Recommend:
 - The Community Core designation along Guelph Street and Adamson Street South generally be retained;
 - A new Hamlet Residential / Office designation be applied to the lands on King Street, Green Street, Noble Street and parts of Adamson Street North and South to allow for business offices or business and medical offices as well as residential uses (to be determined at Secondary Plan stage)

Land Use Policies and Mapping

- Automotive uses on Guelph St outside of the Community Core be given a Hamlet Commercial designation recognizing existing auto uses and permitting some other commercial uses subject to rezoning
- Add a site specific hamlet commercial designation to front of 16 Adamson St that addresses types of permitted use and site constraints
- Continue to require a rezoning for all new commercial uses



Recommended Land Use Plan



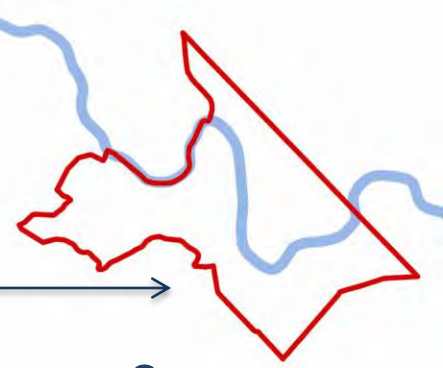
- Study Area
- Municipal Boundary
- Existing Parcels
- Watercourse
- Regulatory floodline
- Hamlet Community Core Special Policy Area
- Greenlands
- Hamlet Community Core
- Hamlet Residential/Office
- Hamlet Commercial
- Hamlet Residential
- Corridor Protection Area
- Institutional
- Open Space

Traffic

- Policies to be added to Secondary Plan that support the HPBATS recommended improvements (including by-passes) to address traffic issues in Norval and mapping will recognize the corridor protection area
- As part of Class EA for bypasses, Town requests restrictions on truck traffic in hamlet core and traffic signals at Winston Churchill and 10th Side Road intersection



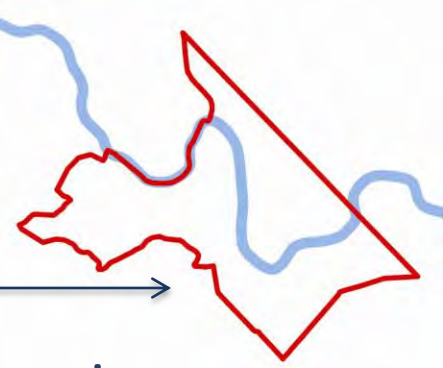
Traffic



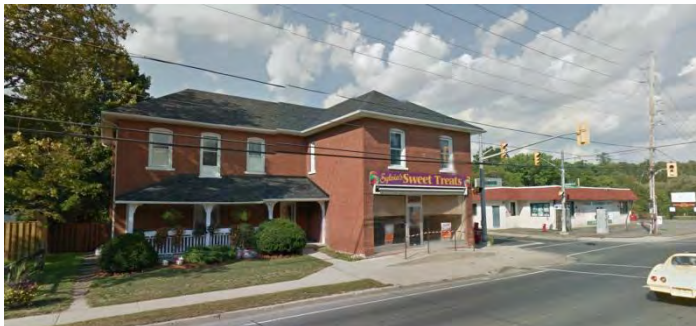
- Installed traffic calming speed humps on King & Green St
- On Guelph St make the street visually narrower by adding on-street parking, street trees, landscaping, and street furniture where feasible – on-going discussions with MTO
- Consider an adaptive signal at the Guelph and Adamson St
- Consider left turn lane from Guelph Street onto Mary St



Heritage Conservation




- No strong community support for Heritage Conservation District or more individual Heritage Designations
- Recommend stronger Heritage Protection /Urban Design policies that reference height, built form, massing, scale, prevailing setbacks, materials, landscaped open space and the size and configuration of lots and indicate that no changes would be allowed that are out of keeping with the physical character of the hamlet.



Next Steps



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- Prepare draft Secondary Plan and Zoning By-law amendments
 - Public Open House in May
 - Statutory Public Meeting to follow