



Norval Secondary Plan Review
**June 19th Vision
Workshop Summary**

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Table of Contents

1.0 Introduction	1
1.1 Workshop Outline	1
1.2 Who Came to the Workshop?	1
1.3 What was Presented?	1
2.0 Workshop Exercise	2
2.1 Priority Directions	3
2.2 Group Discussion Questions	4
2.3 'Post-It Note' Exercise	11

1.0 Introduction

On Tuesday, June 19th, the first public workshop was held for the Hamlet of Norval Secondary Plan Review. The objectives of the workshop were to:

- Introduce the community to the study.
- Provide a brief outline of the existing planning framework.
- Present the opportunities and constraints developed through a detailed background study.
- Receive feedback from the community to help determine a vision for the Hamlet.

1.1 Workshop Outline

The workshop began with an introductory Post-It Note exercise where participants were asked to write down their top three issues/concerns for Norval. This was followed by a presentation from Lorelei Jones (Macaulay Shiomi Howson).

Following the presentation, the results of the Post-It Note exercise were presented by Matt Reid (Brook McIlroy). Next, groups were asked to complete a worksheet to expand on the background research to-date, and help determine the qualities that make Norval unique.

At the end of the workshop, a member of each group presented the key findings from their discussion.

1.2 Who Came to the Workshop?

Approximately 70 people attended the workshop, including a mix of Town Staff, Councillors, residents, key stakeholders, and representatives from the development community. Members of the consultant team were on hand to help facilitate the workshop and answer questions.

1.3 What was Presented?

The workshop began with a presentation by Lorelei Jones (Macaulay Shiomi Howson). The presentation addressed the following topics:

- Study Area
- Current Secondary Plan
- Purpose of Review
- Study Work Program/Process
- Background Report
- Next Steps



The Credit River (and valley) is a significant component of Norval's natural heritage system.

2.0 Workshop Exercise

Using a large worksheet, participants were encouraged to discuss and respond to a series of questions to expand on the background research to-date, and help determine the qualities that make Norval unique. Questions included:

1. What are Norval's best features and how can we build on these elements?
2. What uses should be permitted in the Hamlet Community Core?
3. Are there any heritage buildings which should be protected that have not been identified? How should heritage buildings be protected (i.e. continue to list them or actually designate them and if so which ones are priorities for designation)?
4. What should new commercial and institutional buildings look like? How tall should they be and what kinds of architectural qualities should they have?
5. What should houses look like in the Hamlet Residential Area? What types of housing would you like to see more of?
6. What are the important natural features and parks in Norval (i.e. Credit River, Norval and McNab Park, Hillcrest Cemetery)? What do you like about them? What could be improved?
7. How can Highway 7 (Guelph Street) and Adamson Street (Winston Churchill Boulevard) be improved to promote walking and cycling?
8. How can Norval become a more sustainable and environmentally responsible Hamlet?

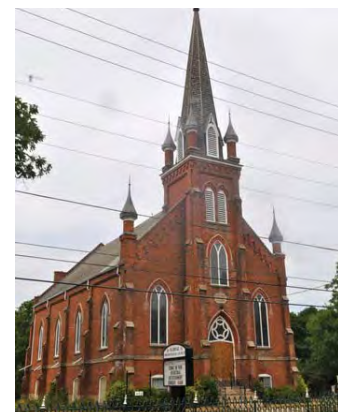
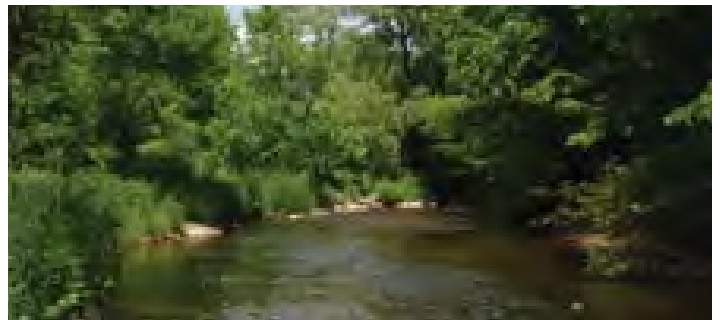


The Hamlet of Norval Secondary Plan area.

2.1 Priority Directions

Although a wide-range of feedback was generated from each of the seven working groups, there were many points of consensus, which have resulted in the following Priority Directions. These directions will be considered throughout the remainder of the study process.

1. Maintain and enhance existing built form and natural heritage features.
2. Maintain and enhance existing open spaces and natural features, including the Credit River (and valley), Willow Park, McNab Park, and the Lucy Maud Montgomery Garden.
3. Support small, independent businesses in the Hamlet Community Core.
4. Further analyze the impacts of maintaining existing non-conforming commercial uses.
5. Ensure new residential, commercial and institutional buildings are in keeping with Norval's heritage character, including height, scale, massing, and materials.
6. New commercial and institutional buildings should be limited to 2 to 3-storeys.
7. Preference for new residential buildings in the Hamlet should focus on single-family dwellings.
8. Facilities for active transportation (i.e. cycling lanes, widened sidewalks) should provide enhanced connections through the Hamlet Community Core and to Georgetown and surrounding communities.
9. Traffic calming measures should be explored in the Hamlet Community Core.
10. Minimize large truck traffic through the Hamlet Community Core.



A number of common directions emerged from the workshop, focusing on

2.2 Group Discussion Questions

In smaller discussion groups, participants were asked to consider a number of questions to help determine a vision for the future of Norval. The following summarizes the key findings for each group.

Group 1

Hamlet Features

- Norval’s best features are:
 - the Credit River and valley
 - Silver Creek

Commercial/Institutional Uses

- Existing businesses under the original C1 designation should remain.
- New buildings should be 2-storeys.

Residential Buildings

- The design of new houses should fit with the character of the village.

Built Heritage Features

- Designation is a potential solution, but more information on what this entails is required.
- Local property owners should have a chance to comment on the design of new residential dwellings to ensure they fit within the neighbourhood.

Natural Heritage Features and Open Spaces

- The Willow Park Ecology Centre should be more accessible from Highway 7.

Vehicle Traffic

- Highway 7 and Adamson Street should have more traffic lights to facilitate traffic flow.

Active Transportation

- Sidewalks along Highway 7 and Adamson Street should be extended in all directions to attract more pedestrians and cyclists to the Hamlet Community Core.



Many participants felt that existing commercial uses should be permitted to stay within Norval, despite the Secondary Plan directions.

Group 2

Hamlet Features

- Norval's best features are:
 - the heritage buildings (should be designated to ensure their preservation)
 - the Credit River and valley (should be designated to ensure its protection)
 - Lucy Maud Montgomery (history, park, and home)
 - Willow Park Ecology Centre
 - Upper Canada College (property should be designated to ensure its protection)
 - the Community Centre (could potentially be turned into a museum)
 - large properties
 - existing parks
 - village atmosphere
 - sense of community

Commercial/Institutional Uses

- Small scale cottages, commercial industry and tourist businesses should be permitted in the Hamlet Community Core.
- Commercial and institutional buildings should be in keeping with the heritage character of the Hamlet.
- New buildings should be limited to 2-storeys, and should be less than 500 sq. metres.

Residential Buildings

- New buildings should be in keeping with heritage character.

Built Heritage Features

- All churches, heritage homes, and the Lucy Maud Montgomery home should be protected.
- Urban Design Guidelines should be enforced to ensure appropriate preservation of heritage buildings and features.

Natural Heritage Features and Open Spaces

- The Willow Park Ecology Centre, McNab Park, Riverside Trail, Pioneer Cemeteries and Credit River fishing areas should all be maintained.
- Natural heritage sites should be designated.

Vehicle Traffic

- Traffic lights should be adjusted to accommodate current traffic conditions (i.e. advanced green).
- Winston Churchill Boulevard should have wider shoulders.
- Traffic calming measures should be explored to improve safety for pedestrians and cyclists.
- Truck traffic should be diverted from the Hamlet Community Core.

Active Transportation

- Willow Park Trail should be connected to Silver Creek and into Georgetown.

Sustainability

- Municipal Wastewater Management should be improved.
- Traffic signal timing should be optimized to reduce idling times.

Tourism

- Tourism signage should be improved (i.e. there are no signs for McNab Park & the Lucy Maud Montgomery Garden).

Group 3

Hamlet Features

- Norvals best features are:
 - historic buildings
 - the Credit River
 - wildlife
- The Hamlet Community Core could be more quaint (i.e. old style signs, lamps, flower baskets, cobblestones, etc.).

Commercial/Institutional Uses

- New businesses should be small and independent (i.e. less than 10 employees).
- New buildings should be low-rise and low-density.
- New commercial and institutional buildings should be in keeping with heritage style.
- They should be limited to 3-storeys.

Residential Buildings

- Houses should be consistent in size, scale and style (i.e. turn of century).
- New residential buildings should be single-family dwellings.

Built Heritage Features

- All existing churches should be protected.

Natural Heritage Features and Open Spaces

- The private valley land should be acquired for public use and connections.
- More parking lots should be provided to service Willow Park.

Vehicle Traffic

- Large truck traffic should be diverted away from Adamson Street.
- Traffic calming measures (i.e. speed bumps, rumble strips) should be applied on Highway 7 and Adamson Street.

Active Transportation

- The foot path from “Russell Farm” area should be extended into Georgetown.
- Pedestrian trails in the valley are encouraged to promote walking.
- Improve alternative transportation options (i.e. buses).

Sustainability

- Hydro generation and solar power generation systems should be enhanced.
- The Norval Quarry should be prohibited.
- Natural heritage areas should be protected.
- Promote environment-friendly activities including canoeing access, walking and biking in the valley green-lands.

Utilities

- Power lines should be buried in the Hamlet Community Core.



McNab Park is a significant open space and should be preserved and enhanced. Improved visibility (i.e. signage) is encouraged.

Group 4

Hamlet Features

- Norvals best features are:
 - residential neighbourhoods
 - green space network
 - heritage features

Commercial/Institutional Uses

- The existing uses in the Hamlet Commercial Core should be maintained.
- New commercial and institutional buildings should maintain the current appearance and character of the Hamlet.

Residential Buildings

- Higher density dwellings (i.e. townhouses) should be discouraged.
- New residential buildings should be single-family dwellings on large lots.

Built Heritage Features

- All existing buildings that are listed should continue to be listed.

Natural Heritage Features and Open Spaces

- The existing parks and natural heritage features in Norval should be maintained as they are now.

Vehicle Traffic

- Heavy truck traffic should be reduced on Highway 7 and Adamson Street.
- Speed limits should be better enforced in the Hamlet Community Core.
- The Norval By-pass should be prohibited, or relocated to not go through the community.
- The traffic issues in Norval need to be solved.

Active Transportation

- Facilities should be provided to provide walking and cycling connections to George town.

Utilities

- The Norval Quarry should be prohibited.



Participants were in favor of the existing heritage character of the community, characterized by cottage style residential dwellings on large lots.

Group 5

Hamlet Features

- Norvals best features are:
 - natural beauty and environment
 - the Credit River and valley
 - historical significance
 - narrow roads
 - cemeteries
 - sense of community
 - churches
 - Lucy Maud Montgomery house and park
 - parks and gardens
 - shops

Commercial/Institutional Uses

- The existing uses allowed within the current Secondary Plan should be maintained.
- New buildings should be compatible with the rural atmosphere and limited to 2-storeys .
- 500 sq. meters for commercial buildings is too large (250 sq. metres is recommended).

Residential Buildings

- There should be no additional residential development within the Hamlet of Norval, particularly ‘monster homes’.
- New residential development should be limited to single-family dwellings. Higher density buildings (i.e. 4-plexes) should be discouraged.
- Where new development occurs, architectural elements should be consistent with the existing character.
- Larger setbacks and sideyards should be allowed.

Built Heritage Features

- Heritage features that should be maintained include:

- churches
- the Dam
- bridge footings
- Old Barn Hill property
- pioneer cemetery & Indian graveyard
- 8 Adamson St. South.

- The heritage elements of these features should be restored to match their existing style.

Natural Heritage Features and Open Spaces

- Open spaces should be more active, including picnic areas, places to relax, community events, family functions, tourist attractions, educational functions (Lucy Maud Montgomery garden, Willow Park).

Vehicle Traffic

- Seasonal traffic calming measures should be explored on Adamson Street and Highway 7.
- Speed limits should be better enforced in the Hamlet Community Core (i.e. 40 kph).
- A weight and length limit should be provided on truck traffic.
- A traffic by-pass should be provided.

Active Transportation

- The Bruce Trail should be improved and a public footpath should be provided all along the Credit River.
- Clearly delineated cycling lanes should be provided to promote walking and cycling.
- It would be good to have sidewalks on Winston Churchill Boulevard extend to the north and south.

Sustainability

- Municipal wastewater management should be improved.
- Businesses that use chemicals should be limited. In the meantime, the disposal of “unfriendly” products should be governed.
- The size of businesses should be limited in order to reduce waste.

Group 6

Hamlet Features

- Norval's best features are:
 - McNab Park and Lucy Maud Montgomery Park
 - the Credit River
 - historic buildings
 - wildlife
 - quietness

Commercial/Institutional Uses

- The existing businesses and heritage buildings should be maintained.
- New commercial and institutional buildings should be in keeping with the existing village and historical character (i.e. Kleinberg, Unionville).

Residential Buildings

- Residential dwellings and controlled commercial uses should be permitted in the Hamlet Community Core.
- Higher density buildings should be discouraged in existing residential areas.

Built Heritage Features

- The designation of historic buildings should be left to the discretion of the property owner.

Natural Heritage Features and Open Spaces

- The Credit River, McNab Park, Lucy Maud Montgomery Park, and Willow Park are important natural heritage features and open spaces and should be maintained.

Vehicle Traffic

- Traffic, especially large trucks, should be reduced on Highway 7 and Adamson Street.
- By-passes should be provided to limit traffic through the Hamlet Community Core.
- Large truck traffic should be diverted from the Hamlet Community Core.

Sustainability

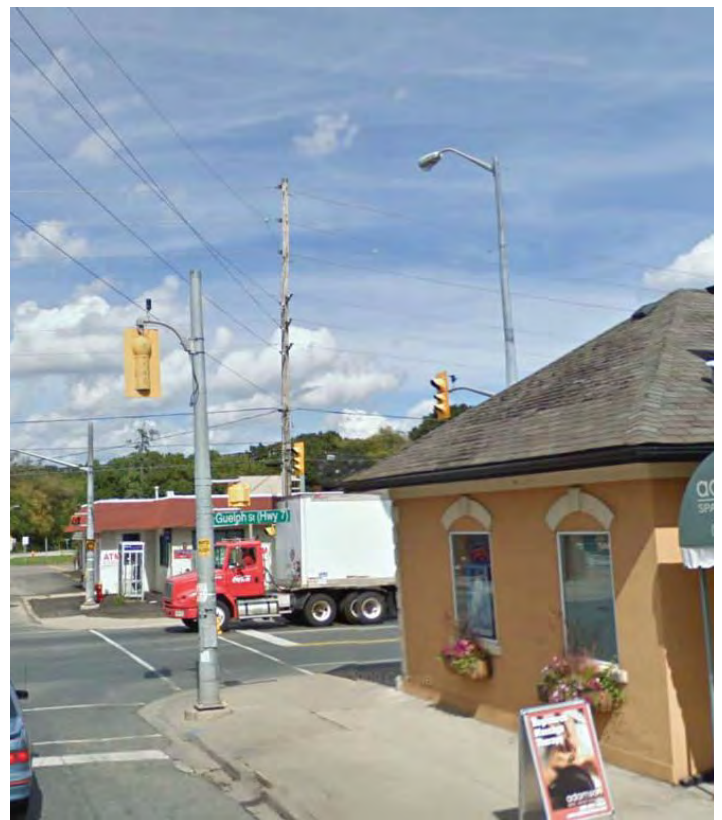
- More frequent garbage pick-up is required.
- People should be issued fines if caught polluting the Credit River and McNab Park.
- The Norval Quarry should be prohibited.
- Main transportation corridors should be located as far as possible from water systems.

Tourism

- Historic signage should be improved within the Hamlet Community Core.

Utilities

- Hydro lines should be buried within the Hamlet Community Core.



Large truck traffic was recognized as a significant issue for all groups during the workshop discussion.

Group 7

Commercial/Institutional Uses

- The existing businesses should be supported throughout the Hamlet Community Core.
- The businesses within the Hamlet Community Core should focus on Highway 7.

Residential Buildings

- There is limited opportunities for new development.
- Where possible, new residential buildings in the Hamlet should be single-family dwellings.

Built Heritage Features

- Norval is a commercial center and no longer reflects a heritage community because what has been built does not fit with the heritage buildings. We should preserve the heritage that is left.
- Heritage properties that should be preserved, including:
 - 3 Adamson Street (former Norval Post Office)
 - 511 Guelph Street (Watson’s Bakery)

- 507 Guelph Street

- 509 Guelph Street

- The colours used on new commercial and institutional buildings should be consistent with the existing heritage character.
- The scale and massing of new buildings should blend with older buildings.

Natural Heritage Features and Open Spaces

- More enforcement is needed to ensure the protection of natural features.

Vehicle Traffic

- Traffic mitigation measures should be explored on Adamson Street and Highway 7.
- Speed limits should be better enforced throughout the Hamlet Community Core.
- Large truck traffic should be diverted away from Winston Churchill Boulevard.



Buildings in the Norval Community Core should address Highway 7 and Adamson Street.

2.3 'Post-It Note' Exercise

The workshop began with an introductory Post-It Note exercise where participants were asked to write down their top three issues/concerns for Norval. The results of this exercise are provided below (verbatim).

The Hamlet Community Core/Commercial Zoned Property

- Leave all existing businesses as they are
- Should not eliminate current businesses. Where will tax money come from? There is not enough attraction in Norval to attract people and certainly not to make money.
- Why no automotive when they have always been there?
- I feel that the commercial zoned properties should stay the same and keep their zoning
- The Secondary Plan should allow existing commercial uses
- Long standing commercial uses (i.e. automotive related) should retain their original commercial zoning
- Eliminating existing businesses (even Mayberry had a garage)
- Current uses to commercial buildings
- Size of commercial development constrained by size limit in Regional Plan (500 sq. meters)

- Long standing commercial uses should remain and new commercial uses should be scrutinized
- Fix commercial zoning
- Leave the current business alone that have been there for years
- Support small businesses
- Too much commercialism
- Auto related businesses
- Eliminating existing businesses
- Elimination of car repair shops
- Commercialization
- Preservation of building uses
- Zoning of commercial properties and old uses of C1 Restricting the future of investment uses
- Buildings/businesses being allowed that do not conform to Secondary Plan
- Present automotive related business
- Zoning in "core"
- Need a arterial commercial designation to legally present auto uses in Secondary Plan

Traffic Control

- Traffic is increasing 5 – 7 % each year
- Traffic Speed
- Traffic Volume
- Traffic congestion
- Safety traffic
- Traffic Control through the village
- Traffic on Winston Churchill affects access to Winston Churchill from 10th St.
- Route transportation around the town
- Divert some of the traffic
- Traffic calming needs addressed



Norval By-pass

- By-pass options should not involve cutting the community in two
- Where is the east-west Norval Bypass going to go – do we really need it anyway?

Sustainability/Environment

- Stop the Norval Quarry
- Do not want plans to increase traffic through Norval or affect any of the greenbelt areas
- Increased traffic on Winston Churchill could affect well water
- Leave our beautiful Hamlet alone – it has survived this long and will continue to do so
- Enable area to be model for a sustainable future
- Protect natural heritage functions
- Greenbelt Designation
- Revisions to Ecology Park
- Environmental degradation
- Water & sewers

Flood Plain Boundary

- Flood Plain – Designated Area
- Flood plain – mapping methodology
- Flood plain line
- Flood plain boundary – Norval not really affected during Hazel
- CVC! Waste of tax money – mapping is ridiculous
- Subdivision 50 ft. from river?

Heritage

- Protection of our heritage
- Buildings listed as heritage
- Building design to be compatible to a standard

Community

- Impacts on village

- Maintain current quiet village atmosphere of Norval with no increase in traffic
- Keep a separation between Norval and Georgetown from Brampton
- Hard to understand boundary for different classes on map lines
- Leave Norval the way it is
- Keep it a safe & small town
- Community
- Maintain character of small village

Pedestrian Sidewalks

- More walking space
- Bikable, walkable
- Develop walking trail from Norval to Georgetown
- Sidewalks on the hill to Georgetown and lights
- No sidewalks out of village to Georgetown

Tourism

- Rethink tourism to get away from the Montgomery mindset
- I would like to know where all this tourism in Norval is
- Tourism support

Others / General

- Far too many studies
- Stop fooling around
- Map #2 Existing land uses - leave Norval like the map shows!
- Are uses to be eliminated in Georgetown or Guelph – similar to Norval?
- Consistent image
- Common Themes
- Transportation
- Any new development
- Residential maintenance