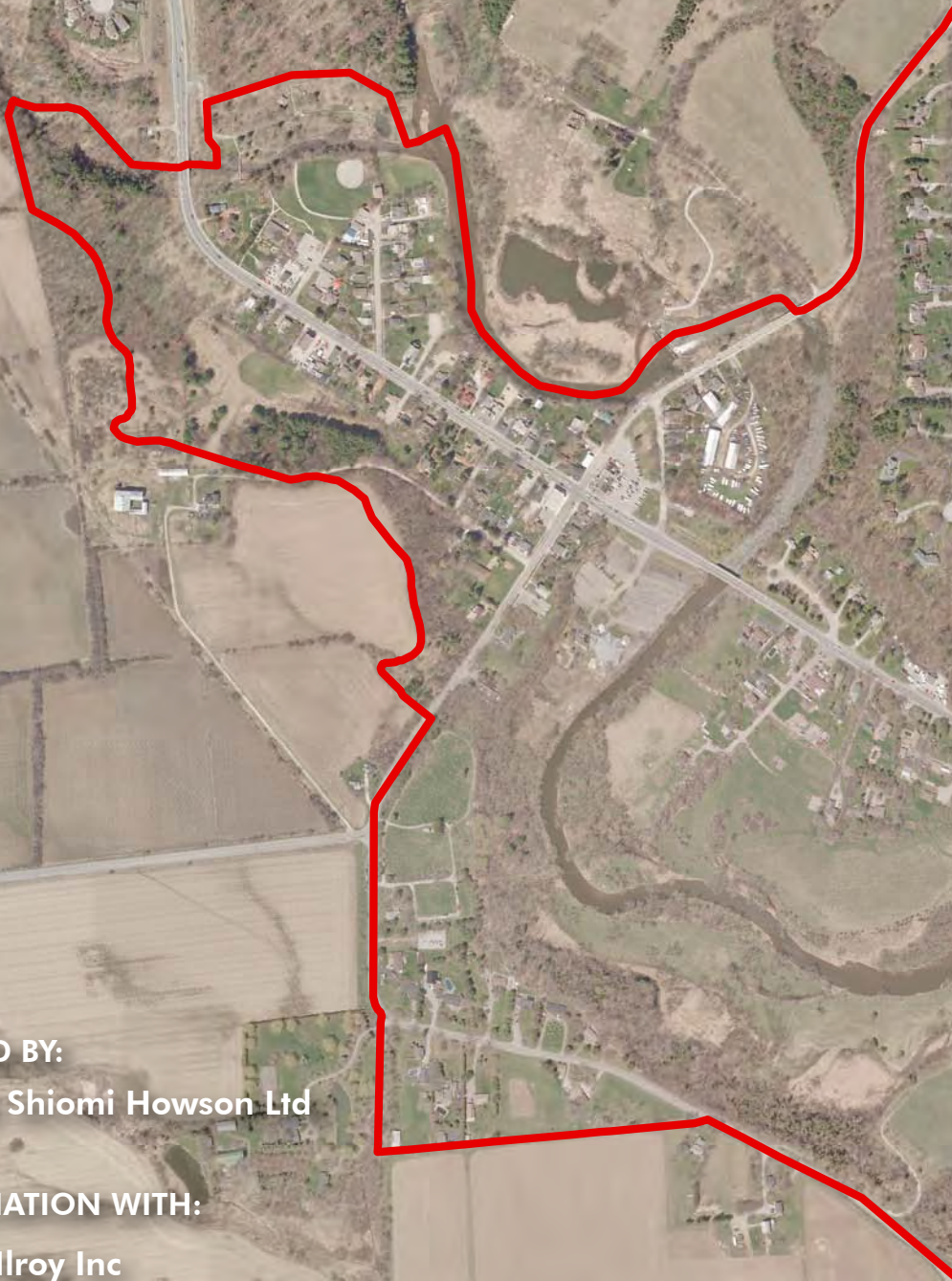


Town of Halton Hills

Hamlet of Norval Secondary Plan Review

Policy Alternatives Report



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Table of Contents

Executive Summary.....	i
1. Introduction.....	1
1.1 Background	1
1.2 Report framework.....	2
2. Opportunities and Constraints	3
3. Vision Workshop.....	7
3.1 Workshop Exercise.....	7
3.2 Priority Directions	8
4. Secondary Plan Goals and Objectives	9
5. Floodplain Mapping and Policies.....	11
5.1 Floodplain Mapping	11
5.2 Credit Valley Conservation Policies	Error! Bookmark not defined.
5.3 Setbacks	Error! Bookmark not defined.
5.4 Stormwater Management	19
6. Land Use Policies and Mapping.....	21
6.1 Automotive Uses.....	21
6.2 Permitted Uses in the Community Core	22
6.3 Size of Commercial Uses	23
6.4 Extent of the Community Core	24
7. Transportation	29
7.1 Traffic Calming	29
7.2 Traffic Flows	30
7.3 Transportation Policies	31
8. Heritage Protection and Urban Design	33
8.1 Heritage Conservation District.....	33
8.2 Individual Heritage Designations	33
8.3 Stronger Heritage Protection /Urban Design Policies	34
APPENDIX 1 – June 19 Vision Workshop Summary	
APPENDIX 2 – Built Heritage Inventory	

Executive Summary

The Town of Halton Hills has initiated a review of the Hamlet of Norval Secondary Plan to incorporate changes to the Provincial and Regional planning environment, to address the Halton Peel Boundary Area Transportation Study and updated floodplain mapping from Credit Valley Conservation and to address public comments which were made during the Town's comprehensive Zoning By-law review that related to the commercial policies and the extent of the commercial core in Norval. The review of the Secondary Plan is being undertaken to consider all of these factors, as well as input from the community, in order to develop updated goals, objectives and a policy framework which better reflects the existing policy environment and the community's needs.

The Study will be undertaken in five phases as follows:

- Phase 1 will involve background analysis and issue identification;
- Phase 2 will consider policy and land use alternatives;
- Phase 3 will suggest a preferred policy and land use alternative;
- Phase 4 will provide the draft Secondary Plan amendment, revisions to the Zoning By-law and Urban Design Guidelines; and
- Phase 5 will finalize the policy formulation.

The first public workshop was held on June 19, 2012. Approximately 70 people attended the workshop, including a mix of Town Staff, Councillors, residents, business owners, key stakeholders, and representatives from the development community. Members of the consultant team were on hand to help facilitate the workshop and answer questions.

Although a wide-range of feedback was generated, 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 to be primarily 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.

Floodplains, Erosion Hazards and Natural Heritage

The majority of the Secondary Plan area for Norval is located within the valley lands of the Credit River and Silver Creek. In 2007, CVC completed an update to the floodplain mapping for the Credit River and the results are shown on Map 3. The updated mapping more accurately depicts the extent of the floodplain in Norval and covers a larger area than was previously shown. The following floodplain management options are available for dealing with proposed development within the floodplain.

Option 1 – Current Approach

The first option would be to place all of the lands in the regulatory floodplain within the Greenlands designation as shown on Map 4. This is similar to the approach that was taken when the Secondary Plan was originally created where by all lands that are flood susceptible, wetlands, woodlands, Environmentally Sensitive Areas or steep slopes have been designated Greenlands. The difficulty with this approach is that lands that are designated Greenlands are then subsequently placed into an Environmental Protection zone in the Zoning By-law. The Environmental Protection Zone limits the land uses that are permitted to primarily agricultural and conservation uses thereby making the existing uses legal non-conforming. It effectively restricts the ability for new uses to locate in the Community Core thereby potentially threatening the long term viability of the Community Core. This approach is therefore not recommended.

Option 2 – Two Zone Approach

The second option for dealing with the lands within the regulatory floodplain is to utilize a two zone approach as shown on Map 5. The two zone approach separates the floodplain into two main components - the floodway and the flood fringe. In general, the floodway refers to that portion of the floodplain where development and site alteration would cause an unacceptable threat to public health and safety or property damage. The flood fringe is generally the portion of the floodplain where depths and velocities of flooding are less severe. The two zone approach would allow for some development to occur (eg. reconstruction and additions) within the flood fringe area but all further development within the floodway would be prohibited. This means expansions of any existing uses would not be permitted and further restrictions for reconstruction would be allowed in the floodway would result in an unwanted burden to existing residences and businesses. This approach is therefore not recommended.

Option 3 – Regulatory Floodplain Overlay

A third option would be to place lands that are in the regulatory floodplain within the Greenlands designation only if they are not developed or if they have some other natural heritage feature such as environmentally sensitive areas or wetlands which also applies to them. Refinements to the limits of the floodplain would occur through site specific development applications approved by the CVC. This would allow the developed lands within the floodplain to have an underlying land use designation such as Hamlet Community Core or Hamlet Residential but there would be an overlay designation on them identifying the floodplain area which would place additional restrictions on them. This approach is shown on Map 6 and would recognize that the lands are subject to flooding and policies would continue to be in place to consider development (eg. new buildings, additions and reconstructions) subject to restrictions and floodproofing requirements. These policies would be similar to what currently exists in the Secondary Plan.

This approach would also allow recognition in the zoning by-law of the existing uses that would again be subject to restrictions but the uses would not become legal non-conforming. It is recommended that an “F” suffix be added to the zoning to again recognize that the property is subject to flooding. This is the recommended approach.

Option 3 is the basis for the proposed Greenlands and floodplain overlay designations for all of the land use options that are developed later in this report.

It is also important to consider erosion hazards (i.e. unstable slopes and stream erosion) and potential impacts to natural heritage features and areas as development is generally prohibited within these areas.

Buffers and Setbacks

The Secondary Plan currently establishes a general building setback for development of 5 metres from the stable top of bank and the erosion allowance and a 5 metre setback from the regulatory flood line for all new development. The current CVC standard buffer for lot creation (e.g. subdivision or consent) is generally 10 metres from the greater of any flood hazard, erosion hazards (unstable slopes and stream erosion) and significant natural features (e.g. Environmentally Significant Areas, wetlands, woodlands etc.) and 30 metres from Provincially Significant Wetlands and watercourses. For development on existing lots the current CVC standard setback for development is generally 10 metres from the greater of the top of bank, erosion hazards, watercourses, wetlands and other natural features contributing to the conservation of lands (e.g. woodlands, Environmentally Significant Areas etc.). If these policies are to remain in the Secondary Plan, it is recommended that they be amended to be consistent with the CVC policies and that the wording be modified so that it says that the above noted setbacks of 10 or 30 metres are required unless it is demonstrated that an alternative setback is justified.

Stormwater Management

One option for creating more sustainable development is to reduce impermeable surfaces and control stormwater runoff through the use of stormwater best management practices which include Low Impact Development (LID) stormwater management techniques. The overall objective of LID is to address stormwater at the source rather than only collecting stormwater in traditional end of pipe measures (eg. stormwater management ponds). Stormwater best management practices such as LID techniques include the use of measures such as bioretention facilities, permeable pavers, vegetated filter strips, rainwater harvesting, and disconnected downspouts. It is therefore recommended that policies be added to the Secondary Plan to further encourage stormwater best management practices such as LID, as appropriate.

Automotive Uses

There are currently 5 automotive uses within the Hamlet, two of which are in the Community Core which represents approximately 20 percent of the existing businesses with the Hamlet. Concerns that have been expressed by residents about the automotive uses is that they do not fit with the desired character of the hamlet. However, one of the other issues that were raised at the public meeting was the desire to support small, independent businesses in the Hamlet Community Core.

Options for dealing with the automotive uses are therefore suggested as follows:

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

Option 3 is the recommended approach as it balances the need to protect the character of the Hamlet with the ability to recognize existing businesses.

Size of Commercial Uses

A concern was raised at the public meeting with respect to the size of the commercial uses that are permitted in the hamlet. The Regional Official Plan establishes a maximum size for non-residential uses in hamlets of 500 sq metres and therefore it's not possible to increase this size but there was a question raised by some residents as to whether this size was too large. The concern was that large commercial buildings may be out of keeping with the character of the hamlet.

Given the size of existing facilities and lots in the hamlet, a maximum store size of 500 square meters (5,380 square feet) appears too large to be comfortably accommodated in Norval, is inconsistent with the scale of existing commercial facilities, and would probably not be feasible economically given the relatively close-quarter competition (existing in Georgetown and

planned in Brampton). It is therefore recommended a maximum size of 250 sq metres (2,690 square feet) be considered for new commercial uses.

This maximum size could be addressed through policies in the Secondary Plan and/or the Zoning By-law. If it is only placed in the Zoning By-law then any properties proposing development between 250 and 500 sq m would only require a rezoning and not an Official Plan amendment. Provisions could be made in both the Secondary Plan and Zoning By-law to recognize existing businesses which currently exceed 250 sq m so as not to create any legal non-conforming circumstances for those businesses.

Community Core Boundaries

Reviewing the boundaries of the Community Core is an important part of this study process.

Option 1 – Current Secondary Plan (with Floodplain Overlay)

The first option would be to generally maintain the status quo in terms of the boundaries of the Community Core (subject to the adjustments made as a result of the recommended approach to dealing with the floodplain). This is shown on Map 7.

Option 2 – Guelph Street Focus

The second option would be to focus the Community Core only along Guelph Street. The uses along Adamson Street are predominately residential and so are the uses on Green St, King St and Noble St. It may therefore be appropriate to remove these areas from the Core.

Policies which also permit existing automotive commercial uses would be added on a site specific basis to the two commercial uses in the Community Core.

The Community Core currently stops at the Credit River. As Guelph Street is the focus of much of the traffic through the hamlet and given that there are two automotive uses east of the river, another option would be to extend the boundaries of the Community Core to the eastern edge of the hamlet. This option is shown on Map 8.

Option 3 – Compact Community Core

As noted above, there are three automotive commercial uses that are located outside of the Community Core. It may therefore be appropriate to recognize these three locations with a new designation that permits automotive commercial uses in addition to residential uses. This would address the issue of allowing these businesses to be zoned for their current use.

This option would exclude the properties on King Street, Green Street and Noble Street from the Community Core since they are currently single family residential uses but would allow uses that would be complementary to the Community Core and help to retain the existing built form. This area would be designated as Hamlet Residential/ Office to allow for commercial uses

such as business and medical offices and could include recognizing existing commercial uses on Adamson Street North. This option is shown on Map 9.

Traffic Calming

The Town is installing speed bumps to provide traffic calming on King Street and Green Street. They are intended to address the cut through traffic that is trying to avoid the Guelph Street and Adamson Street intersection. This is being further supplemented by restrictions of left turns from Adamson Street to Green Street during the afternoon peak period and restrictions on right hand turns from Guelph Street to King St during the morning peak period.

Speed bumps or other physical means of slowing down traffic are not practical on Guelph Street (Highway 7) or Adamson Street (Winston Churchill) where the objective of these roads is to provide a steady movement of traffic through community. In order to slow traffic yet still provide capacity, it is recommended that the street be made visually narrower. The lanes will continue to be the standard widths but by adding on-street parking, street trees, planters, landscaping, and street furniture between the road and sidewalk the road feels narrower and conveys the message to slow down as there are people and activities there. Bringing buildings closer to the road can also assist with visually making the road smaller. This option needs to be further examined.

Traffic Flow

Another option to assist in addressing traffic issues in Norval would be to consider an adaptive signal at the Guelph and Adamson Street intersection. It would be appropriate, especially in peak hours, to provide minimum pedestrian times only if pedestrians are present. An adaptive system would allow those legs with demand at that particular time of day to get more “green time”. Norval is a case where, because additional right of way for added width is not practical, a more sophisticated signal system (with advanced detection technology) may be helpful.

Transportation Policies

The Halton Peel Boundary Area Transportation Study (HPBAT) was completed and has made recommendations that affect Norval. The Town of Halton Hills and the Region of Halton are completing a joint Halton-Peel Freeway Corridor Definition Study to identify alternatives to establish the geographic limits of a Corridor Protection Area that would allow for the proposed construction of a North-South Freeway and transportation improvements approved in the HPBAT Study. It is recommended that policies be updated to reflect the outcome of that Study and to also recognize that Environmental Assessments are required in order to undertake the by-pass options.

Policies should be created to encourage the desire to provide traffic calming as discussed above through the use of on-street parking and street furniture on Guelph Street. Policies should also be added to facilitate the addition of bicycle lanes which was identified at the public meeting as being important to the residents. Policies should be added to encourage improved pedestrian

connections through sidewalk connections leading into/out of the hamlet and through enhancements to the trail system.

Heritage Protection and Urban Design

Although heritage buildings are an important part of the hamlet, there is currently very little formal protection of buildings with heritage significance. Options to address that include:

Option 1 - Heritage Conservation District

Designating of all or part of the hamlet as a Heritage Conservation District under Part V of the Ontario Heritage Act. Heritage Districts are used where there is a concentration of heritage buildings, sites, built form, landscapes, topography and/or natural areas that are linked by historical context or use, have a sense of visual coherence and are distinguishable from surrounding areas. The advantage of a Heritage Conservation District is that it can go beyond just protecting individual buildings to addressing views, streetscapes and vegetation, if appropriate but would need to be undertaken as a separate study.

Option 2 - Individual Heritage Designations

Designating more buildings that are currently listed as being of interest but which are not designated. This approach only addresses individual buildings and not the overall character of the community. At the public meeting it was mentioned that some additional properties such as the churches should be considered for individual designation. The Town's practice is to only pursue designation of a listed property with the consent of the property owner, except in extreme circumstances (eg Barber Mill).

Option 3 - Stronger Heritage Protection/ Urban Design Policies

The policies in the Secondary Plan could incorporate more specific requirements that all development respect and reinforce the built form of the existing community and maintain the character of the heritage buildings and landscapes. This would include reference to 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. This is recommended irrespective of whether either of the other two options is pursued.

1. Introduction

1.1 Background

The Town of Halton Hills has initiated a review of the Hamlet of Norval Secondary Plan to incorporate changes to the Provincial and Regional planning policies, to address the Halton Peel Boundary Area Transportation Study, to incorporate updated floodplain mapping from Credit Valley Conservation and to address public comments which were made during the Town's comprehensive Zoning By-law review. The review of the Secondary Plan is being undertaken to consider all of these factors, as well as input from the community, in order to develop updated goals, objectives and a policy framework which better reflects the existing policy environment and the community's needs.

The Study will be undertaken in five phases as follows:

- Phase 1 will involve background analysis and issue identification;
- Phase 2 will consider land use and policy alternatives;
- Phase 3 will suggest a preferred land use and policy alternative;
- Phase 4 will provide the draft Secondary Plan amendment, revisions to the Zoning By-law and Urban Design Guidelines; and
- Phase 5 will finalize the policy formulation.

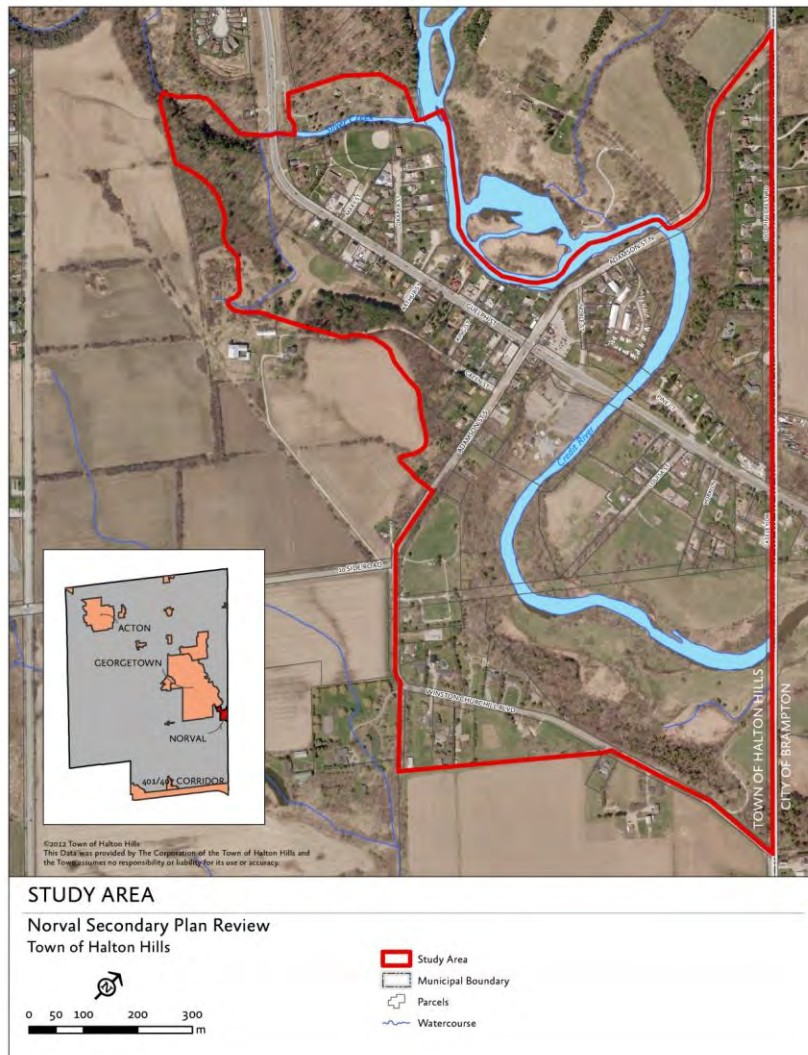
Phase 1 resulted in the creation of Discussion Paper which reviewed the existing policy framework and identified a list of opportunities and constraints. A Vision Workshop was then held to introduce the community to the study, to provide a brief outline of the existing planning framework, to present the opportunities and constraints, and to receive feedback from the community to determine the vision for the Hamlet.

This Phase 2 Policy Alternatives report builds on the work undertaken in Phase 1 and outlines the policy and land use options to address the issues that exist within the Hamlet in a manner that reflects the community's vision and objectives. It also makes preliminary recommendations as to the preferred policy/land use approach with respect to such matters as floodplain, heritage, transportation, range of permitted uses and extent of community core. Development of the preferred land use alternatives will occur in Phase 3 after public input to the Phase 2 report is evaluated.

1.2 Report framework

Section 1	Introduction
Section 2	Opportunities and Constraints
Section 3	Vision Workshop
Section 4	Secondary Plan Goals and Objectives
Section 5	Floodplain Mapping and Policies
Section 6	Land Use Policies and Mapping
Section 7	Transportation
Section 8	Heritage Protection and Urban Design

Map 1 – Study Area



2. Opportunities and Constraints

The following summarizes the key findings of the background Discussion Paper with respect to the opportunities and constraints within the Hamlet of Norval:

1. Floodprone Areas

Updated floodplain mapping has been created by Credit Valley Conservation and it should be incorporated into the Secondary Plan mapping. The updated mapping indicates a substantial increase to the extent of the regulatory floodplain in the core area of the hamlet. A review of flood mitigation/remediation alternatives and policy approaches for managing development within the floodplain should be considered. Any approach considered will be the subject of further discussions with Credit Valley Conservation.

A review will be undertaken of the Greenland policies in the Secondary Plan in light of the updated mapping and the CVC “Watershed Planning and Regulation Policies” April 2010. The review will include section 9.2 dealing with the criteria for designation, section 9.3 dealing with setbacks, section 9.6 dealing with the expansion or replacement of existing buildings in the floodplain, and section 9.7 dealing with development evaluation criteria.

2. Traffic and Norval By-pass

In peak hours, significant traffic delay occurs at the intersection of Highway 7 (Guelph Street) and Winston Churchill Boulevard (Adamson Street). Insufficient right-of-way is available to introduce turn lanes and road widenings would impact the existing buildings and as a result the character of the hamlet. Given the delays, some traffic diverts to residential streets, creating noise and safety issues within the Hamlet. The Halton Peel Boundary Area Transportation Study (HPBATS) looked at various alternatives and has recommended both the Norval West Bypass and Winston Churchill Bypass; however, none of them will bring the volume-to-capacity ratio through Norval to less than one. As a result, even with the construction of new arterials, the projected demand along the existing roadways through Norval will be greater than roadway capacity during the peak travel times of the day.

The HPBAT Study leaves the Norval area as “subject to future Environmental Assessment studies.” This requirement for further study creates opportunities and challenges for the Norval Secondary Plan. One challenge, for example, is the interdependency of options impacting the Hamlet with potential future projects such as a Halton-Peel Freeway. Opportunities include being able to integrate a land use plan with transportation options since no specific corridors were identified in the HPBAT Study.

3. No opportunities for the expansion of the Hamlet boundaries

During the creation of the original Norval Secondary Plan it was determined that expansion of the Hamlet was not appropriate. Since that time the Hamlet has been included in the Greenbelt Plan and as a result, expansion of the Hamlet is no longer permitted (minor rounding out of hamlet boundaries is only permitted at the time of the municipal conformity exercise which was carried out by the Town in 2008). As a result, any development will have to continue to occur by way of infilling.

4. Natural environment

The natural environment plays a significant role in defining the character of Norval and protection of that natural heritage within and adjacent to the hamlet is important from an ecological perspective as well as for the sense of community it creates and the opportunities for tourism that it provides. The Willow Park Ecology Centre which provides community activities and is also located at the head of a trail system provides the opportunity to promote awareness of the natural environment and outdoor activities to facilitate active lifestyles and public health.

5. Urban Design

There are existing Urban Design Guidelines for the Hamlet which provide guidance for new development in Norval, but which are brief and general. The opportunity exists to strengthen the guidelines to provide additional direction to ensure that new development in the Hamlet of Norval preserves the village character, recognizes the existing pattern of development, promotes an attractive, pedestrian oriented streetscape, encourages connections with the natural environment and open space system, and reflects best practices in urban design.

6. Servicing

The hamlet continues to be serviced by municipal water and private septic systems. Until municipal sanitary services are extended to the hamlet, any infill development will be constrained by the ability to adequately service the property and satisfy the Ontario Building Code requirements and the Region of Halton where required.

7. Heritage Resources

The hamlet has a significant number of properties for its size that are of heritage interest. There is 1 property designated under Part IV of the Heritage Act and 24 properties listed as having some heritage significance. These properties contribute to the character of the hamlet and create the opportunity to build on the history of the hamlet to promote tourism opportunities; however with only one property actually designated, there is less control over the other properties in terms of exterior alterations.

8. Maintain an urban separator

One of the current objectives of the Secondary Plan is to provide a distinct separation between the hamlet area and the surrounding land uses, the Georgetown urban area and lands in the City of Brampton. The current valley system and Greenlands designation assist in creating an open space buffer between the hamlet and other urban areas. The creation of the Greenbelt Plan should further assist by designating lands to the north and east of the hamlet as Protected Countryside where minimal growth is permitted.

9. Policies regarding commercial development

The Regional Official Plan currently restricts the size of non-residential properties in hamlet areas to a maximum gross floor area of 500 sq metres. This constraint must be reflected in the Secondary Plan policies for Norval.

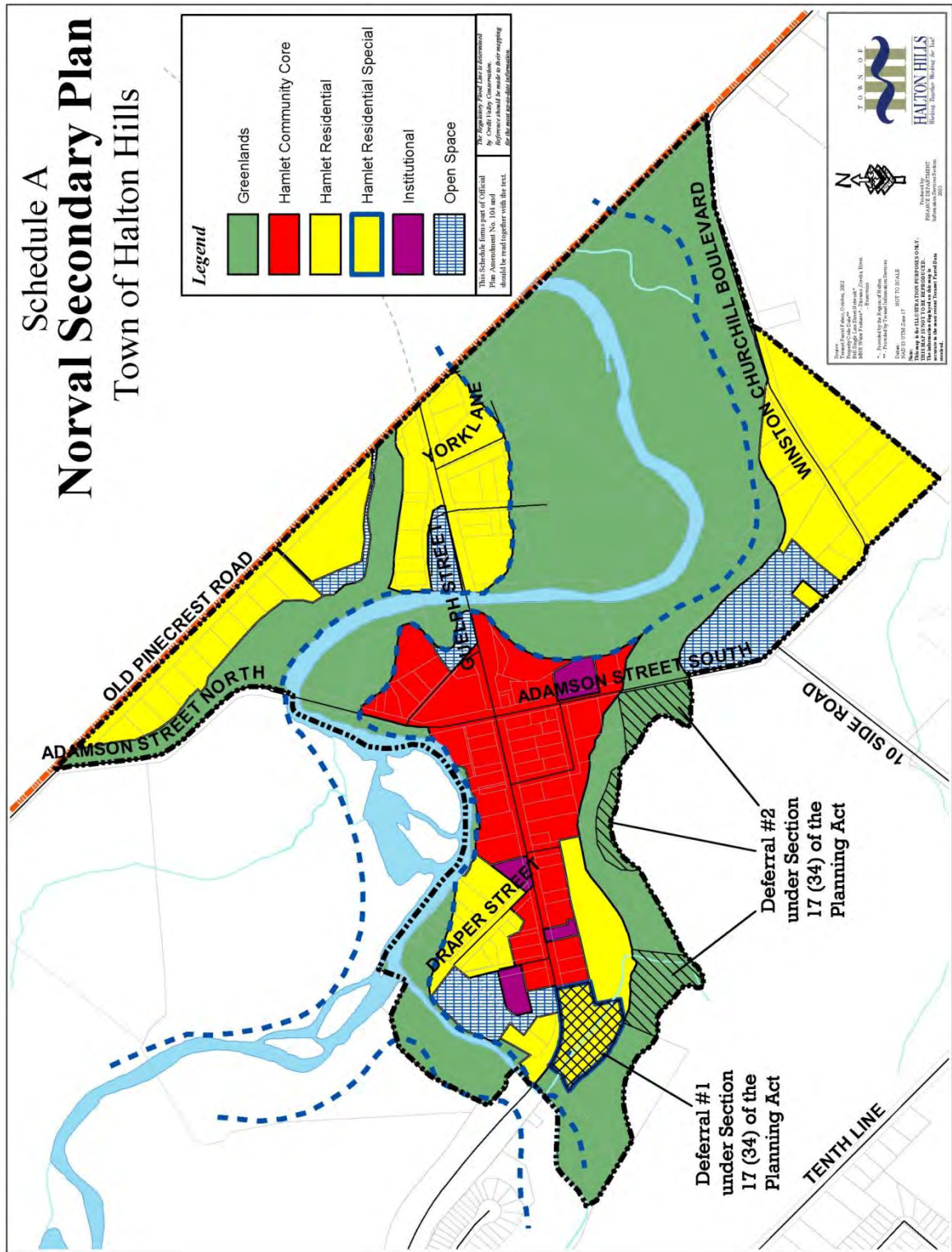
The list of uses that are currently permitted in the Halton Hills Official Plan for the Hamlet Community Core Area varies slightly from the list of uses currently permitted within the Norval Secondary Plan as the Official Plan policies also include cottage industries and residential care facilities. It is intended to add these uses as part of the Secondary Plan review. In addition, in accordance with Section G3.1 of the Plan, the Secondary Plan can differ from the Official Plan which permits uses to be established which reflect the Norval context. For instance, the list of uses does not include automotive related uses and while there are a number of automotive related uses existing in Norval, these are not presently permitted in the Secondary Plan.

The list of permitted uses in the Secondary Plan is being reviewed as part of this Study. The issue of the extent of the Community Core was raised by the public during the review of the Town's Zoning By-law. As a result, the boundaries of the Community Core are also being reviewed as part of this Study.

10. Tourism

The objectives of the Secondary Plan are to strengthen Norval's tourism presence in Halton Hills and the GTA and to provide for increased tourist pedestrian related amenities and facilities. The opportunity exists to pursue that objective through improvements to the appearance of the core area and continuing to promote the existing facilities.

Map 2 – Existing Land Use Schedule



3. Vision Workshop

Proactive stakeholder consultation with the public, landowners, and agencies is an essential component of the Secondary Plan review and as a result, regular public meetings are part of the work program for this Study. The first public workshop was held on June 19, 2012. Approximately 70 people attended the workshop, including a mix of Town Staff, Councillors, residents, business owners, key stakeholders, and representatives from the development community. Members of the consultant team were on hand to help facilitate the workshop and answer questions.

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.

The workshop began with an introductory exercise where participants were asked to write down their top three issues/concerns for Norval. This was followed by a presentation providing an overview of the background discussion paper. The presentation addressed the following topics:

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

Following the presentation, the results of the introductory exercise were presented. Next, groups were asked to complete a worksheet and at the end of the workshop, a member of each group presented the key findings from their discussion.

3.1 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?

3.2 Priority Directions

Although a wide-range of feedback was generated, 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, natural heritage features and properties on the Heritage Register. (See list in appendix 2)
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 to be primarily 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 complete summary of the Workshop is located in Appendix 1.

4. Secondary Plan Goals and Objectives

A preliminary review was undertaken as part of the background work of the existing goals and objectives in the Norval Secondary Plan. That initial review suggested that the existing goal in the Secondary plan was still relevant. It is:

“to ensure the retention and enhancement of the natural, cultural and heritage resources of the Hamlet and to guide change so that it contributes to and does not detract from the character of the Hamlet, in an environmentally protective and cost effective manner. The Plan provides for a limited amount of growth through infilling and the promotion of small-scale tourist/retail related activities.”

A preliminary review of the goals and objectives was undertaken as part of the Discussion Paper. Based on the input from the public meeting, some objectives should be modified and additional ones should be considered reflect the public vision for the community.

The current objectives are:

1. To provide a rational boundary definition and distinct separation between the hamlet and surrounding land uses;
2. To maintain and enhance the character of the hamlet;
3. To improve the visual aesthetics through the introduction of urban design principles;
4. To strengthen Norval’s tourism presence within Halton Hills and the Greater Toronto Area;
5. To provide for increased tourist-pedestrian related amenities and facilities;
6. To enhance the vitality of the commercial core and maintain the core as a focal point for the community;
7. To maintain, enhance and restore the health of the natural environment; and
8. To provide an environmental framework which serves both the existing and future community which is formed by linking existing open spaces, natural features, parks and the developed areas of the hamlet.

It is suggested that modifications be made:

- To objective 1 to continue to provide for the separation of the hamlet and surrounding land uses but to also reflect the fact that the boundary of the hamlet is fixed.
- To objective 2 to maintain and enhance the character of the hamlet, to recognize the street and lot pattern which contribute to that character.
- To objective 3 to address the fact that there are urban design principles and that the urban design guidelines are being updated.

It is suggested that new objectives be added:

- To reduce traffic congestion within the hamlet to the extent feasible and to support the further evaluation of by-pass opportunities.

- To recognize the constraints of the floodplain and to balance the need to protect public safety with the need to recognize historic development within the hamlet.
- To recognize the heritage resources within the hamlet which form an integral component of its character and ensure that new buildings are in keeping with the heritage character including height, built form, massing, scale and setbacks.
- To encourage active transportation and provide facilities through the Hamlet Community Core and to Georgetown and surrounding communities.

5. Floodplain Mapping and Policies

5.1 Floodplain Mapping

The majority of the Secondary Plan area for Norval is located within the valley lands of the Credit River and Silver Creek. For public safety and the protection of property, valley lands along river systems are regulated and Credit Valley Conservation (CVC) has developed floodplain mapping for the Credit River and its tributaries. In 2007, CVC completed an update to the floodplain mapping for the Credit River and the results are shown on Map 3. Map 3 illustrates both the former flood lines and the most recent flood lines which are broken down to show both the 100 year and the regulatory (regional) flood lines.

As can be seen from Map 3, the updated regulatory floodplain mapping better illustrates the location of the Regulatory floodplain in Norval and shows a larger portion of Norval is within the floodplain than previously shown. There are now over 30 properties that were not previously identified as being impacted which are now within the regulatory floodplain.

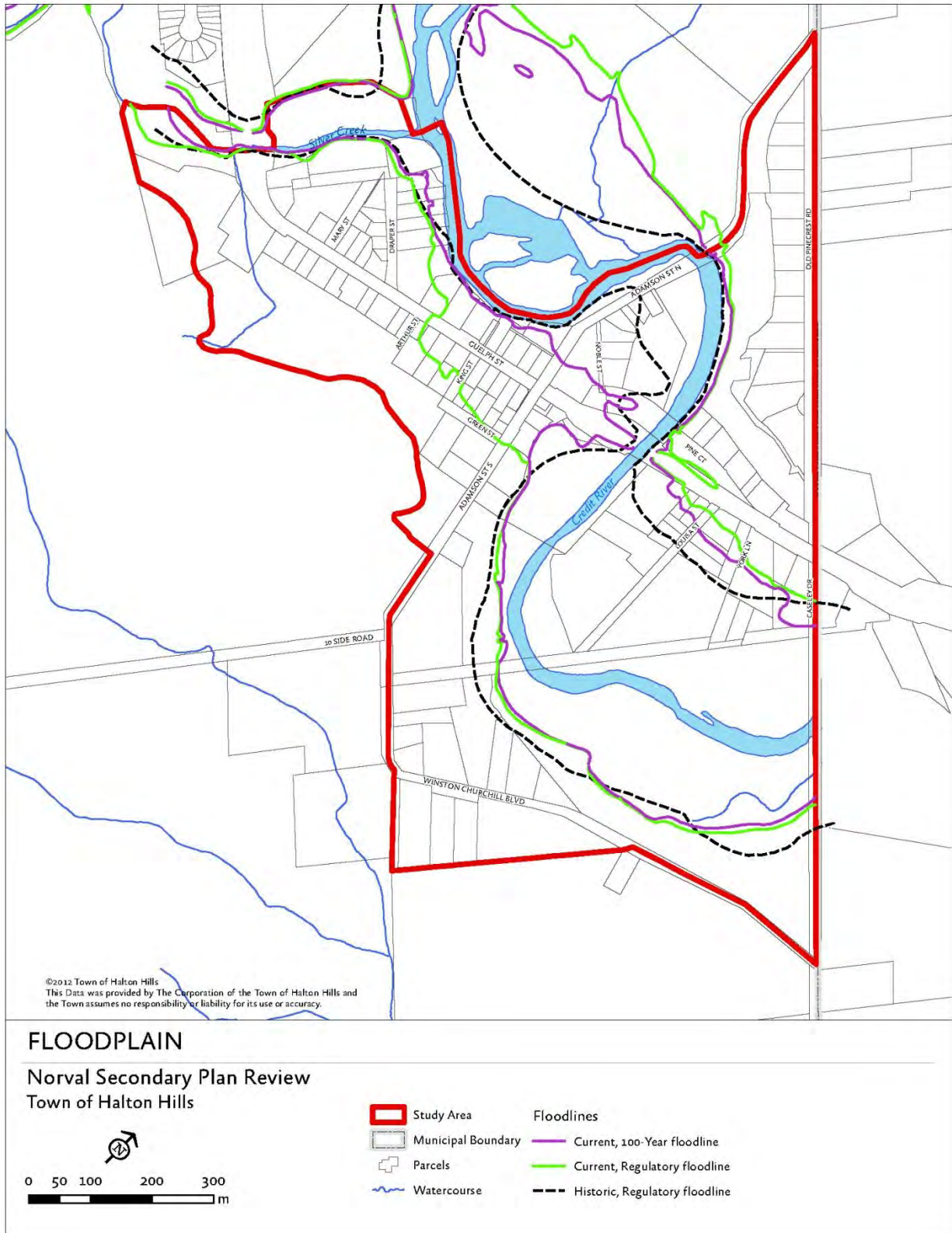
Generally speaking, development within floodplain areas is restricted; however, depending on the characteristics of the site specific flooding, some development may be permitted, subject to specific floodproofing criteria such as:

- Does not increase the number dwelling units;
- Does not include a basement;
- Has safe access to the area during flooding as defined by CVC policies;
- Has a ground floor addition of 50% or less of the original habitable ground floor area to a maximum of 100 square metres and meets dry passive flood proofing requirements for existing residential uses;
- Has a ground floor area of 50% or less of the original ground floor area and meets dry passive flood proofing requirements or if they cannot be met then wet flood proofing;

Consistent with Provincial Policy, no high risk uses would be permitted within the flood hazard (i.e. nursing homes, schools, emergency services and hazardous substances etc.).

Given the historic development that has occurred in Norval and the extent of the hamlet that is located within the regulatory floodplain, it is important to review the alternate policy approaches for managing development within the floodplain.

Map 3 – Floodplain



Option 1 – Current Approach

The first option would be to place all of the lands in the floodplain within the Greenlands designation. This is the approach that was taken when the Secondary Plan was originally created where by all lands that are flood susceptible, wetlands, woodlands, Environmentally Sensitive Areas or steep slopes have been designated Greenlands and was referred to in the Discussion Paper as the One Zone concept. The Regional Official Plan in Section 128 (4) encourages the One Zone approach and prohibits new construction and expansion or replacement of existing non-conforming uses but does allow municipalities the flexibility to establish a less prohibitive approach if specifically addressed in the local Official Plan (Section 128 (2)).

Although the lands in the floodplain are in the Greenlands designation, the current Greenlands policies in the Secondary Plan recognize that existing buildings are an important component of the community and allow for the expansion or replacement of buildings within the floodplain subject to criteria which include:

- expansions are limited to 18.6 sq metres;
- expansion are floodproofed;
- no habitable rooms are established below the flood level,
- safe access is provided for pedestrian and vehicular access, and
- buildings destroyed by fire will be permitted on their original foundations within 2 years
- no nursing homes, day care facilities, group homes, seniors homes, schools, fire, police or ambulance station will be allowed to expand or be replaced if destroyed; and
- no storage of chemical, hazardous or toxic materials can be enlarged or reconstructed.

The effect of this approach is illustrated on Map 4.

The difficulty with this approach is that lands which are designated Greenlands are then subsequently placed into an Environmental Protection zone in the Zoning By-law. The Environmental Protection Zone limits the land uses that are permitted in the zone to primarily agricultural and conservation uses thereby making the existing uses legal non-conforming. This creates particular difficulty in the Community Core area if a building containing a commercial use tries to convert to a new commercial uses or a residential use wants to convert to a commercial use. It effectively restricts the ability for new uses to locate in the Community Core thereby potentially threatening the long term viability of the Community Core. This approach is therefore not recommended.

Option 2 – Two Zone Approach

The second option for dealing with the lands within the floodplain is to utilize a two zone approach. The two zone approach separates the floodplain into two main components - the floodway and the flood fringe. In general, the floodway refers to that portion of the floodplain where development and site alteration would cause an unacceptable threat to public health

and safety or property damage. The flood fringe is generally the portion of the floodplain where depths and velocities of flooding are less severe and development may be permitted subject to certain restrictions.

The floodway is determined by considering both the level of flooding that would occur and the velocity of the water during a flood. This area is often similar to the area within the 100 year flood zone and as a result the flood fringe may generally be the area between the 100 year zone and regulatory flood line. It is important to also note that when determining the limits of the floodway and floodfringe other factors such as ingress/egress and flood depth/flow criteria must also be considered. The two zone approach would allow for some development within the flood fringe area subject to floodproofing requirements, but would significantly restrict development within the floodway. This means new buildings and additions to existing buildings would not be permitted and reconstruction would be further restricted in the floodway resulting in an unwanted burden to existing homes and businesses. This approach is therefore also not recommended.

The approximate effect of using a two zone approach is generally shown on Map 5.

Option 3 – Regulatory Floodplain Overlay

A third option would be to place lands that are in the floodplain within the Greenlands designation only if they are not developed or if they have some other natural heritage feature such as environmentally sensitive areas or wetlands which also applies to them. Developed lands whose only constraint is the floodplain would not be placed in the Greenlands designation but would have a overlay designation. Refinements to the limits of the floodplain would occur through site specific development applications subject to approval from CVC. This would allow the developed lands within the floodplain to have an underlying land use designation such as Hamlet Community Core or Hamlet Residential but there would be an overlay designation on them identifying the floodplain area. This approach would recognize that the lands are subject to flooding which would place additional restrictions on them. These policies would be similar to what currently exists in the Secondary Plan in section 9.6 but require revision to be consistent with updated CVC policies.

This approach would also allow recognition in the zoning by-law of the existing uses that would again be subject to restrictions but the uses would not become legal non-conforming. It is recommended that an “F” suffix be added to the zoning to again recognize that the property is subject to flooding. This would address some of the concerns that were expressed during the processing of the new comprehensive Zoning By-law for the Town by business owners who were concerned about the zoning on their property. As a result this approach is the recommended approach for addressing land within the floodplain within Norval and the resulting mapping is shown on Map 6.

As a result of taking this approach, the criteria that currently exist in the Secondary Plan for designation of the Greenlands will need to be modified to recognize that not all lands within the floodplain will be located within the Greenlands designation.

As this approach is the recommended approach, Option 3 is the basis for the proposed Greenlands and floodplain overlay designations for all of the land use options that are developed in Section 6 of this report.

5.2 Credit Valley Conservation Policies

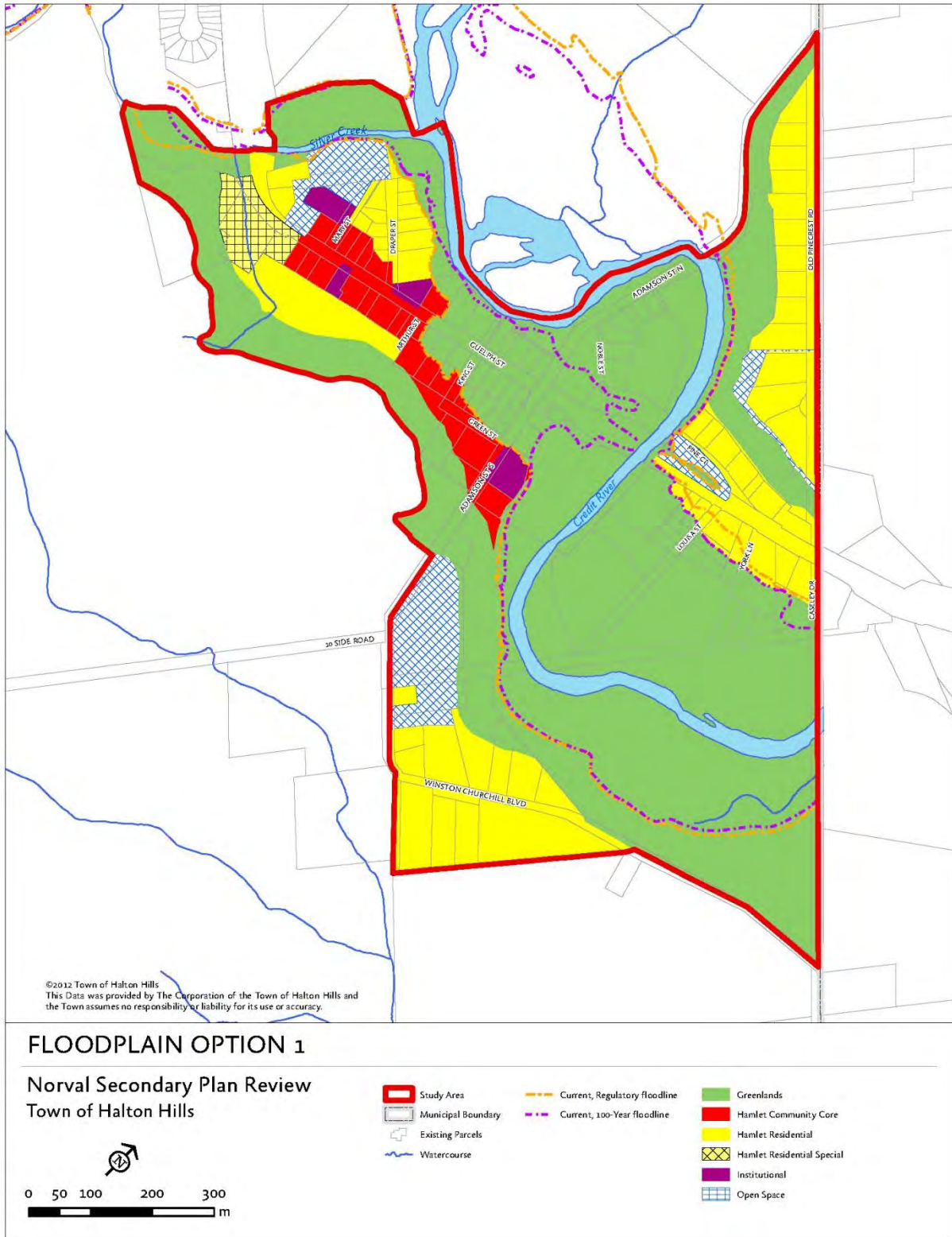
It must be recognized that although policies in the Secondary Plan and the Zoning By-law will establish parameters to address future development in or adjacent to the floodplain, erosion hazards and natural features, that landowners will also be required to obtain a permit from Credit Valley Conservation (CVC) under Ontario Regulation 160/06 established under Section 28 of the Conservation Authorities Act. This permit will be required prior to any work being undertaken within the CVC regulated area and is a separate process from any zoning or site plan approvals that would be required through the Town's planning process. The CVC will be reviewing the permits against their Watershed Planning and Regulation Policies which were referenced in the Discussion Paper.

The Watershed Planning and Regulation Policies establish a number of criteria for dealing with development on existing lots within regulated areas including those in the floodplain and erosion hazard.. Their policies however, allow for expansion of existing residential uses if they are 50 % or less of the original habitable ground floor area to a maximum footprint of 100 square metres on the ground floor and if the second floor addition does not exceed the original habitable ground floor area plus 100 metres. For commercial, industrial or institutional uses the addition may be 50% of the original ground floor area. As these policies would generally provide greater flexibility to existing owners, it is recommended that the Town consider modifying the Secondary Plan policies to reflect the CVC policies in this regard.

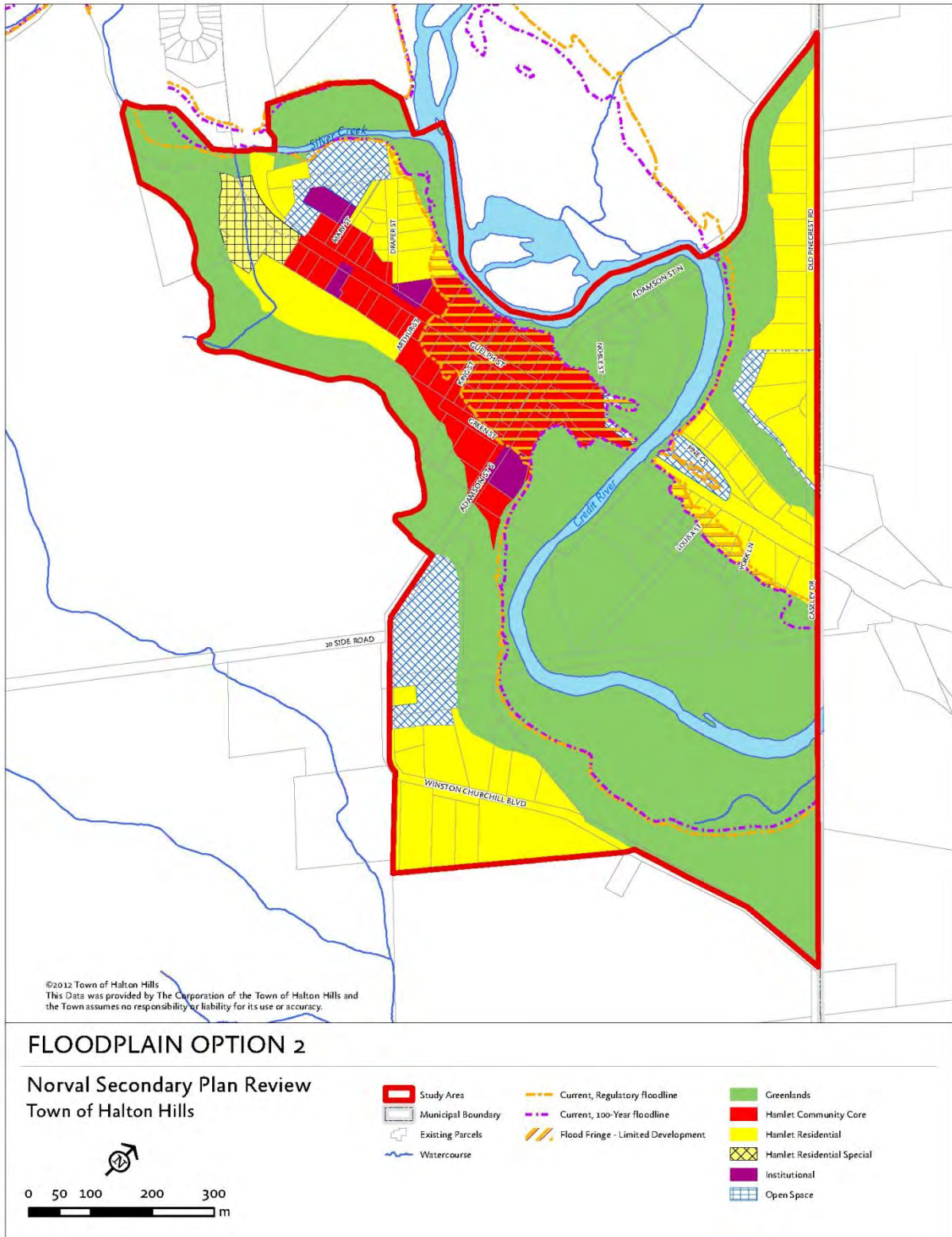
5.3 Buffers and Setbacks

The current Secondary Plan establishes a general building setback of 5 metres from the stable top of bank and the erosion allowance and a 5 metre setback from the regulatory flood line for all new development. The policies also indicate that a 30 metre setback from the bank of the watercourse is required. In 2010, CVC updated its policies to be more consistent with new Provincial guidelines and best practices. The current CVC standard buffer for lot creation (e.g. subdivision or consent) is generally 10 metres from the greater of any flood hazard, erosion hazards (unstable slopes and stream erosion) and significant natural features (e.g. Environmentally Significant Areas, wetlands, woodlands etc.) and 30 metres from Provincially

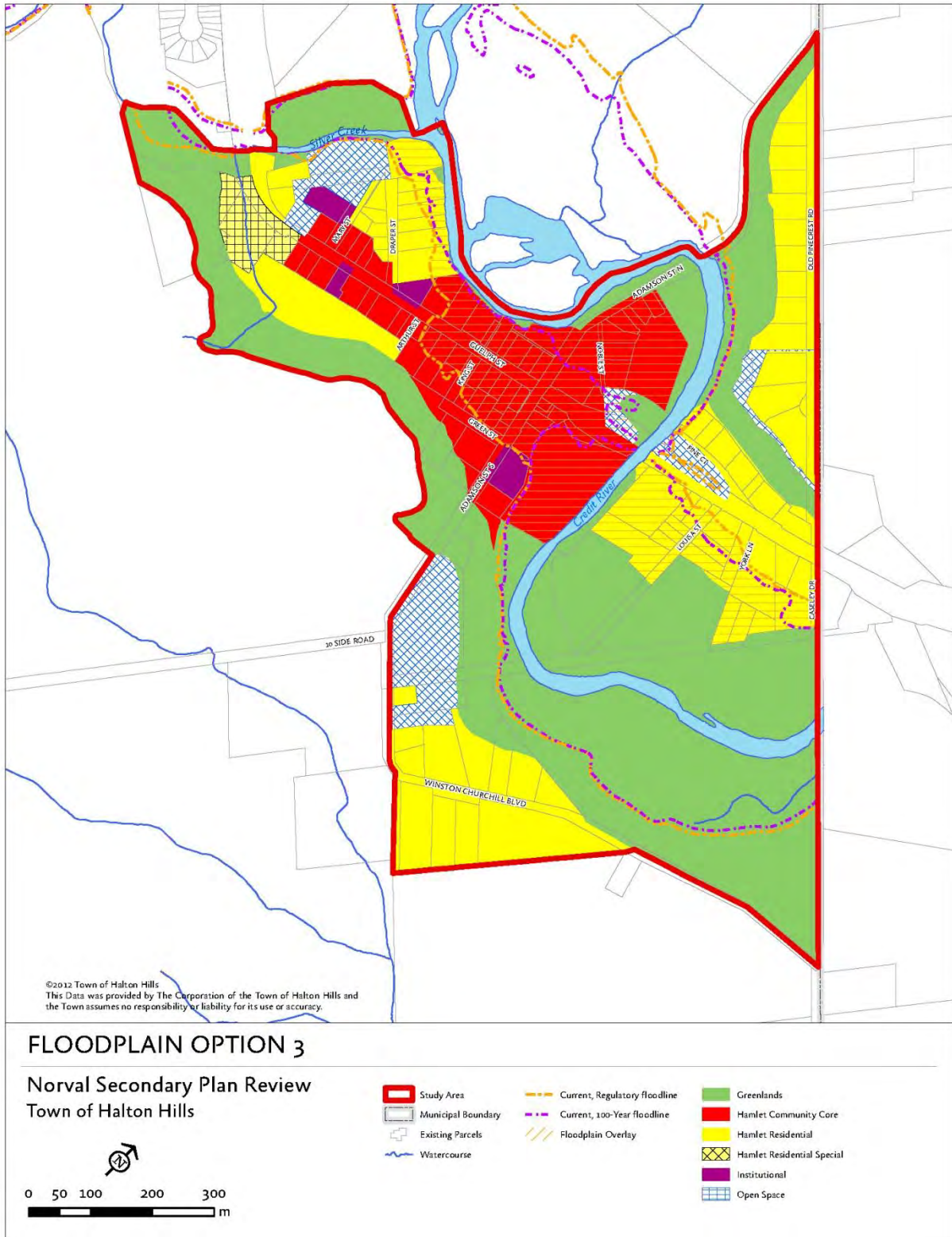
Map 4 – Floodplain Option 1 – Current Approach



Map 5 – Floodplain Option 2 – Two Zone Approach



Map 6 – Floodplain Option 3 – Regulatory Floodplain Overlay



Significant Wetlands and watercourses. For development on existing lots the current setback required for development by CVC is generally 10 metres from the greater of the top of bank, erosion hazards, watercourses, wetlands and other natural features contributing to the conservation of lands (e.g. woodlands, Environmentally Significant Areas etc.).

If these policies are to remain in the Secondary Plan it is recommended that they be amended to be consistent with these CVC policies and that the wording be modified to indicate that the above noted 10 and 30 metre setbacks are required unless it is demonstrated that an alternative setback is justified. This will provide flexibility to deal with individual situations. Alternatively, a policy could be included to state that all new proposed development within the regulatory floodplain and/or CVC regulated area will be subject to floodproofing, setbacks and other restrictions prior to final approvals, to the satisfaction of CVC. This approach recognizes that technical requirements are dependent on site specific circumstance and coordinates the planning and permitting processes; however, it does not give any initial guidance to landowners seeking to understand the general parameters within which development may be permitted. Another option would be to put these setback requirements in to the Zoning By-law rather than in the Official Plan policies.

5.4 Stormwater Management

The current policies in the Secondary Plan dealing with stormwater management indicate that a stormwater management report is required for submission of plans of subdivision and may be required for lot severances or other development approvals. The policies in the Official Plan that address stormwater management indicate that a stormwater management report is required for all commercial, industrial, institutional, recreational and residential development unless waived by the Town. The report is required to address quality and quantity issues and the possible impacts on watershed regimes and groundwater resources. There is the option to retain the existing policies in the Secondary Plan or to update them to reflect the Official Plan approach. It is recommended that the policies in the Secondary Plan be revised to reflect the Official Plan.

There is currently a trend towards utilizing more sustainable development practices and this is the case with respect to stormwater management as well. One option for doing this is to reduce impermeable surfaces and stormwater runoff at the source through the use of stormwater best management practices including Low Impact Development (LID). The overall objective of LID is to address stormwater at the source rather than collecting stormwater in traditional end of pipe measures (eg. stormwater management ponds). This also assists with pollution control and reduces runoff. Stormwater best management practices such as LID techniques include the use of measures such as bioretention, permeable pavers, vegetated filter strips, rainwater harvesting, rain gardens, rain barrels and disconnected downspouts. It is

therefore recommended that policies be added to the Secondary Plan to further encourage stormwater best management practices including LID, as appropriate.

6. Land Use Policies and Mapping

The list of permitted uses in the Hamlet Community Core was raised as part of the background Discussion Paper and was also an issue that came out of the public workshop.

6.1 Automotive Uses

The existing automotive uses generated a considerable number of comments at the public workshop and there were opinions expressed both in favour and opposition to recognizing them within the Hamlet.

There are currently 5 automotive uses within the Hamlet, of which only 2 are within the Community Core. Of the 25 commercial operations (which do not include home occupations) this represents approximately 20 percent of the existing businesses with the Hamlet and is therefore a notable portion of the commercial base. Two of the existing automotive uses are located on Guelph Street on the east side of the Credit River and a third use is located on Draper Street. These uses are within areas designated Hamlet Residential in the current Secondary Plan and are zoned “Development” for existing uses in Zoning By-law 2011-0098.

One of the concerns that have been expressed by residents about the automotive uses is that they do not fit with the desired character or vision for the hamlet. As some of the objectives of the Secondary Plan are to promote tourism and enhance the community core, the existence of automotive uses in the hamlet may not facilitate those objectives. However, one of the other issues that were raised at the public meeting was the desire to support small, independent businesses in the Hamlet Community Core. As noted above, automotive uses are certainly a prominent part of the employment and tax base within the hamlet.

Options for dealing with the automotive uses are therefore suggested as follows:

1. Continue to exclude automotive uses from the list of permitted uses in the Hamlet as a whole;
2. Add automotive uses to the list of permitted uses within the Community Core ;
3. Add site specific exceptions to recognize the existing automotive uses both inside and outside of the Core but not permit new automotive uses or the relocation of the existing ones.

Option 3 appears to provide the best balance between recognizing and supporting existing businesses in the community and restricting new automotive uses which may not fit with the desired character of the community.

6.2 Permitted Uses in the Community Core

With respect to the uses that are currently permitted in the Community Core, these currently include tourism and cultural uses, retail services, residential uses and office space. The permitted uses include:

- Bakery
- Bank
- Bed and breakfast establishment
- Business or Professional office
- Community Centre
- Home Occupation
- Ice cream parlour
- Museum
- Private park
- Public Park
- Public parking area
- Recreation use
- Restaurant but not a drive through restaurant
- Retail showroom
- Single family dwelling
- Tourist attraction

In addition, small scale woodworking or blacksmith shops or other similar operations that have a tourist function in terms of providing opportunities for visitors to view historic or unique manufacturing practices are also permitted as long as they do not exceed 500 sq metres and may be required to provide a hydrological study.

It is noted that although the list of uses provided is not exhaustive it is intended to provide examples of the kind of uses that may be appropriate. As a result, consideration should be given to adding uses such as:

- personal service uses such as hair stylists and shoe repair,
- a general store,
- craft shops,
- artist studios and art galleries,
- cafes,
- antique and furniture stores.

Drive through restaurants are not currently permitted within Norval; however other types businesses (for example banks) are starting to include drive through components to their operations. Given the current Vision and objectives for Norval, drive through uses do not appear to be consistent with the current or desired character of the Community Core. As a result, it may be appropriate to prohibit all forms of drive through uses within the hamlet.

6.3 Size of Commercial Uses

One of the other issues that were raised at the public meeting was with respect to the size of the commercial uses that are permitted in the hamlet. As identified in the Discussion Paper, the Regional Official Plan establishes a maximum size for non-residential uses in hamlets of 500 sq metres and this is currently reflected in the Secondary Plan. It is therefore not possible to increase this size (as it appears some business owners would like to see) but there was a question raised by some residents as to whether this size was too large. The concern was that large commercial buildings may be out of keeping with the character of the hamlet. By way of context, the rebuilt Carpet Palace has a ground floor area of 354 sq m and appears to be one of the larger retail stores in the hamlet. Many of the existing commercial facilities are on the ground floor of converted homes and older single storey commercial-type buildings. For non-restaurant type of commercial uses the typical lot coverage is usually about 25%. As a result, a 500 square meter (5,380 square foot) maximum building size would typically require a 2000 sq metre (half acre) lot; however, given that there are no municipal sewers in Norval then an even larger lot would be required in order to accommodate the septic bed. A lot of this size is larger than most of the existing lots within the Community Core (unless they are consolidated) and the building would span roughly 26 m (85 ft) by 20 m (65 ft) (a standard depth).

In addition, the hamlet is within a very short commuting distance to Georgetown facilities as well as the future Osmington regional node on the north side of Bovaird between Mississauga Rd. and Chinguacousy Rd. Those locations can accommodate larger stores with the result that they would normally not be required in a hamlet whose primary commercial function is to serve its residents, the surrounding rural community and tourists.

As a result, a maximum store size of 500 square meters (5,380 square feet) appears too large to be comfortably accommodated in Norval, is inconsistent with the scale of existing commercial facilities, and would probably not be feasible economically given the relatively close-quarter competition (existing in Georgetown and planned in Brampton). It is therefore recommended a maximum size of 250 sq metres (2,690 square feet) be considered for new commercial uses.

This maximum size could be addressed through policies in the Secondary Plan and/or the Zoning By-law. If it is only placed in the Zoning By-law then any properties proposing development between 250 and 500 sq m would only require a rezoning and not an Official Plan amendment. Provisions could be made in both the Secondary Plan and Zoning By-law to recognize existing businesses which currently exceed 250 sq m so as not to create any legal non-conforming circumstances for those businesses.

6.4 Extent of the Community Core

As noted above, the extent of the Community Core was raised by the public during the review of the Town's Zoning By-law and therefore reviewing the boundaries of the Community Core is an important part of this study process. The Core currently extends along Guelph Street between the Credit River in the east and just past Mary Street in the west and along Adamson Street between the current boundaries of the Greenlands designation. It also includes the lands that front onto King Street and Green Street.

The Community Core is intended to be a mixed use village core which permits both commercial and residential uses. Although the lands may be designated as Community Core, only existing commercial uses were recognized in the Zoning By-law so that new commercial uses in the Hamlet will require a rezoning to allow the proposal to be fully reviewed and allow the opportunity for public input.

There are several options that can be considered for the boundaries of the Core.

Option 1 Current Secondary Plan (with Floodplain Overlay)

The first option would be to generally maintain the status quo in terms of the boundaries of the Community Core (subject to the adjustments made as a result of the recommended approach to dealing with the floodplain). This approach reflects the fact that the Community Core contains most of the business activities within the hamlet and provides for a contiguous and reasonably compact area. This option is shown on Map 7.

Option 2 – Guelph Street Focus

The second option would be to focus the Community Core only along Guelph Street. The uses along Adamson Street are predominately residential with the exception of the uses which also front onto Guelph Street and 16 Adamson Street which has vehicle storage and a dance studio. The uses on Green St, King St and Noble St do not contain any commercial uses (other than possible home occupations). It may therefore be appropriate to remove these areas from the Community Core.

The Community Core currently stops at the Credit River. As Guelph Street is the focus of much of the traffic in the hamlet and given that there are two automotive uses east of the river, this option would extend the boundaries of the Community Core to the eastern edge of the hamlet.

Policies which also permit existing automotive commercial uses would be added on a site specific basis to the two commercial uses in the Community Core. This option is shown on the Map 8.

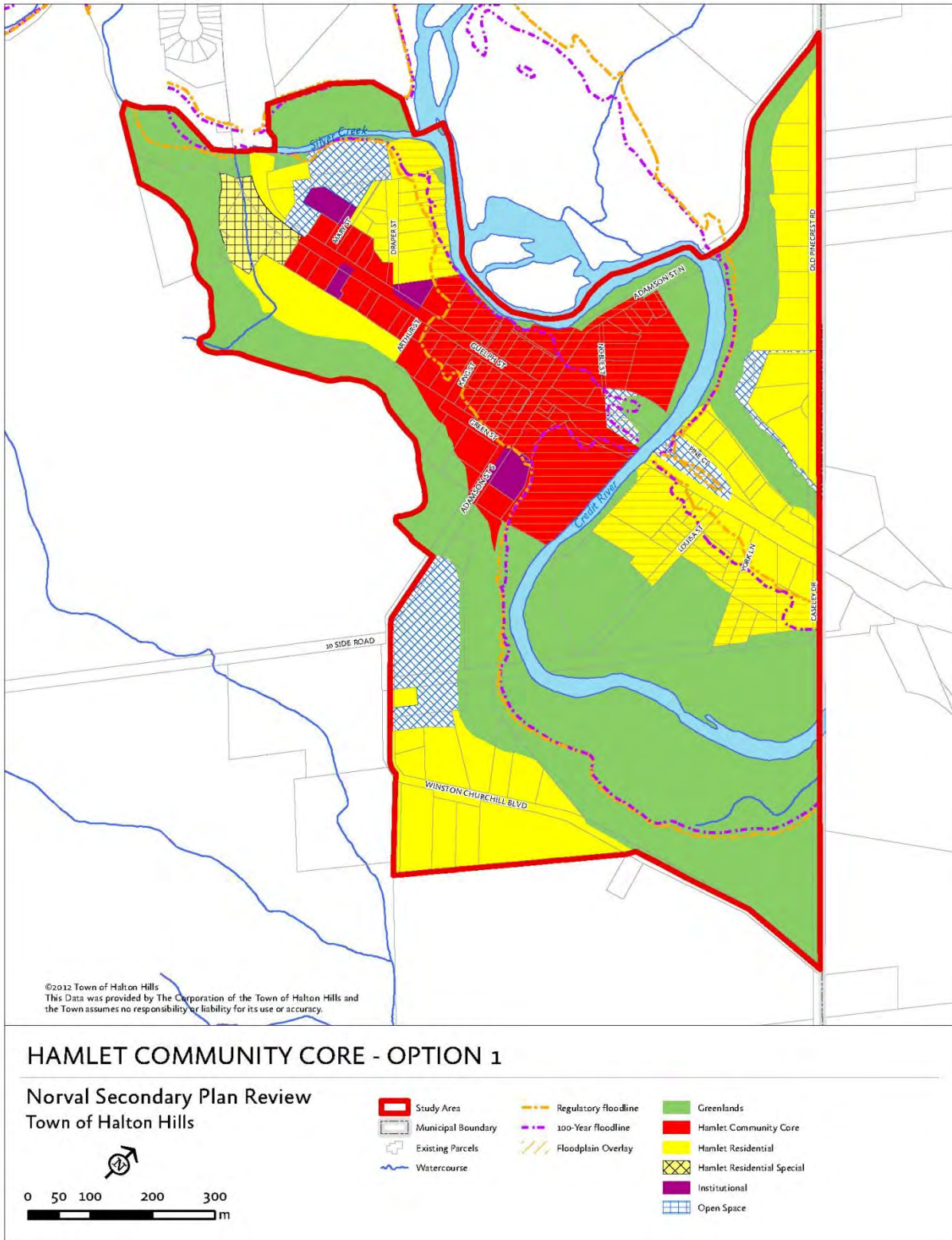
Option 3 – Compact Core

As noted above, there are three automotive commercial uses that are located outside of the Community Core. It may therefore be appropriate to recognize these three locations with a

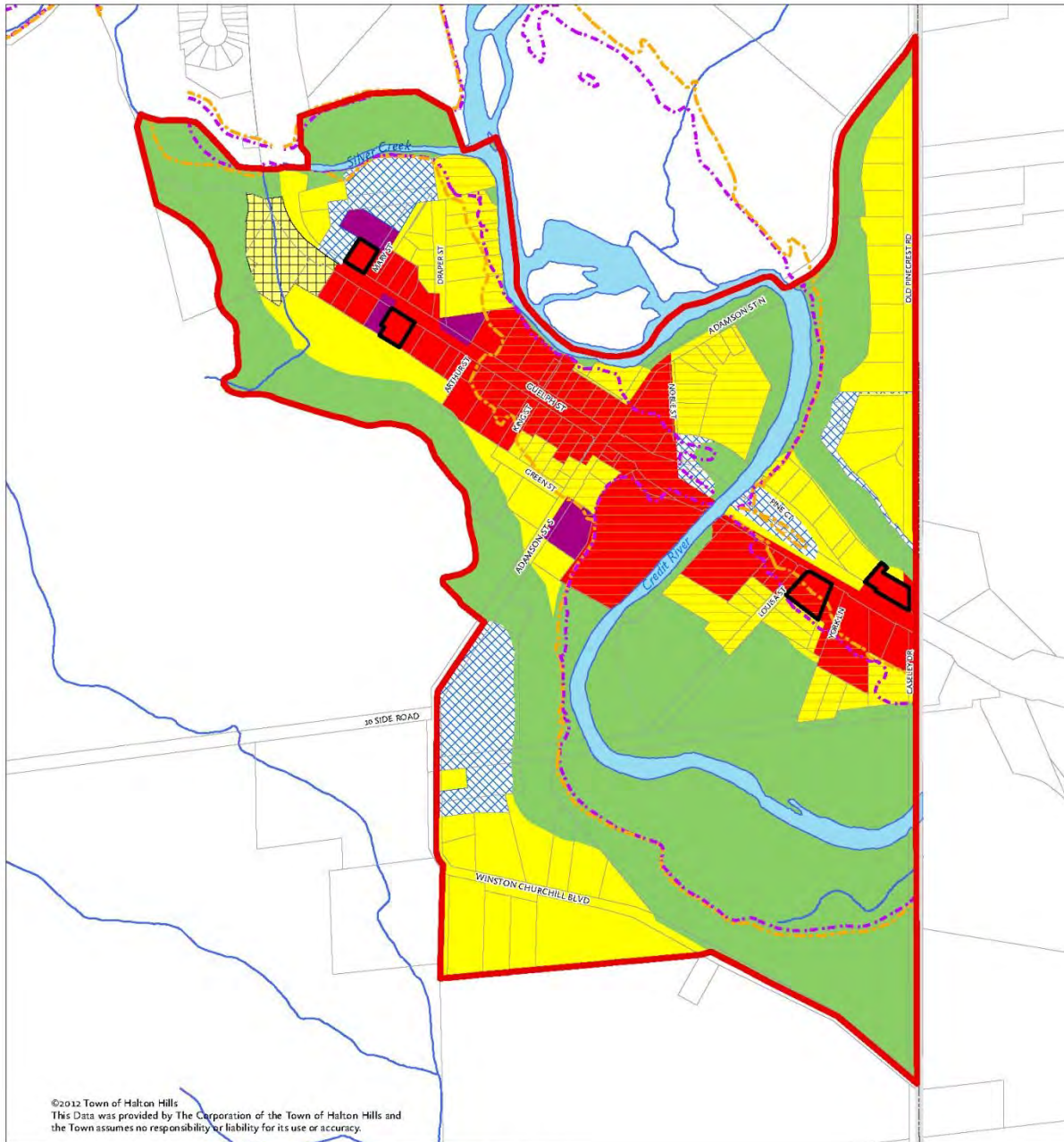
new designation that permits automotive commercial uses in addition to residential uses. This would address the issue of allowing these businesses to be zoned for their current use. Policies would also be added to permit existing automotive commercial uses on a site specific basis to the two commercial uses in the Community Core.

This option would also exclude the properties on King Street, Green Street and Noble Street from the Community Core since they are currently single family residential uses which do not contribute to the uses or activity level usually associated with the Community Core. It may be appropriate however to allow uses that would be complementary to the Community Core and help to retain the existing built form. This area would be designated as Hamlet Residential/Office to allow for commercial uses such as business and medical offices and could include recognizing existing commercial uses on Adamson Street North. Concentrating retail and tourist commercial activities in a smaller area will allow any streetscape improvements to be more focused and directed to where they can most enhance the pedestrian environment for shoppers and tourists. This option is shown on the Map 9.

Map 7 – Community Core Option 1



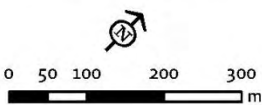
Map 8 – Community Core Option 2



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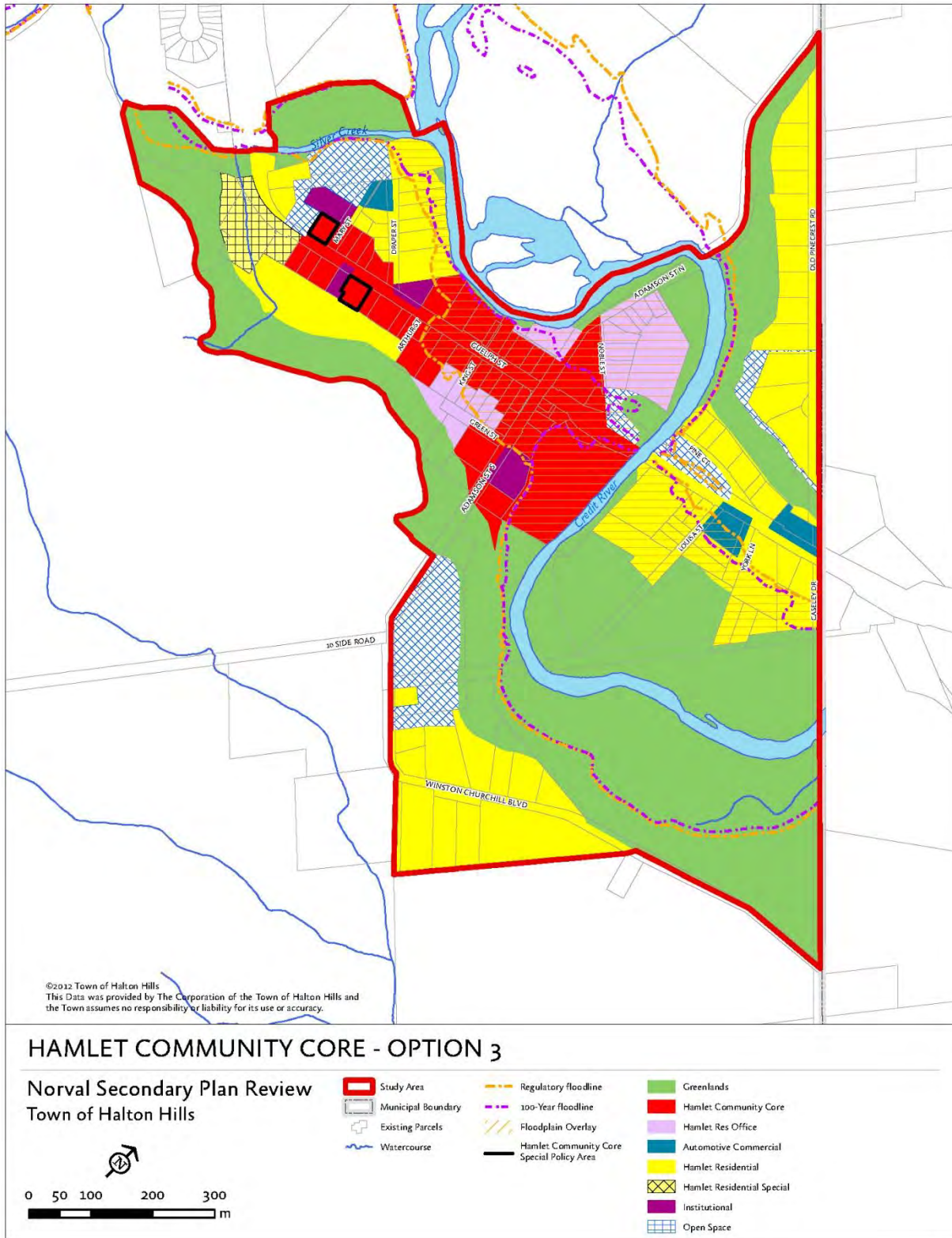
HAMLET COMMUNITY CORE - OPTION 2

Norval Secondary Plan Review
Town of Halton Hills



- | | | |
|--------------------|---|----------------------------|
| Study Area | Regulatory floodline | Greenlands |
| Municipal Boundary | 100-Year floodline | Hamlet Community Core |
| Existing Parcels | Floodplain Overlay | Hamlet Residential |
| Watercourse | Hamlet Community Core Special Policy Area | Hamlet Residential Special |
| | | Institutional |
| | | Open Space |

Map 9 – Community Core Option 3



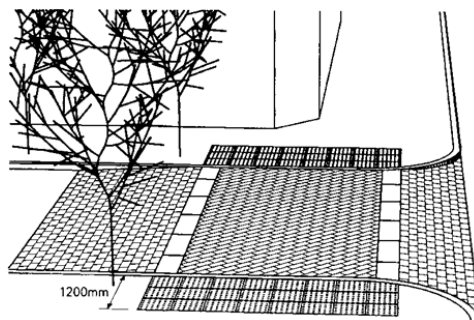
7. Transportation

It was noted in the Discussion Paper that there are transportation pressures in the Hamlet of Norval and that Highway 7 and Winston Churchill Boulevard through Norval were identified as “bottlenecks” in Halton Peel Boundary Area Transportation (HPBAT) Study. The HPBAT Study considered a number of arterial and freeway options for Norval which include the Norval West Bypass and Winston Churchill Bypass and alternatives with four and six lanes were recommended. The HPBAT Study emphasized that the roadways through Norval should remain two lanes serving local traffic and restricting capacity. Ultimately, the HPBAT Study left the Norval area as “subject to future Environmental Assessment studies.” The HPBAT Study indicated that no bypass option will bring the volume-to-capacity ratio through Norval to less than one (functional capacity). As a result, there will continue to be on-going traffic congestion.

7.1 Traffic Calming

In order to address the impact that traffic has on the community, the Town, as part of the road improvements in Norval this year, is installing speed bumps to provide traffic calming. These are going to be located on King Street and Green Street and are intended to address the cut through traffic that is trying to avoid the Guelph Street and Adamson Street intersection. This is being further supplemented by restrictions of left turns from Adamson Street to Green Street during the afternoon peak period and restrictions on right hand turns from Guelph Street to King St during the morning peak period.

Other techniques that can be considered to assist in traffic calming are to use raised crosswalks to visually discourage entry into a local street in the first place. The intent is to raise the crosswalk to the same level as the sidewalk. More than a physical hump, the design is intended to visually discourage traffic from turning into the local road. The raised crosswalk continues the lines of the main street (the pavement edge, the curb, the sidewalk) so as to remove the temptation of the local road. In some cases, pavers or other texture is used. A diagram illustrating this approach is shown below.



Given that the new speed bumps have not been installed yet, it may be wisest to evaluate how effective the new speed bumps are before considering this form of additional traffic calming.

Speed bumps or other physical means of slowing down traffic are not practical on Guelph Street (Highway 7) or Adamson Street (Winston Churchill) where the objective of these roads is to provide a steady movement of traffic through community. As a result, if traffic calming is to be provided on those streets, other methods of doing so will need to be considered. In order to slow traffic yet still provide capacity, it is recommended that the street be made visually narrower. The lanes will continue to be the standard widths but by adding on-street parking, street trees, planters, landscaping, and street furniture between the road and sidewalk the road feels narrower and conveys the message to slow down as there are people and activities there. These types of road enhancements also fit with the type of urban design improvements that were raised in the Discussion Paper and are therefore recommended for the Community Core area of Norval.

Another means of making the street feel narrower is to bring the buildings closer to the street. This can be accomplished by requiring a minimum as well as a maximum building setback from the street. The Hamlet Commercial zone currently establishes a minimum front yard setback of 7.5 m and no maximum front yard setback and the Hamlet Residential 1 zone (which applies to all of the residential buildings on Guelph Street and most of the residential buildings on Adamson Street) requires a minimum front yard setback of 4.5 m. Guelph Street is still under the jurisdiction of the Ministry of Transportation which has policies with respect to the setback of new buildings adjacent to highways. In addition, bringing new buildings closer to the road may not be consistent with the current built form in Norval where many of the existing buildings are set further back from the road. There is also currently a substantial amount of vegetation in the front yards along Guelph Street which is part of the character of the hamlet as well and which should be maintained. As a result, the option of bringing the buildings closer to the road in the Community Core is not likely to be an appropriate alternative.

7.2 Traffic Flows

Another option to assist in addressing traffic issues in Norval would be to consider an adaptive signal at the Guelph and Adamson Street intersection. It would be appropriate, especially in peak hours, to provide minimum pedestrian times only if pedestrians are present. Valuable “green time” can be spent waiting for the pedestrian count-down when no pedestrians are crossing the intersection. An adaptive system would allow those legs with demand at that particular time of day to get more “green time”. For instance, in the PM peak, the northbound direction of Adamson Street could get green and green left arrow so that a lot of traffic can move through. If the long line of northbound traffic did not exist, the temptation to cut through the local streets diminishes. Norval is a case where, because additional right of way for added width is not practical, money spent on a more sophisticated signal system (with advanced detection technology) may be helpful.

There is currently a day care centre on the corner of Mary Street which generates more traffic during the peak periods-and this intersection is also located near the bottom of the hill where the road curves. As a result, it may make sense to consider an east bound left turn lane from Guelph Street onto Mary Street. This would ease traffic congestion on Guelph Street particularly in the morning peak period when traffic is heaviest going east bound.

Concern has been expressed by the community about the volume of truck traffic that occurs through the hamlet. As Guelph Street is a provincial highway and therefore intended to carry large volumes of inter-municipal traffic, trucks are a normal part of the highway traffic. Until the bypasses are built, it is more difficult to reroute truck traffic around Norval. As a result, it is recommended at as part of the Class Environmental Assessment which will be undertaken for the bypasses that the Town requests that truck traffic be restricted in the hamlet core.

It is also suggested that as part of the Environmental Assessment process for the bypasses that traffic signals be considered for the intersection of Winston Churchill and 10th Side Road, as this intersection will affect the flow of traffic into the hamlet.

7.3 Transportation Policies

The policies in the current Secondary Plan dealing with Transportation were deferred pending the outcome of the studies being undertaken at the time the Secondary Plan was approved. As noted above, the Halton Peel Boundary Area Transportation (HPBAT) Study was subsequently completed and has made recommendations that affect Norval including the Norval By-pass and the Winston Churchill By-pass. It is recommended that policies be updated to reflect the outcome of that Study and to also recognize that Environmental Assessments are required in order to undertake the by-pass options.

The Town of Halton Hills and the Region of Halton are completing a joint Halton-Peel Freeway Corridor Definition Study to identify alternatives to establish the geographic limits of a Corridor Protection Area that would allow for the proposed construction of a North-South Freeway and transportation improvements approved in the HPBAT Study. A Memorandum of Understanding was approved April 4, 2012 to achieve the transportation improvements developed in HPBATS as envisioned by the Municipal Partners including Halton Hills, Halton Region, Peel Region, City of Brampton and Town of Caledon and indicate that corridor protection policies must be in municipal Official Plans and Zoning By-laws by April 4, 2013. The transportation improvements include a North-South Freeway, an East-West connection between Brampton and Halton Hills and other transportation network improvements.

Policies in the Secondary Plan should emphasize the importance of moving forward with the East-West connection study between Brampton and Halton Hills to address traffic issues which

are central to Norval and the long term preservation of the hamlet. Specific attention in the East-West connection study is needed to determine how the connection will be achieved through either a combination of road connections or a new corridor. Possible conflicts between these connections and the existing housing and environmental features in the Hamlet need to be given careful consideration in order to ensure that the river valley setting and the current built form character of the community is maintained.

Policies should be created to encourage the desire to provide traffic calming as discussed above through the use of on-street parking and street furniture on Guelph Street. Policies should also be added to facilitate the addition of bicycle lanes which was identified at the public meeting as being important to the residents. The Town's Cycling Master Plan identified Guelph Street from the western limits of Norval to Adamson Street as a location for future on-street bicycle lanes and Adamson Street is to be an off-road proposed paved shoulder cycling route.

Interest was also expressed at the public meeting about improving pedestrian connections and options particularly by providing sidewalks that facilitate pedestrian movements into and out of the hamlet and which expand and enhance the trail system. These should also be reflected in the Secondary Plan policies.

8. Heritage Protection and Urban Design

There are currently Urban Design and Heritage Protection policies in the Secondary Plan and there are also Guidelines in Appendix A but as noted in the Discussion Paper both the policies and the Guidelines are general and could be enhanced to provide greater clarity and guidance for future development in Norval.

The policies in the Secondary plan currently note the importance of heritage buildings in the hamlet which create a distinctive environment and which contribute to both the character of the community and the promotion of tourism. As noted in the Discussion Paper, there is currently very little formal protection of the buildings with heritage significance as only one building is currently designated under the Heritage Act although a number of buildings are listed.

8.1 Heritage Conservation District

One technique that is sometimes used to ensure the better protection of an area's heritage resources is to designate it as a Heritage Conservation District under Part V of the Ontario Heritage Act. The consideration of a Heritage Conservation District would need to be undertaken as a separate study and would involve a detailed analysis and reporting on the history of the area, its resources and its character in order to determine if a Part V designation would be appropriate. This approach may be considered where there is a concentration of heritage buildings, sites, built form, landscapes, topography and/or natural areas that are linked by historical context or use, have a sense of visual coherence and are distinguishable from surrounding areas. The advantage of a Heritage Conservation District is that it can go beyond just protecting individual buildings to addressing views, streetscapes and vegetation, if appropriate.

8.2 Individual Heritage Designations

Another option would be to designate more of the buildings that are currently listed as being of interest but which are not designated. This approach only addresses individual buildings and not the overall character of the community. At the public meeting it was mentioned that some additional properties such as the churches should be considered for individual designation.

This approach would also involve a formal process that creates a by-law that is adopted by Council to designate the building. Following adoption of the by-law, changes to the exterior of buildings would require generally approval from the Heritage Committee. The Town's current practice is to only pursue designation of a listed property with the consent of the property owner, except in extreme circumstances (eg Barber Mill).

8.3 Stronger Heritage Protection /Urban Design Policies

A third option would be to modify the policies in the Secondary Plan to incorporate more specific requirements that all development respect and reinforce the built form of the existing community and maintain the character of the heritage buildings and landscapes. This would include reference to 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. It could also include reference to the character of the roads entering the hamlet.

It is recommended that the third option be utilized irrespective of whether the other two options are pursued as there is no requirement to carry out a separate study or additional approval processes as would be required for a heritage district or individual designations. Even if the community decides to pursue designation in the future, the Secondary Plan policies would still complement those options. The Secondary Plan policies will be further supported by the revised Urban Design Guidelines which are being prepared as part of this Study and which will provide greater detail and specificity.

APPENDIX 1



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?

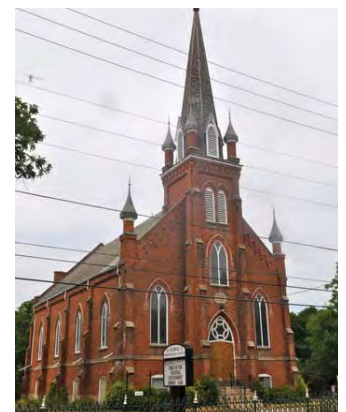
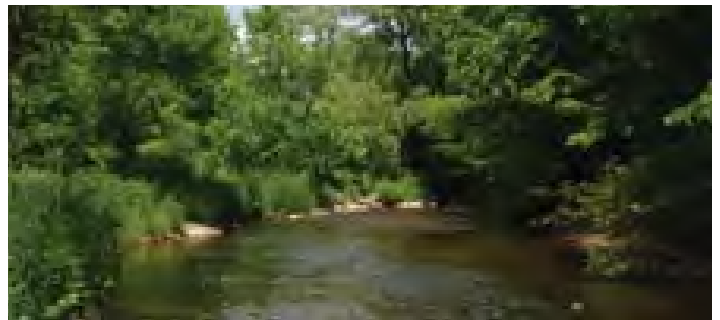


The Hamlet of Norval Secondary Plan area.

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

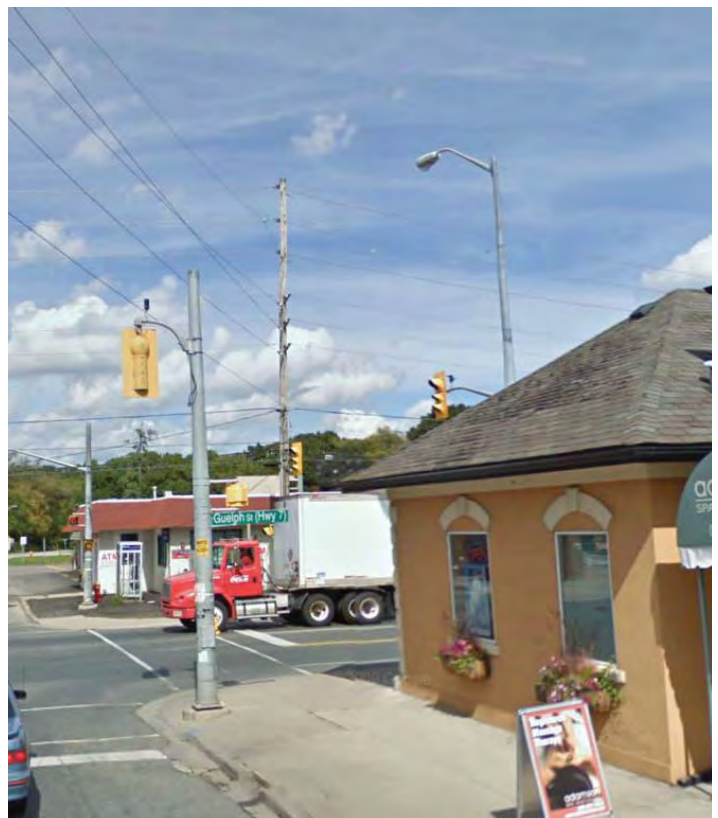
- More frequent garbage pick-up is required.
- People should be issued fines if caught polluting the Credit River and McNab Park.
- The Norval Quarry should be prohibited.
- Main transportation corridors should be located as far as possible from water systems.

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

APPENDIX 2

Norval Built Heritage Inventory

Historical Reference	Location	Cultural Heritage Value
4 Adamson Street South	4 Adamson Street South Lot 11, Concession 11 (Norval)	Good example of a vernacular style residence; Owned by Cliff Moreton, a local farmer
St. Paul's Anglican Church	12 Adamson Street South Lot 11, Concession 11 (Norval)	Excellent example of a Gothic Revival style church with symmetrical façade, spire and lancet windows; Land for the church was donated by Colonel Peter Adamson, a Scottish soldier, who moved to Norval in 1838 and became involved in local affairs; Associated with the religious history of Norval
St. Paul's Parish Hall	16 Adamson Street South Lot 11, Concession 11 (Norval)	Associated with the St. Paul's Anglican Church Congregation who raised the money for the building, as well as helped in construction; Associated with community life in Norval, hosting church and community events including Georgetown Globe Productions
9 Adamson Street North	9 Adamson Street North Lot 11, Concession 11 (Norval)	Good example of an Edwardian style residence with classical proportions and a hipped roof
8 Noble Street	8 Noble Street Lot 11, Concession 11 (Norval)	Representative of the Craftsman style of architecture with large dormer and porch
10 Noble Street	10 Noble Street Lot 11, Concession 11 (Norval)	Excellent example of Gothic Revival architecture with symmetrical façade, centre gable and lancet window; Built by W.G.M. Browne, owner of one of the local mills
12-14 Noble Street	12-14 Noble Street Lot 11, Concession 11 (Norval)	Good example of an early Norval residence with Italianate massing including symmetrical

Hamlet of Norval Secondary Plan Review
Policy Alternatives Report

		façade, overhanging eaves and low pitched roof
9 Green Street	9 Green Street Lot 11, Concession 11 (Norval)	Good example of Vernacular style building
401 Draper Street	401 Draper Street Lot 11, Concession 11 (Norval)	Good example of a three-bay Georgian residence
Andrew McClure House	480 Guelph Street Lot 11, Concession 11 (Norval)	Associated with the McClure family, early residents of the Norval area; Rare surviving tin roof
Robert Leslie House	484 Guelph Street Lot 11, Concession 11 (Norval)	Excellent example of Gothic Revival architecture with a centre gable and decorative bargeboard; Associated with Robert Leslie, a prominent local
George Day House	485 Guelph Street Lot 11, Concession 11 (Norval)	Good example of Edwardian style architecture with hipped roof, dormer and lintels above the windows; Associated with George Day, the local blacksmith
Norval United Church	486 Guelph Street Lot 11, Concession 11 (Norval)	Good example of Gothic Revival style church architecture including lancet windows; Associated with the religious history of Norval; 1838 a small chapel was built on the current location, in 1889 it was replaced with the present brick structure; Associated with Thomas Forester, who started the congregation in his house
St. Paul's Anglican Rectory	498 Guelph Street Lot 11, Concession 11 (Norval)	Associated with the religious history of Norval, as it served as the St. Paul's Anglican Rectory for a time; Good example of Edwardian style architecture including square massing, hipped roof and

Hamlet of Norval Secondary Plan Review
Policy Alternatives Report

		dormer
Norval Presbyterian Church	499 Guelph Street Lot 11, Concession 11 (Norval)	Good example of ornate Gothic Revival style church architecture including lancet windows, spire and brick detailing; Associated with the religious history of Norval; Associated with Lucy Maud Montgomery who's husband (Rev. Ewan MacDonald) served as the Reverend of this church during her time in Norval
Hope Cottage	505 Guelph Street Lot 11, Concession 11 (Norval)	Representative of a Gothic style residence that has been altered but still retains three gables in the front as well as two bay windows; Associated with Dr. Samuel Webster, a local doctor who opened his practice in 1885 after graduating from the University of Toronto. Webster served as the village doctor for over 50 years
George Gollop House	506 Guelph Street Lot 11, Concession 11 (Norval)	Good example of Edwardian style architecture including hipped roof; Associated with George Gollop, a prominent local who was involved in the Presbyterian Church; The Gollop family were pioneers in the Norval area
508 Guelph Street	508 Guelph Street Lot 11, Concession 11 (Norval)	Good example of Edwardian architecture including large front porch and lintels over the windows
Watson's Bakery	511 Guelph Street Lot 11, Concession 11 (Norval)	Representative of a Gothic Revival style commercial building that has been altered; Building housed Watson's Bakery and Watson's Groceries
512 Guelph Street	512 Guelph Street	Good example of Vernacular

Hamlet of Norval Secondary Plan Review
Policy Alternatives Report

	Lot 11, Concession 11 (Norval)	architecture
Hustler's Hardware	521-523 Guelph Street Lot 11, Concession 11 (Norval)	Good example of a commercial building with Italianate elements such as the massing, overhanging eaves and segmentally arched windows; Building housed Hustler's Hardware

NORVAL

Location	Historical Reference	Heritage Value
2 Adamson Street Con 11, Lot 11 (Norval)	Farmers Bank	1907; Built as the Farmers' Bank of Canada. Serving as a bank until 1931.
402 Draper Street Con 11, Lot 12 (Norval)	Norval Presbyterian Manse	1888; Red brick manse immortalized in the diaries of resident author Lucy Maud Montgomery
503 Guelph Street Con 11 Lots 11, 12 (Norval)	Gooderham House	c. 1850; Built by William Gooderham, late principal of Gooderham & Worts, Distillers; Note: Porch is of Particular Interest
9924 Winston Churchill Boulevard Con 11, Lot 10 (Norval)	Church of Christ/Scotch Baptist Church	Built in 1825 as Scotch Baptist church, the building once served as the Church of Christ on Tenth Line in Esquesing before being moved to Robert Noble's property c. 1873; Unique lot construction.