

Town of Halton Hills

# Hamlet of Norval Secondary Plan Review

Discussion Paper

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July 2012

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## Executive Summary

The Town of Halton Hills has initiated a review of the Hamlet of Norval Secondary Plan. The Hamlet of Norval Secondary Plan was adopted by Town Council in 2001 and approved by the Region of Halton in 2003. The Plan is therefore effectively more than ten years old and there has been a significant change in the Provincial and Regional planning environment during that period. In addition, important new information is available including the Halton Peel Boundary Area Transportation Study and revised floodplain mapping from Credit Valley Conservation. Finally, public comments 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. A review of the Secondary Plan is therefore 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 alternatives;
- Phase 3 will suggest a preferred 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 Study Area includes all of the lands within the existing Norval Secondary Plan boundaries as shown on Map 1. Map 2 shows the existing land uses located in the hamlet as of April 2012. The Hamlet of Norval is located at the confluence of the Credit River and Silver Creek. This valleyland location places restrictions on development opportunities within portions of the hamlet but also creates a unique setting which helps to define the character of the hamlet. There are two municipal parks, (McNab Park and Norval Park), the Norval Community Centre and the Willow Park Ecology Centre in Norval. There are a significant number of properties for the size of Norval that are listed as being of cultural heritage interest. The architecture of these heritage properties and their setting help to define the character of Norval and create unique village atmosphere which make Norval distinct from nearby urban settings.

There is currently an Official Plan amendment, rezoning and subdivision application which has been submitted on the south side of Guelph Street on the western edge of the hamlet. The purpose of the application is to permit the creation of a 13 lot single detached residential subdivision with a minimum frontage of 11 m and a minimum lot area of 310 sq metres. The proposal is to develop on full municipal services by tunneling under the Silver Creek to bring sanitary sewers to the site. The Official Plan amendment would redesignate the land to Hamlet

Residential-Special with a density of 16.2 units per net residential hectare (6.6 units per net residential acre).

The 2005 Provincial Policy Statement (PPS), the Provincial Greenbelt Plan, the Provincial Growth Plan for the Greater Golden Horseshoe (Growth Plan) and the Halton Region Official Plan provide broad policy direction with respect to The Hamlet of Norval Secondary Plan. For the detailed planning required for the secondary plan review, the Town's Official Plan provides the key policy directions.

Key directions in the PPS and Growth Plan which are relevant to the Norval community include:

- promoting healthy, liveable, safe and complete communities;
- providing an appropriate range of housing types and densities to meet projected requirements including affordable housing;
- encouraging a variety of cultural and economic opportunities within rural settlement areas to serve the needs of the rural residents and area businesses;
- ensuring that sewage and water systems are environmental and financially sustainable. Partial services will only be permitted within settlement areas to allow for infilling and rounding out of existing development;
- designing transportation systems which offer a balance of transportation choices and opportunities for multi-modal use with a priority on transit and goods movement.
- protecting the natural heritage system and the protection, improvement and restoration of the quality and quantity of water;
- conserving significant built heritage resources and cultural heritage landscapes as well as the protection of archaeological resources;
- directing development away from areas of natural hazards which include lands that are impacted by flood hazards and erosion hazards and not permitting development within areas that would be rendered inaccessible to people and vehicles during times of flooding.

The Greenbelt Plan applies to Norval and states that the municipal Official Plan delineates the boundaries of the hamlets and the Greenbelt Plan does not apply to lands within the boundaries of hamlets as the Official Plan continues to govern land uses within them; however the policies relating to external connections do apply. Minor rounding out of hamlet boundaries is only permitted at the time of municipal conformity.

The Regional Official Plan has policies dealing with hamlets and indicates that they are "compact rural communities designed to accommodate the majority of future residential growth in the Rural Area and small scale industrial, commercial and institutional uses serving the farming and rural communities." Secondary Plans must be prepared for hamlets and address a number of matters. Policies dealing with hamlets indicate that new lots may be created in hamlets as long as they conform to the Secondary Plan, that major residential proposals of five or more lots must be created by plan of subdivision and accompanied by a

hydrological study, and that non-residential uses cannot exceed a gross floor area of 500 sq metres and will require a hydrological study if deemed necessary by the Region.

The Halton Hills Official Plan establishes a planning framework for the Town. The land use designations in the Plan are divided into three categories being Environmental and Open Space, Urban Area and Agricultural /Rural Area. The Hamlet of Norval is part of the Agricultural / Rural Area and the Credit River and Silver Creek River valleys are part of the Greenlands system. The Hamlet Area policies indicate that the objectives are: to recognize the unique and historic communities that provide a transition between the Georgetown Urban area and the surrounding agricultural and rural landscape, to carefully control new residential development to maintain the character and scale, to provide opportunities for small scale commercial and tourism related uses and to ensure that development is serviced by appropriate sewer and water services. Existing and limited infill development is intended to be serviced on the basis of municipal water and private, individual, on-site sewage services. The Region has reserved capacity in the Georgetown Wastewater Pollution Control Plant to service the hamlet when the Region, in consultation with the Town, determines it to be prudent and feasible.

The list of permitted uses within the Hamlet Residential Area and the Hamlet Community Core Area designations are defined with the Official Plan. However, 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.

The Urban Design and Heritage Protection Guidelines are provided as Appendix A of the Secondary Plan. These guidelines provide a foundation for new development in Norval, but are brief and general. Additional consideration should be given to gateways, landmark buildings, parking, boulevards, tree planting, incorporating art and history, lighting, trails, building character, height and materials, signage and lot and road patterns.

Issues that were raised for Norval as part of the Town's new comprehensive Zoning By-law consultation process included: the extent of the Environmental Protection zone and the development limitations within it; site specific zoning issues; Halton Peel Boundary Area Transportation Study corridor protection measures; prohibition of drive throughs; the extent of the Community Core area; requirement to introduce new commercial uses into the core through rezoning; and the maximum size of the 500 sq metres for new commercial uses.

The Halton Peel Boundary Area Transportation Study considers a number of arterial and freeway options and the recommendations are illustrated on Map 10. Pertaining to Norval, the Norval West Bypass and Winston Churchill Bypass are both mentioned. Alternatives with four and six lanes are recommended. The HPBAT Study does emphasize that the roadways through Norval should remain two lanes serving local traffic and restricting capacity. Additional capacity should be provided via bypasses, new arterials, or new freeway options. The HPBAT Study indicates that no bypass option will bring the volume-to-capacity ratio through Norval to less than one. In other words, even with the construction of new arterials or new freeways, the

projected demand along the existing roadways through Norval will be greater than roadway capacity, at least during the peak travel times of the day.

Credit Valley Conservation (CVC) developed floodplain mapping for the Credit River and its tributaries in this area through its Flood Damage Reduction Program (1985). In 2007, CVC completed an update to the floodplain mapping for the Credit River and the results are shown on Map 11. Map 11 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. These flood lines were based upon the regulatory event for this part of Ontario, Hurricane Hazel. As can be seen from Map 11, the updated regulatory floodplain mapping shows a larger portion of land within the historic part of Norval is within the floodplain than was previously shown. This is due in part to marginal increases in the flood elevations but mostly due to the availability of better base mapping for the Hamlet of Norval. There are now over 30 properties that were not previously identified as being impacted by flood line mapping that are now within the regulatory floodplain.

The following summarizes the key findings of the background review 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. This means that a Two-Zone approach is one option that can be considered for Norval. This approach could mean that some redevelopment of lands within the flood fringe (typically between the Regulatory (regional) and 100 year flood lines) could be considered subject to restrictions; however even if this approach were utilized, there still appear to be some properties north east of Guelph Street and Adamson Street which would be within the floodway and not covered by the flood fringe considerations. Any approach considered will be the subject of further discussions with Credit Valley Conservation.

A review should also 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

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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 HPBATS Study 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 municipal conformity 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 33 properties listed as significant. 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 will be reviewed as part of Phase 2 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 will also be reviewed as part of the review of land use alternatives in Phase 2 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.

# 1. Introduction

## 1.1 Background

The Town of Halton Hills has initiated a review of the Hamlet of Norval Secondary Plan. The Hamlet of Norval Secondary Plan was adopted by Town Council in 2001 and approved by the Region of Halton in 2003. The Plan is therefore effectively more than ten years old and there has been a significant change in the Provincial and Regional planning environment during that period. In addition, important new information is available including the Halton Peel Boundary Area Transportation Study and updated floodplain mapping from Credit Valley Conservation. Finally, public comments 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. A review of the Secondary Plan is therefore 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.

## 1.2 Study Process

The Study will be undertaken in five phases.

### **Phase 1 – Background Analysis and Issue Identification**

Phase 1 will involve background research to review the existing conditions, current policy framework and transportation and floodplain mapping information. It will also identify major opportunities and constraints within the Hamlet. This Discussion Paper outlines the findings. A vision workshop will be held to outline the findings of the Discussion Paper and will provide input to the creation of a draft vision statement, updated goals and objectives for the Hamlet, as well as consideration of the opportunities and constraints to development.

### **Phase 2 – Land Use Alternatives**

The second phase of the Study will utilize the background information and public input derived from the work in Phase 1 to develop land use and preliminary policy alternatives for the Study Area, including strategies for integrating the natural heritage system with the community and approaches to the Community Core Area. A Policy Alternatives Paper will be prepared which will then be presented at a Public Workshop and the public will be asked to provide input to the alternatives.

### **Phase 3 – Preferred Land Use Alternative**

The alternatives developed in Phase 2 will be evaluated to determine a preferred plan. The evaluation criteria will reflect the public input and the provincial, regional and Town policy context. The report will be submitted to Council for approval.

### **Phase 4 – Initial Policy Formulation**

A Draft Secondary Plan amendment, together with a consolidation of the Plan will be prepared based on the preferred alternative. In addition, proposed suggested revisions to the Zoning By-law and Urban Design and Heritage Protection Guidelines will be prepared. The proposed Plan amendment and suggested by-law and guideline revisions will be presented to Council for formal authorization for release to the public. The proposed Plan amendment and suggested by-law and guideline revisions will be reviewed at a Public Workshop. All the comments received will be summarized and analyzed in a Public Consultation Paper.

### **Phase 5 – Final Policy Formulation**

The proposed Secondary Plan amendment and suggested bylaw and guideline revisions will be revised based on the public input. The Plan will then be presented at a statutory public meeting of Council. The public and agency comments will be summarized and final recommendations related the Plan prepared. The recommendations will take the form of a report regarding the adoption of the Plan. It will also address the proposed zoning regulations and guideline revisions. The report will be presented to Council together with the Plan amendment and suggested bylaw and guideline revisions.

## **1.3 Study Area**

The Hamlet of Norval is located on the eastern edge of the Town of Halton Hills, west of the City of Brampton. It is immediately south and east of the Georgetown urban area and is bisected by Highway 7. The Study Area includes all of the lands within the existing Norval Secondary Plan boundaries as shown on Map 1.

## **1.4 Report framework**

Section 1	Introduction
Section 2	Existing and Proposed Development
Section 3	Planning Policy Framework
Section 4	Existing Zoning
Section 5	Urban Design
Section 6	Transportation
Section 7	Conservation Regulations and Floodplain Mapping
Section 8	Opportunities and Constraints
Section 9	Analysis of Secondary Plan Goals and Objectives



## 2. Existing and Proposed Development

### 2.1 Land Use

There are currently a variety of land uses within the hamlet. These include residential, commercial, institutional, parks, and open space /vacant lands. The residential uses all take the form of single detached dwellings on individual lots. The commercial uses include retail, offices, automotive sales and servicing, personal services, restaurants and a bar. The Nashville North Country Bar is located on the south side of Guelph Street immediately west of the Credit River. There are a large number of automotive related facilities given the size of the hamlet. The institutional uses include three places of worship, a community centre, a cemetery and a pioneer cemetery.

Land uses to the north, south and east of the hamlet are rural and agricultural uses. Lands to the east of the hamlet are within the City of Brampton. The urban area of Georgetown is located to the north and west of the hamlet. It should be noted also that Official Plan Amendment No. 10 which has been adopted but not approved, proposes an expansion of the Georgetown Urban Area. This includes an area adjacent to Norval, Southeast Georgetown, which is bounded by Tenth Line, 10 Side Road and the Hamlet boundary.

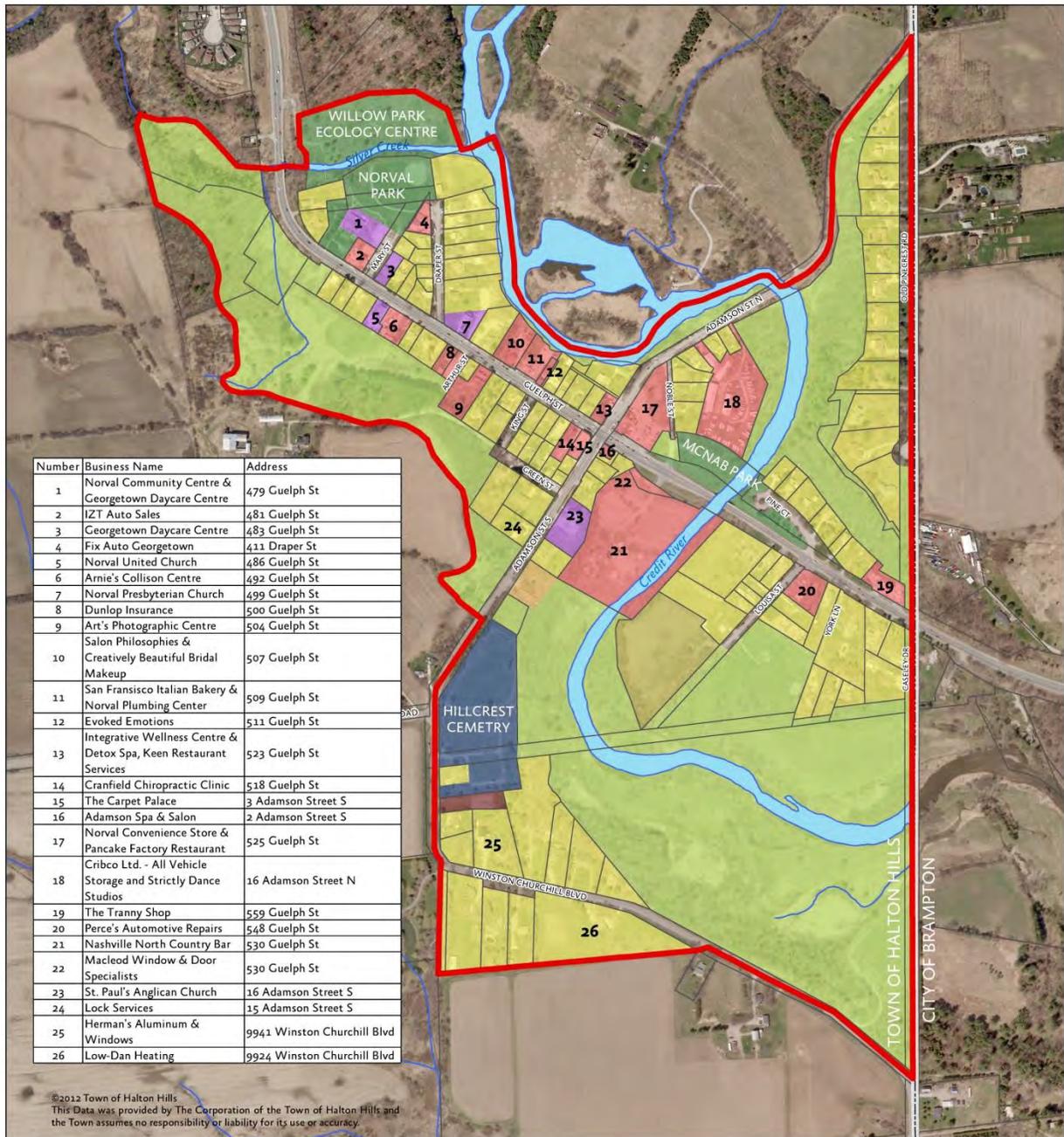
Map 2 shows the existing land uses located in the hamlet as of April 2012.

### 2.2 Topography and Natural Heritage

The Hamlet of Norval is located at the confluence of the Credit River and Silver Creek. The Credit River through Norval is a major watercourse and the valley area associated with the river is significant as well. As a result, the topography varies within the hamlet as the lands dip towards the rivers. Within the river valleys, in addition to the floodplain and erosion prone areas, there are environmentally sensitive areas including the Hungry Hollow Environmentally Sensitive Area/Area of Natural and Scientific Interest (ESA/ANSI), wetlands, woodlands, habitat of endangered and threatened species and unstable and steep slopes. These characteristics may place restrictions on development opportunities within portions of the hamlet but also create a unique setting which helps to define the character of the hamlet.

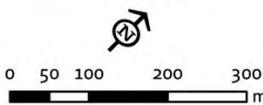
### 2.3 Community Facilities

There are two municipal parks in Norval (McNab Park and Norval Park). Norval Park includes a playground, ball diamond, picnic facilities, access to the river, the Lucy Maude Montgomery gardens, parking and washrooms. The Norval Community Centre is located adjacent to the Norval Park and also contains a day care centre.



**MAP 2 - EXISTING LAND USES**

**Norval Secondary Plan Review  
Town of Halton Hills**



- Study Area
- Municipal Boundary
- Parcels
- Watercourse
- Single-Family Residential
- Multi-Family Residential
- Commercial
- Institutional
- Agricultural
- Open Space/Vacant
- Park/Recreation
- Cemetery
- Utility

Land Use Survey completed by Macaulay Shiomi Howson on April 26, 2012

July 2012

The Willow Park Ecology Centre is a 2.1 hectare year round nature preserve located in the floodplain of the Silver Creek which is a tributary of the Credit River. It provides a variety of community events throughout the year as well as a monthly healing drum circle and summer drop in sessions for kids one morning a week.

## 2.4 Heritage Properties

There is one property in Norval that is a designated property under Part IV of the Ontario Heritage Act. It is known as Lilac Lawns and is located at 475 Guelph Street. It was built in 1856 and is recognized for its Classic Revival architecture.

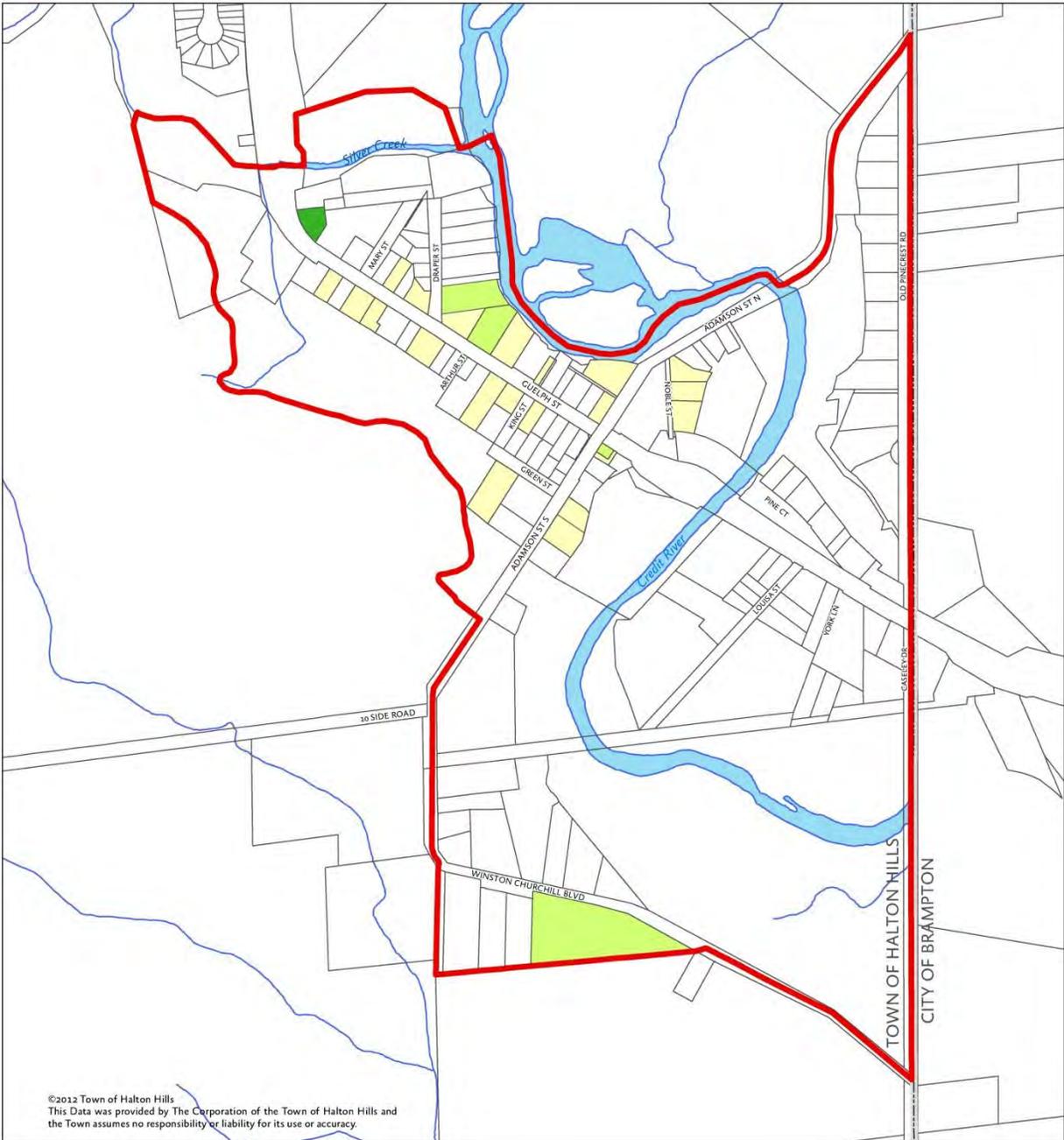
The Town also has listed 24 other cultural heritage properties within Norval that are of interest but are not designated and these are shown on Map 3. The historical reference, location and cultural heritage value of each property are provided and a complete list of these properties is located in the appendices. The properties include residential and commercial uses as well as the churches within the hamlet and are primarily located on Guelph Street with additional properties being on Adamson Street, Noble Street, Green Street and Draper Street. For the properties that are listed not designated under the Ontario Heritage Act, the Town has the opportunity to review applications for demolition of them and determine if the properties should be designated.

The architecture of these heritage properties and their setting help to define the character of Norval and create unique village atmosphere which make Norval distinct from nearby urban settings.

## 2.5 Development Applications

There are two development applications in the Study Area:

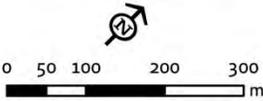
- **Georgetown Estate Corp. and Village Villas Co. Ltd.**  
An Official Plan amendment, rezoning and subdivision application has been submitted within Norval by Georgetown Estate Corp. and Village Villas Co. Ltd. The property contains 3.13 ha (7.75 ac) and is located on the south side of Guelph Street on the western edge of the hamlet and has the Silver Creek running through it. See Map 4A. The purpose of the application is to permit the creation of a 13 lot single detached residential subdivision with a minimum frontage of 11 m and a minimum lot area of 310 sq metres. See Map 4B. The proposal is to develop on full municipal services by tunneling under the Silver Creek to bring sanitary sewers to the site. The Official Plan amendment would redesignate the land to Hamlet Residential-Special with a density of 16.2 units per net residential hectare (6.6 units per net residential acre) and the



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**MAP 3 - HERITAGE PROPERTIES**

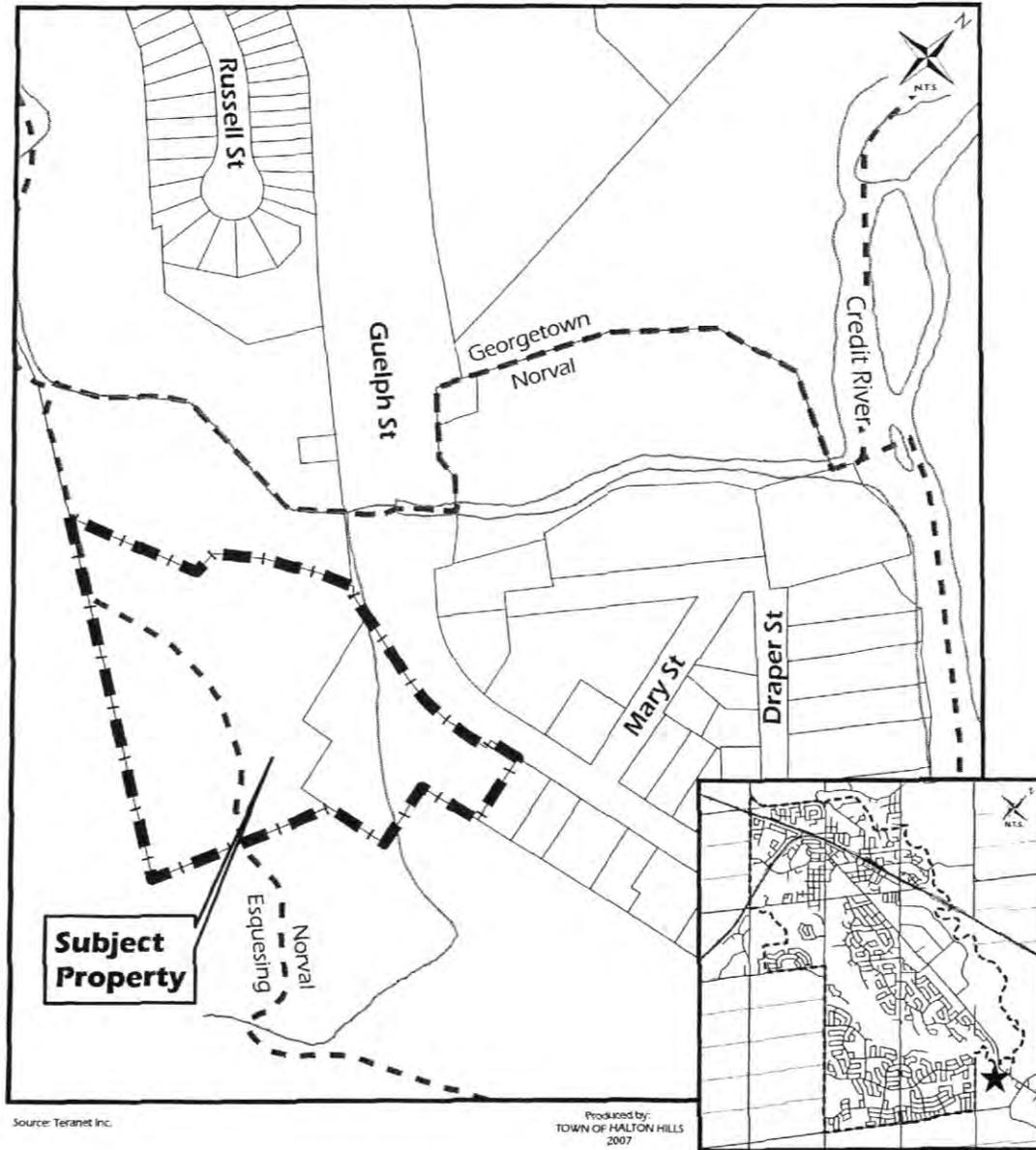
Norval Secondary Plan Review  
 Town of Halton Hills



- |                    |                            |
|--------------------|----------------------------|
| Study Area         | <b>Heritage Properties</b> |
| Municipal Boundary | Designated                 |
|                    | Listed                     |
|                    | Listed, Phase 2            |

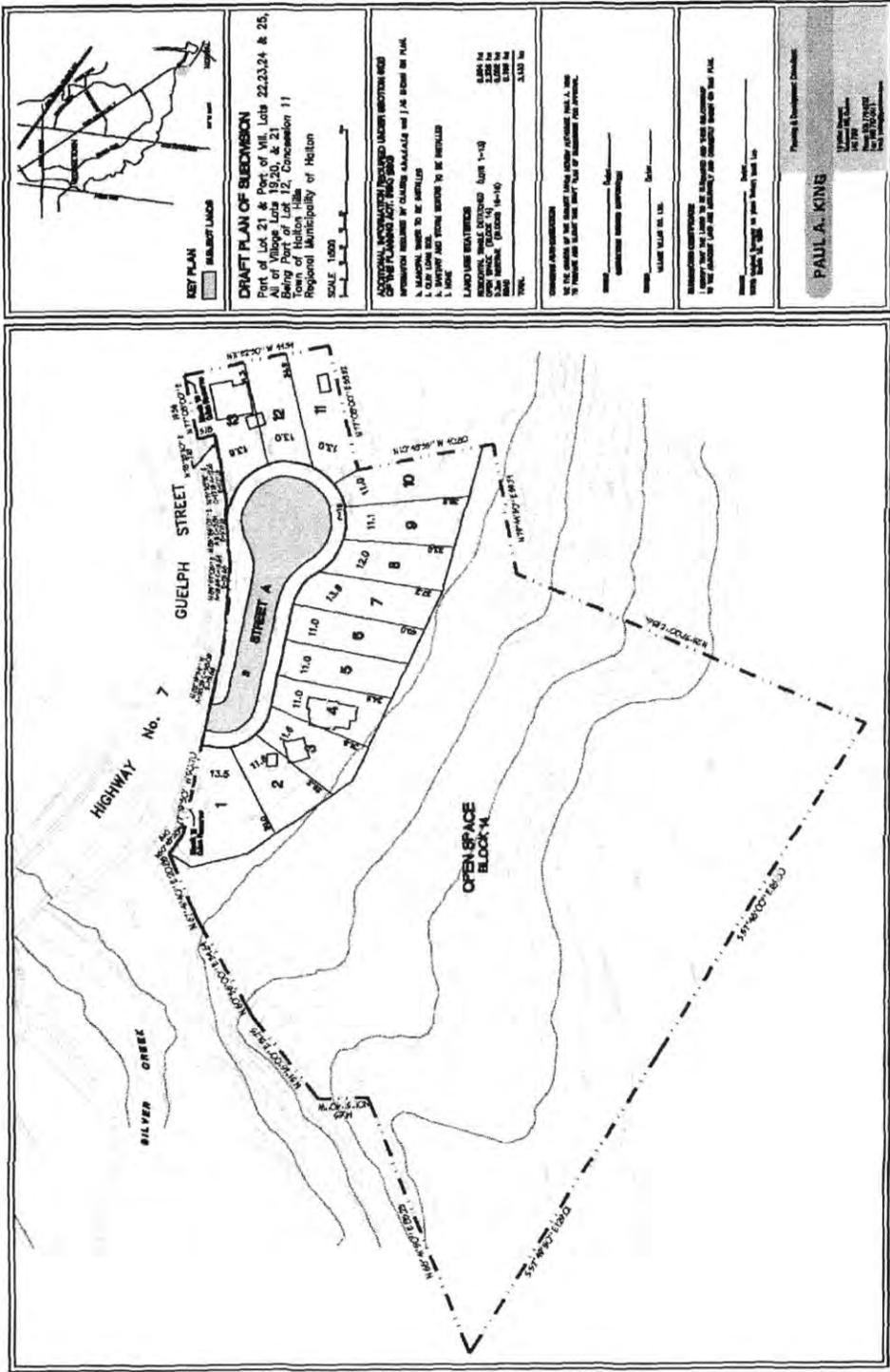
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MAP 4A  
Georgetown Estates Application Location



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MAP 4B  
Georgetown Estates Draft Plan of Subdivision



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rezoning would rezone the land from Rural and General Residential to General Residential–Special and Hazard Lands to permit the subdivision. A portion of the land which is not proposed for development is designated Greenlands in the Secondary Plan and a portion of the land is located outside of the Secondary Plan area and is designated Protected Countryside.

- Succo

The proposed Succo severance is for two new lots. The application was submitted in 2004 on Winston Churchill Blvd. The proposal is on hold pending the submission of specific studies.

In addition to these development applications, there is also an application adjacent to the study area in the City of Brampton for a rezoning and associated Aggregate Resource Act license for a shale quarry which is currently under review. Further, as will be discussed below in section 6 of this report, the Halton Peel Boundary Area Transportation Study has been completed. It identifies a Norval West By-pass for Winston Churchill that would start at the 10<sup>th</sup> Sideroad and swing the road to the west of the Hamlet to join up with Guelph Street in close proximity to the proposed subdivision. This By-pass is subject to a future Environmental Assessment to determine the final alignment of this road. Sections 3.10 and 6.0 of the Secondary Plan were deferred by the Region in 2003 until completion of the Environmental Assessment.

### 3. Planning Policy Framework

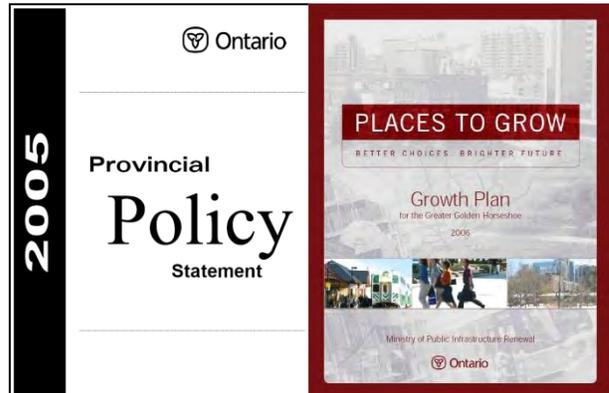
The Hamlet of Norval is subject to a number of provincial, regional and municipal planning policies which are relevant to the review of the Secondary Plan. The relevant provincial policies are found in the Provincial Policy Statement, 2005 (PPS); Places to Grow, Growth Plan for the Greater Golden Horseshoe (Growth Plan), and The Greenbelt Plan. In addition, the Region's and the Town's Official Plan provides policies which must be taken into consideration. Finally, regard will be given to the Town's Strategic Plan and Green Plan.

#### 3.1 Provincial Policy Statement and Growth Plan

The current Provincial Policy statement (PPS) came into effect on March 31, 2005<sup>1</sup>. The PPS provides policy direction on matters of provincial interest related to land use planning and development and all decisions must be consistent with the PPS.

The Growth Plan for the Greater Golden Horseshoe (Growth Plan) was prepared by the provincial government in 2006 and should be read in conjunction with the PPS. All decisions made by municipalities with respect to planning matters must conform to the Growth Plan.

The PPS and the Growth Plan are intended to provide direction related to the creation of efficient land use and development patterns with the intent of creating strong, liveable and healthy communities, protecting the environment and public health and safety and facilitating economic growth. The Growth Plan builds on the directions in the PPS providing more specific direction related to growth management (e.g. intensification targets). Both Plans recognize though that the type of intensification expected in major centres, would not be anticipated in a hamlet like Norval.



Key directions in the PPS and Growth Plan which are relevant to the Norval community, include:

- promoting healthy, liveable, safe and complete communities;
- focusing growth in settlement areas and creating efficient land use and development patterns, with a focus on intensification in the built-up area;

<sup>1</sup> Note: The Ministry of Municipal Affairs and Housing has initiated the five year review of the PPS. However, as of April 2012, no potential changes have been identified through this review.

- recognizing the link between the management of growth and the provision of infrastructure and the need to integrate servicing and land use considerations at all stages of the planning process;
- ensuring that development is at specified densities and includes a mix of uses which is appropriate for and efficiently uses existing and planned infrastructure and which avoids unjustified and/or uneconomical expansion;
- permitting expansion of settlement area boundaries only at the time of a comprehensive review subject to specific criteria including “sufficient opportunities for growth are not available through intensification, redevelopment and designated growth areas to accommodate the projected needs over the identified planning horizon” which in the case of settlements in the Greenbelt can only take place at the time of a review of the Greenbelt Plan;
- providing for an appropriate mix and range of employment to meet long term needs;
- providing an appropriate range of housing types and densities to meet projected requirements including affordable housing;
- encouraging a variety of cultural and economic opportunities within rural settlement areas to serve the needs of the rural residents and area businesses;
- ensuring that sewage and water systems are environmental and financially sustainable and that the implementation of such systems promotes a culture of conservation. Municipal sewer and water services are the preferred form of servicing, and partial services will only be permitted within settlement areas to allow for infilling and rounding out of existing development provided development is within the reserve sewage system capacity and reserve water system capacity and site conditions are suitable for the long term provision of such services;
- designing transportation systems which offer a balance of transportation choices and opportunities for multi-modal use with a priority on transit and goods movement.
- protecting the natural heritage system and the protection, improvement and restoration of the quality and quantity of water;
- conserving significant built heritage resources and cultural heritage landscapes as well as the protection of archaeological resources;

- establishing a culture of conservation including energy efficiency, water demand management and water recycling and,
- directing development away from areas of natural or human-made hazards. Natural hazards include land adjacent to rivers that are impacted by flood hazards and erosion hazards and development will not be permitted within areas that would be rendered inaccessible to people and vehicles during times of flooding and erosion hazards and a floodway. The policies indicate development may be permitted in exceptional circumstances where a Special Policy Area has been approved by the Ministers of Municipal Affairs and Housing and Natural Resources. Where the two zone concept for floodplains is applied, development maybe permitted in the flood fringe subject to appropriate floodproofing. It may also be permitted where the effects and risk to public safety are so minor that they can be managed or mitigated except for institutional uses, essential emergency services and uses associated with hazardous waste.

### 3.2 Greenbelt Plan

The Greenbelt Plan which took effect on December 16, 2004, identifies where urbanization should not occur in order to provide permanent protection to the agricultural land base and the ecological features and functions occurring in the landscape. It also recognizes that the lands in the Greenbelt contain natural resources and provide a wide range of recreational and tourism uses together with a vibrant and evolving agricultural and rural economy. On lands within the Greenbelt, decisions made under the Planning Act are required to conform to the Greenbelt Plan.

Under the Greenbelt Plan the municipal Official Plan delineates the boundaries of the hamlets and minor rounding out is permitted during the conformity exercise (which was completed by the Town in 2008). The Greenbelt Plan does not apply to lands with the boundaries of hamlets as the Official Plan continues to govern land uses within them; however the policies relating to external connections do apply. These external connection policies indicate that within urban areas the ecological features and functions of river valleys should be maintained and enhanced and that redevelopment abutting valleys should establish or increase the extent or width of vegetation protection zones especially in the most ecologically sensitive areas, improve fish habitat, include landscaping restoration, and minimize the impacts of stormwater run off.

The Plan permits infill and intensification of hamlets subject to appropriate water and sewage services. The Greenbelt Plan does apply if expansion to the settlement area is proposed.

### 3.3 Region of Halton Official Plan

#### 3.3.1 Current Approved Plan

The current approved Region of Halton Official Plan (Office Consolidation October 2006) is based on the principle of sustainable development which advocates the concepts of land stewardship and healthy communities. The purpose of the ROP is to provide broad policy directions on strategic matters and to do that, it establishes a regional structure within which Norval is recognized as a Hamlet in the Rural System and the Credit River valley is identified as part of the Greenlands System. However, the Hamlet boundaries are not identified in the Regional Official Plan, the delineation of boundaries is part of the Town's Official Plan See Map 5.

Policies dealing with hamlets indicate that they are “compact rural communities designed to accommodate the majority of future residential growth in the Rural Area and small scale industrial, commercial and institutional uses serving the farming and rural communities.”

Secondary Plans must be prepared for hamlets that address:

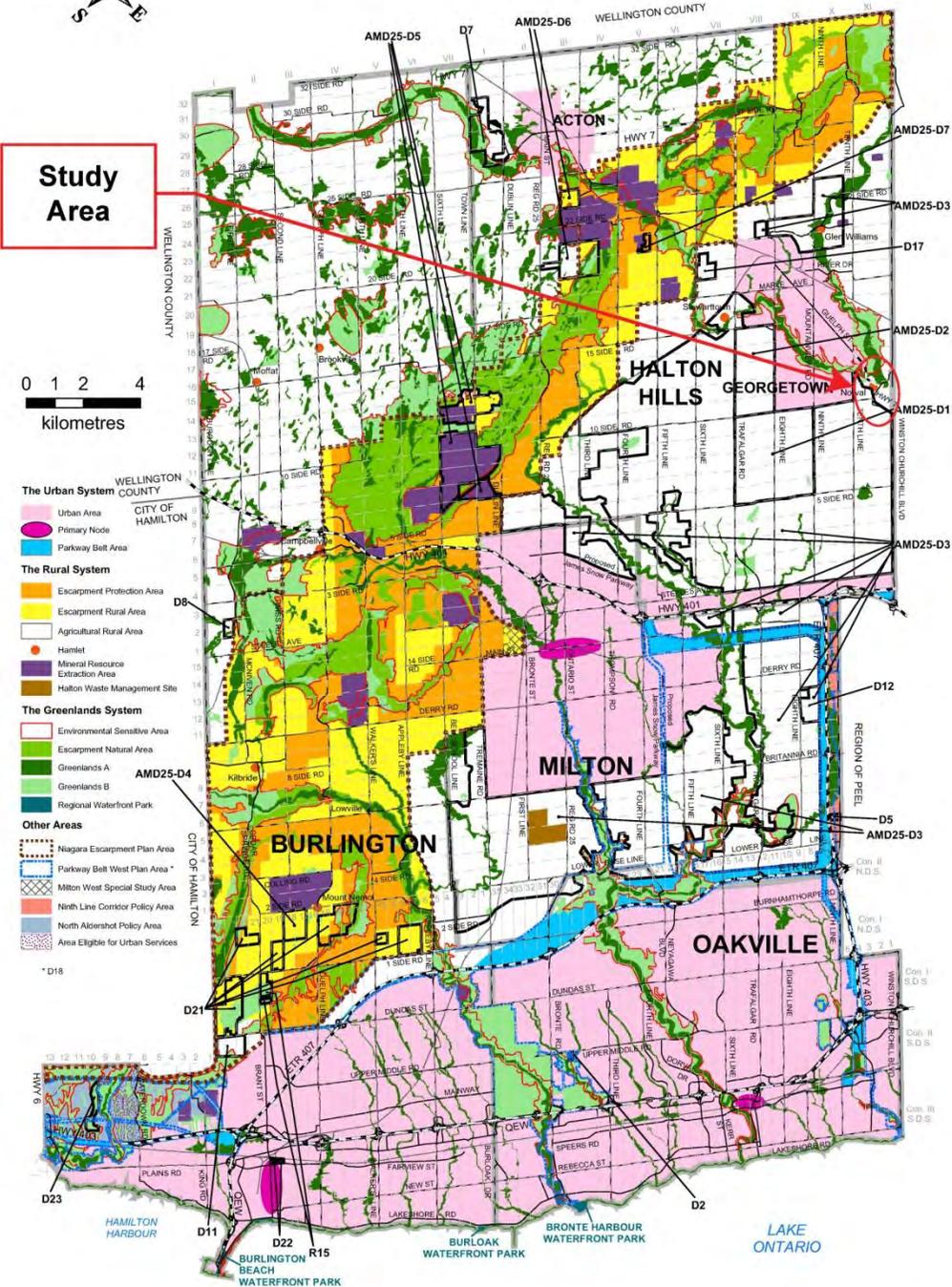
- the intended character of the hamlet,
- the boundaries,
- protection of the natural environment,
- population and employment targets,
- land use patterns,
- location, types and densities of residential land,
- location types and densities of employment land,
- transportation networks,
- development phasing,
- stormwater management,
- environmental impact assessments,
- water and wastewater servicing, and
- fiscal impact analysis.

Policies dealing with hamlets indicate that new lots may be created in hamlets as long as they conform to the Secondary Plan, that major residential proposals of five or more lots must be created by plan of subdivision and accompanied by a hydrological study, and that non-residential uses cannot exceed a gross floor area of 500 sq metres and will require a hydrological study if deemed necessary by the Region.

Policies dealing with the Greenlands System indicate that a systems approach may be undertaken within a Secondary Plan area subject to a number of criteria. Local municipalities are encouraged to enhance the function of the Greenlands system within urban areas, develop



MAP 1  
THE REGIONAL STRUCTURE



Office Consolidation: October 6, 2006.

July 2012

trails within it, obtain parts of the Greenlands system through the development approval process, promote the functions of the Greenlands system and promote stewardship of it.

### **3.3.2 Regional Official Plan Amendment No. 38 (ROPA 38)**

A major review of the Regional Plan was carried out as part of a planning process called “Sustainable Halton”. Sustainable Halton was the Region’s growth management and land use response to the Province’s Growth Plan, the PPS and the Greenbelt Plan. In addition to an extensive public and agency consultation program, the review was based on 22 technical background studies including Options for a Natural Heritage System, a Regional Land Analysis, Transportation Infrastructure, and Agricultural Countryside Vision. The results of the review are proposed to be incorporated into the Plan through ROPA 38. Among other changes ROPA 38 establishes additional study requirements as the basis for the preparation of or review of Area Specific Plans including Hamlet Secondary Plans that could have affected the Study Area. The mapping also outlines the actual boundaries of the hamlet and identifies an expanded area of “Key Features” designation within the hamlet boundary. However, although the amendment has been approved by the Ministry of Municipal Affairs and Housing, it has been appealed in its entirety to the Ontario Municipal Board.

## **3.4 Halton Hills Official Plan**

The Community Vision within the Official Plan recognizes the Town as “a community of several smaller towns, villages and rural settlements with a distinctive and enviable identity that comes from the beauty and tranquility of the rural setting, rolling hills, rivers and valleys. It is a place where residents enjoy safe family living, scenic beauty and active community life. The community recognizes the unique attributes that set it apart from other places and is passionate about preserving the small town character and rural feeling.” The vision is also based on an environment first philosophy and the preservation of significant environmental and topographical features. As will be noted below, the goals and objectives for the hamlet of Norval fit with the overall Community Vision for the Town.

The Goals and Strategic Objectives for the Town include:

- protecting, enhancing and where possible restoring the significant natural heritage features and ecologic functions;
- permitting development within Hamlets that maintains and enhances hamlet character and scale;
- identifying and conserving cultural heritage resources;
- providing opportunities for economic development;
- providing infrastructure that meets the needs of the residents and businesses; and
- providing an adequate supply and range of housing.

The land use designations in the Plan are divided into three categories being Environmental and Open Space, Urban Area and Agricultural /Rural Area. The Hamlet of Norval is part of the Agricultural / Rural Area and the Credit River and Silver Creek River valleys are part of the Greenlands system which is part of the Environmental and Open Space category. See Map 6. The land to the north and west of Norval are part of the Georgetown Urban Area and the Protected Countryside area and the lands to the south of Norval are part of the Agricultural Area which is subject to a deferral.

The Greenlands system in Halton Hills includes Greenlands A, Greenlands B and Greenbelt Greenlands, but the policies state that the Greenlands designations have been further refined in specific areas such as Norval based on comprehensive planning studies. As will be discussed below, in Norval the lands are simply designated “Greenlands”. The Greenlands system is intended to be maintained and enhanced wherever possible and as a result, development is discouraged and sometimes prohibited within the Greenlands system.

### **Environmental Management**

The existing Environmental Management Policies indicate that “it is the intent of this Plan to not permit new development or site alteration below the stable top of bank of a valley /watercourse. In addition, it is also the policy of this Plan to not permit new development within the floodplain of a watercourse in accordance with the One-Zone concept. Areas that are within the Regulatory Floodplain as determined and mapped by the appropriate Conservation Authority are located within the Greenlands A designation.” (Section C4.1) To implement this, the zoning by-laws will place these lands within an appropriate Environmental zone. The use permitted in the Environmental zone will be limited to agricultural operations that existing on the date of passing of the Zoning By-law and no buildings or structures, except essential structural works, are permitted. Minor additions or replacement structures, swimming pools and non-habitable structures may be permitted on lots of record within the floodplain or below stable top of bank subject to the policies and regulations of the Conservation Authority.

In developed areas however, the Town has taken a different approach to dealing with lands within the floodplain. In the Glenn Williams Secondary Plan, the lands within the floodplain continue to have a land use designation such as Hamlet Residential but the floodplain is delineated on the land use schedule and policies indicate that lands within the floodplain are subject to Greenlands policies which establish development evaluation criteria and address the replacement or expansion of existing uses.

### **Hamlet Areas**

The Hamlet Area policies indicate that the objectives are: to recognize the unique and historic communities that provide a transition between the Georgetown Urban area and the

surrounding agricultural and rural landscape, to carefully control new residential development to maintain the character and scale, to provide opportunities for small scale commercial and tourism related uses and to ensure that development is serviced by appropriate sewer and water services. Policies indicate that at the time of creation of the Norval Secondary Plan it was determined that expansion of the hamlet was not appropriate and subsequent to that, the Hamlet was included within the Greenbelt Plan which, as noted above, precludes expansion except as part of a review of the Greenbelt Plan.

Existing and limited infill development is intended to be serviced on the basis of municipal water and private, individual, on-site sewage services. The Region has reserved capacity in the Georgetown Wastewater Pollution Control Plant to service the hamlet when the Region, in consultation with the Town, determines it to be prudent and feasible.

The minimum lot size for new residential development served by municipal water and private individual, on-site sewage services is 1900 sq metres and must meet the criteria of the Regional Medical Officer of health.

The list of permitted uses within the Hamlet Residential Area includes:

- single detached dwellings
- bed and breakfast establishments
- home occupations and cottage industries
- residential care facilities

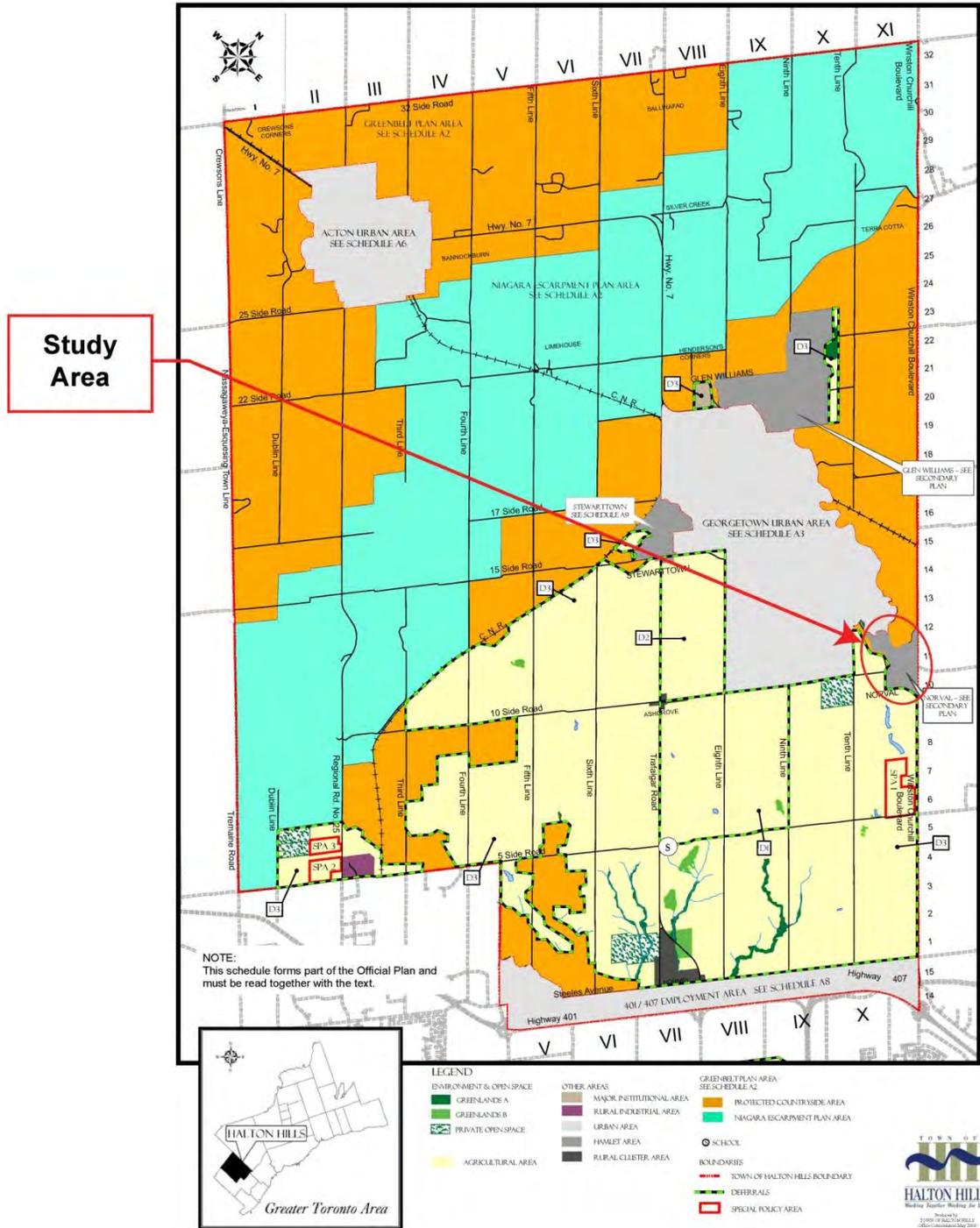
The list of permitted uses within the Hamlet Community Core Area designation includes:

- retail and service commercial uses
- restaurants
- institutional uses
- open space uses
- public parking uses
- single detached dwellings
- bed and breakfast establishments
- home occupations and cottage industries
- residential care facilities

These lists of uses vary slightly from the lists of uses currently permitted within the Norval Secondary Plan as the OP policies also include cottage industries and residential care facilities. As a result, it is intended to add these uses as part of the Secondary Plan review.

SCHEDULE A1

TOWN OF HALTON HILLS OFFICIAL PLAN  
LAND USE PLAN



July 2012

## **Urban Design**

The Urban Design policies establish policies addressing the public realm which includes streetscapes, roads, services utilities and as well, the private realm which includes site design, building design and siting, drive throughs, landscaping, parking, signage, displays and lighting, service, utilities, outside processing and storage, and access and circulation. The policies also address natural heritage, cultural heritage, safety, barrier free access, public art, and views and vistas. The policies indicate that Urban Design Guidelines will be prepared where a review of an existing Secondary Plan is undertaken and a review of the existing Norval Urban Design Guidelines is part of this review.

## **Cultural Heritage Resources**

The policies state that the Town's cultural heritage resources will be identified, conserved and enhanced whenever practical and new development will respect the Town's rich cultural heritage which includes built heritage such as buildings structure and monuments, cultural heritage landscapes and archaeological resources. The Town maintains a list of inventoried heritage resources and as noted above, there are a number of these buildings within Norval. The policies state that within a Secondary Plan, policies can be established to provide guidance on how buildings and properties can be developed/redeveloped in an area where a concentration of significant cultural heritage resources exists in order to conserve and enhance the cultural heritage of the area.

## **Transportation**

As noted above, Guelph Street is Highway 7 which is under the jurisdiction of the Ministry of Transportation through Norval. The Ministry has no plans to widen the highway through Norval and as will be discussed below, plans to create two bypass opportunities around Norval to lessen the pressure on the highway have been recommended. Adamson Street which becomes Winston Churchill Blvd outside of the hamlet is a major arterial road south of Guelph Street and a minor arterial north of Guelph Street with a planned right so way of 36 metres. The remaining roads in Norval are local roads with a standard planned right of way of 20 metres.

The policies indicate that the Town will encourage walking and cycling and will provide for cycling lanes where possible in the construction or reconstruction of roads and bridges.

## **Official Plan Amendment No. 10**

Official Plan Amendment No. 10 which has been adopted but not approved is intended to address conformity with the Provincial Place to Grow Plan and ROPA 38 with some exceptions. The amendment implements the Preferred Growth Option resulting from ROPA 38 in a Halton

Hills context. The amendment includes the identification of a 2031 planning horizon and as part of that, an expansion of the Georgetown Urban Area is proposed. This includes an area adjacent to Norval, Southeast Georgetown, which is bounded by Tenth Line, 10 Side Road and the Hamlet boundary.

### 3.5 Existing Norval Secondary Plan

The goal of the Secondary Plan is to retain and enhance the natural, cultural and heritage resources of the Hamlet and to guide change so that it contributes the character of the Hamlet. The current objectives in the Secondary Plan include:

- Providing a distinct separation between the hamlet and surrounding land uses;
- Maintaining and enhancing the character of the hamlet;
- Improving the visual aesthetics through urban design principles;
- Strengthening tourism;
- Providing tourist pedestrian related amenities and facilities;
- Enhancing the vitality of the commercial core and maintaining it as a focal point of the community;
- Maintaining, enhancing and restoring the health of the natural environment; and
- Providing an environmental framework which is formed by linking existing open spaces, natural features, parks and the developed areas of the hamlet.

Currently the policies in the Secondary Plan addresses general polices, the land uses designation and implementation. Appendices deal with Urban Design and Heritage Preservation and Alignment options for the Norval by-pass.

#### General Policies

Servicing policies indicate that development will occur on the basis of municipal water supply and private wastewater treatment systems and no new lot on partial or private services will be smaller than 1,900 square metres. There are no current plans to extent municipal sanitary sewage services to the hamlet. The policies state that the maximum permitted density for residential development on municipal sanitary sewers is 15 units per net residential hectare (6 units per net residential acre). Plans of subdivision must be accompanied by a stormwater management report and residential development containing more than three lots must provide a hydrological study. As noted above, a subdivision application has been submitted within Norval and it exceeds the permitted density identified in the Secondary Plan.

Non-residential uses will not exceed 500 square metres of ground floor space and prior to development on partial services; a hydrological study may be required to address ground water resources. This policy reflects the requirements in the Regional Official Plan and the Town's

Official Plan and as a result the size of non-residential development is limited unless a regional Official Plan amendment was to be undertaken.

Policies recognize that while development is normally prohibited in valleylands, given the long term establishment of the community in this area, prohibition of development is undesirable due to the impact on the community and the loss of cultural assets. As a result, the policies indicate that a “balance has been sought between the protection of the valleylands and the allowance of limited development to enhance the character of the Hamlet”. (Section 3.6) These policies will be further reviewed in the context of updated flood line mapping which has been provided and will be discussed in greater detail below.

The Greenlands designation includes areas that have flood susceptibility, wetlands, woodlands, Environmentally Sensitive Areas or steep slopes. The policies indicate that the features within the Greenland designation will be protected through limiting permitted uses, providing building setbacks and other development requirements.

The Credit River through Norval is a “mixed cool/cold” water fisheries which normally requires a 30 m development setback from the banks of the river; however, given the historic development within the buffer area, a prohibition on improvements in the buffer zone is not desirable so the policies indicate that the Conservation Authority will be consulted to evaluate the impacts and mitigation strategies for development application within this area.

Urban separators in the form of open buffer areas are important elements in protecting the compact form and character of the community. These currently include the Silver Creek valley and the Willow Park between Norval and Georgetown. Given the on-going growth in Brampton to the east, the policies recognize the need to discuss ways to maintain separation between Norval and Brampton.

Policies dealing with transportation have been deferred but make reference to Highway 7 being a provincial highway and that studies are being undertaken to address the Norval by-pass and 10<sup>th</sup> Side Road extension. A greater discussion of the Norval by-pass is provided in section 6 of this report.

The policies addressing tourism development recognize the artifacts associated with former resident Lucy Maude Montgomery and the Willow Park Ecology Centre provide opportunities to increase tourism. To enhance tourism, the policies encourage safe, efficient movements of pedestrians, focusing commercial activities in the community core, providing self guided walking tours and interpretive signs, providing land uses to support visitors generated by tourism and encouraging events relating to Lucy Maude Montgomery and the river valley.

The Urban Design policies recognize that the character of the Norval is largely defined by the heritage buildings that create a distinctive environment that supports both a cohesive community as well as tourism opportunities.

## Land Use Designations

The land use schedule is shown on Map 7 and the policies dealing with the land uses state the purpose of the designation, the permitted uses and provide guidance for development.

### **Section 4 Hamlet Community Core**

The Hamlet Community Core area was defined based on input from the public at the time, taking into consideration the barrier created by the river to the west and including some areas on the side streets. The intent is to protect the architectural style and natural heritage while at the same time providing commercial vitality through tourism based activities. The policies limit the height to 2 storeys, require adequate buffering between commercial and residential uses, prohibit outdoor storage and encourage office space on the second storey above retail uses.

### **Sections 5 and 6 Hamlet Residential and Hamlet Residential - Special**

The intent is to allow expansion of residential development only through minor infilling and to permit home occupations. There is a Hamlet Residential-Special designation that has been deferred that indicates that the lands are subject to the satisfactory completion of the Municipal Class EA process to examine the easterly extension of the 10<sup>th</sup> Side Road and a Norval By-law and the completion of an Environmental Impact Assessment to determine the precise boundaries of the Hungry Hollow Environmentally Sensitive Area. This designation would apply to the lands that are subject to the subdivision application noted in Section 2 above; however as the designation has been deferred, the designation under the old Official Plan continues to apply which designates the land Hamlet Area and permits single detached dwellings with a minimum lot area of 930 sq metres (10,010 sq ft) if municipal services are available.

### **Section 7 Institutional**

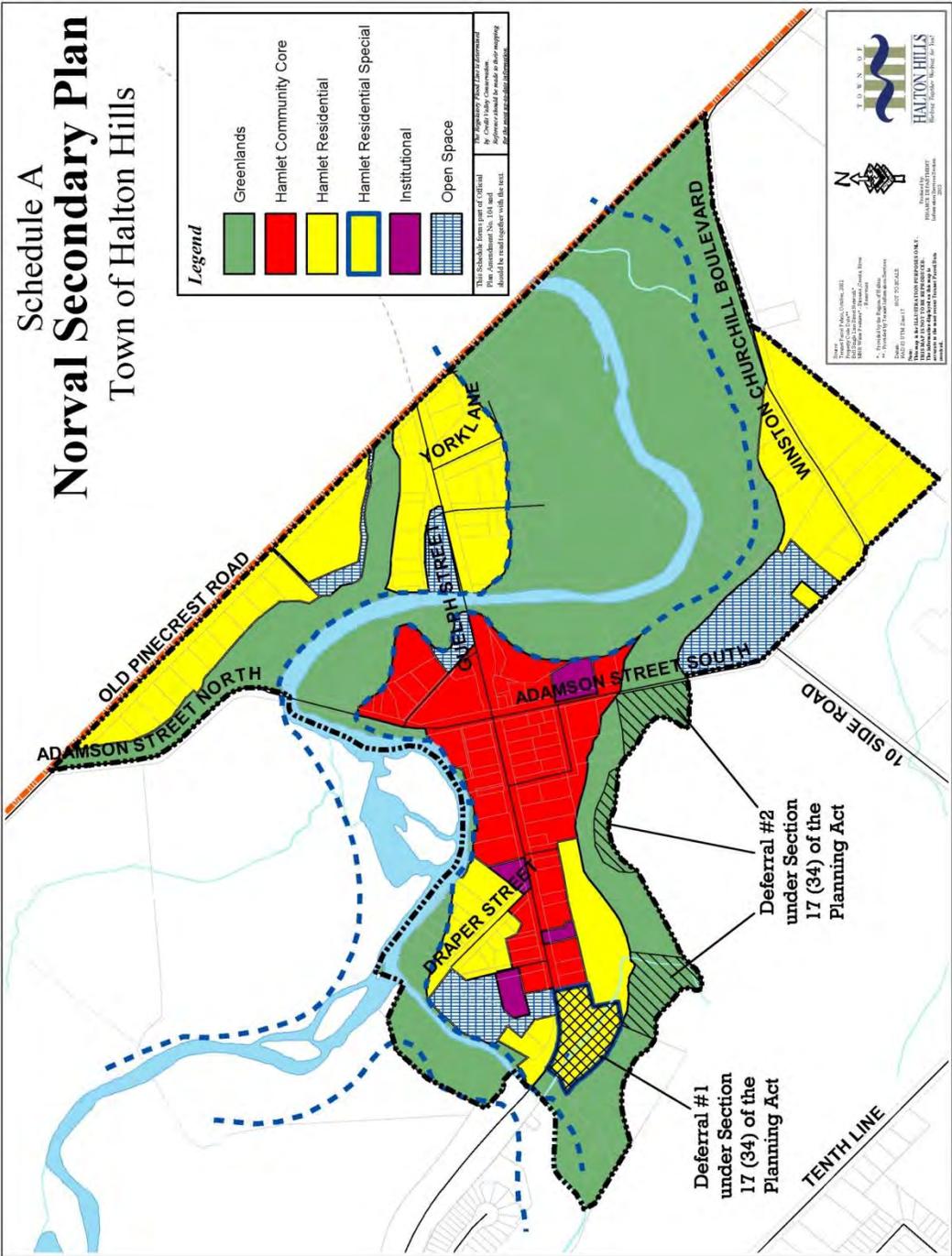
The purpose is to recognize these uses and to connect them where possible to municipal services when possible.

### **Section 8 Open Space**

The designation recognizes the existing uses of Norval Park, McNab Park, Hillcrest Cemetery and McNab Pioneer Cemetery. The parks serve both a neighbourhood and community function and Norval Park acts as a trailhead.

### **Section 9 Greenlands**

The Greenland designation includes lands that are within the regulatory floodplain, valley lands or significant portions of habitat of endangered or threatened species, environmentally



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sensitive areas and wetlands, woodlands that are associated with valley lands, and unstable or steep slopes. Policies require a general building setback of 5 metres from stable top and bottom of bank, from any identified erosion allowance, and from the regulatory floodline. In a non-valley situation, a 30 m setback is required from the bank of the watercourse or 5 m from the floodline whichever is greater. Policies state that any expansion or replacement of existing uses or permitted buildings will only be considered if the environmental or physical hazard can be mitigated and is not located in significant natural areas. No new development or lot creation is permitted in the Greenlands but a limited amount of expansion or replacement of buildings will be permitted if:

- its limited to 18.6 sq metres,
- 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 but 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.

A discussion of the existing Urban Design Guidelines which are an appendix to the Secondary Plan is located in Section 5 of this report.

Appendix B to the Secondary Plan shows alignment options for the proposed Highway 7 Bypass. As will be discussed in Section 6 below, these options are now redundant with the completion of the Halton Peel Boundary Area Transportation Study and should be removed.

### 3.6 Halton Hills Strategic Plan

The Town Strategic Plan 2031 guides the Town's plans, programs and services. In 2007 Town Council revisited the Strategic Plan in light of growth pressures and significant changes to the Provincial growth management and planning framework. The Town undertook a further review in 2011 incorporated a number of changes based on input from Council and the Senior Management Team. The updated Plan is based on a number of themes with related goals and strategic objectives including:

- A Foster a Healthy Community with strategic objectives including to promote an adequate supply of housing and range of housing choices to meet the needs of present and future residents, to provide accessibility throughout the community, to provide safe communities;
- B Preserve, Protect and Enhance our Environment with strategic objective including protecting and conserving the quality and quantity of water resources, preserving

protecting and enhancing the natural heritage system, and promoting and environment first philosophy;

- D Preserve, Protect and Promote our Distinctive History with strategic objectives including conserving built heritage, preserving and enhancing the historical character of the Town's distinctive neighbourhoods and hamlets;
- F Achieve Sustainable Growth with strategic objectives including providing a moderate scale of growth that is in keeping with the Town's urban structure and protects its rural character, ensuring that the character and stability of existing residential neighbourhoods is maintained in accommodating growth, and ensuring the efficient use of urban land and infrastructure in existing communities; and,
- G Provide Sustainable Infrastructure & Services with strategic objectives including to work with other orders of government to ensure the provision of a safe, diverse, and integrated transportation system.

### 3.7 Halton Hills Green Plan

Adopted in November 2007, the Town's Green Plan includes a range of initiatives many of which are relevant to Norval. In particular, the Plan states the following:

- Ensure that Halton Hills contributes to the cycling initiative by retro-fitting roads to better accommodate cycling and provide better signage; and,
- Establish community/residential/commercial development initiatives to promote the establishment of developments that incorporate commercial and office development within residential areas. This would provide employment opportunities for residents so they can reduce commutes.

### 3.8 City of Brampton Official Plan

As noted above, Norval is immediately adjacent to the City of Brampton and one of the objectives of the Secondary Plan is to provide a distinct separation between the hamlet and surrounding land uses. The City of Brampton Official Plan currently designates the lands immediately adjacent to Norval as Provincial Greenbelt/Protected Countryside and Open Space System. To the south of the hamlet boundaries on the east side of Winston Churchill the land is Designated Communities but significant urban development is not expected immediately adjacent to Norval.

## 4. Zoning

In 2010 the Town of Halton Hills adopted a new comprehensive Zoning By-law but at the request of the community, removed Norval from the By-law to allow for further consultation. Issues that were raised as part of that consultation process included:

- The extent of the Environmental Protection zone and the development limitations within it;
- Site specific zoning issues;
- Halton Peel Boundary Area Transportation Study corridor protection measures;
- Prohibition of drive throughs;
- The extent of the Community Core area;
- Requirement to introduce new commercial uses into the core through rezoning; and
- The maximum size of the 500 sq metres for new commercial uses.

In November 2011 Council adopted Zoning By-law 2011-0098 which included the Hamlet of Norval into the comprehensive Zoning By-law. A copy of the zoning schedule for Norval is shown on Map 8.

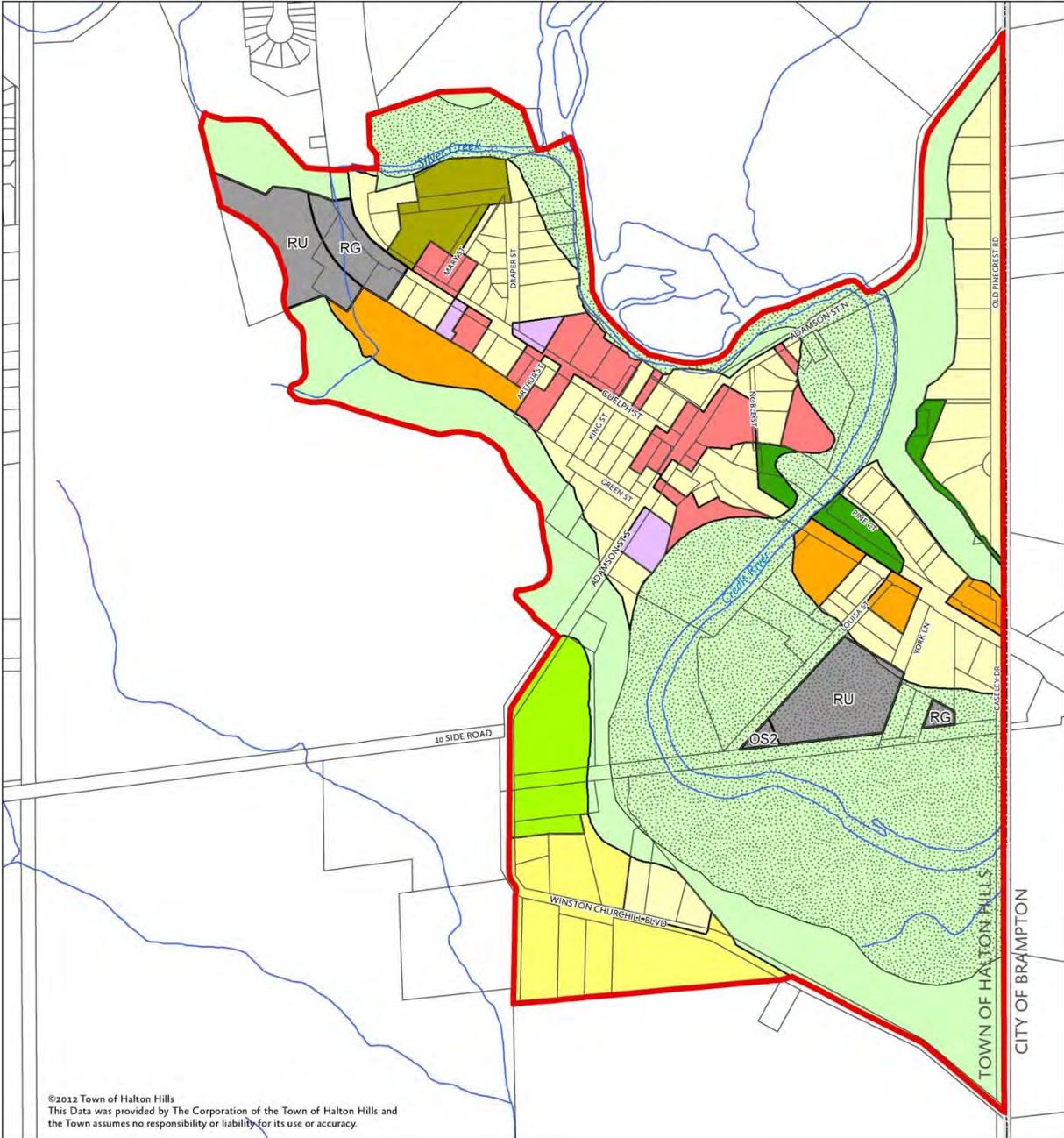
In the new By-law, in Norval only existing commercially zoned sites or those sites that are currently used for commercial purposes were placed in a Hamlet Commercial zone. Based on ratepayer input, any new commercial development in the Hamlet Community Core will require a rezoning application.

A number of properties are not included in the By-law at the owner's request because of floodplain issues. These properties are still subject to the previous zoning by-law 74-51. In addition, five appeals were filed against the By-law 2011-0098 for the properties at:

1. 18 Adamson Street N
2. 488, 490 and 492 Guelph Street
3. 546 and 458 Guelph Street
4. 481 Guelph Street
5. 525 Guelph Street

All of the appeals relate to desire for permissions for or changes to commercial zoning on the properties.

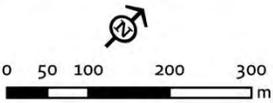
The appeals are before the Ontario Municipal Board and a pre-hearing was held on April 30, 2012. Another pre-hearing is scheduled for August 9, 2012. The By-law will not be in effect until all the appeals are resolved.



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**MAP 8 - PROPOSED ZONING**

Norval Secondary Plan Review  
 Town of Halton Hills



- Study Area
- Municipal Boundary
- Hamlet Residential One (HR1)
- Hamlet Residential Two (HR2)
- Hamlet Commercial (HC)
- Hamlet Institutional (HI)
- Development (D)
- Environmental Protection One (EP1)
- Open Space One (OS1)
- Open Space Three (OS3)
- Open Space Four (OS4)
- Lands Subject to By-Law 74-51

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## 5. Urban Design & Heritage Protection Guidelines

Urban Design and Heritage Protection Guidelines are provided as Appendix A of the Secondary Plan and include Figure A which is shown on Map 9. This evaluation provides a general overview of key urban design considerations. Initial comments on the Guidelines are provided but recommendations will change and evolve throughout the process as detailed guidelines are prepared to reflect the local context, the community engagement process, as well as the issues coming out of this review of the Secondary Plan.

### 5.1 Existing Guidelines

The Urban Design and Heritage Protection Guidelines provide guidance in twelve areas, including:

1. Gateways
2. Focal Points
3. General Guidelines for Parking and Site Circulation
4. General Design Guidelines for Sidewalks
5. General Design Guidelines for Crosswalks
6. Lighting Fixtures
7. Trails
8. Building Character
9. Building Heights
10. Building Materials
11. Sun Access (Building Solar Envelopes)
12. Signage

These guidelines provide a foundation for new development in Norval, but are brief and general. The following sections evaluate each category to identify areas where additional direction may be required to ensure that new development in the Hamlet of Norval is consistent with the objectives of the Secondary Plan Review, and reflect best practices in urban design.

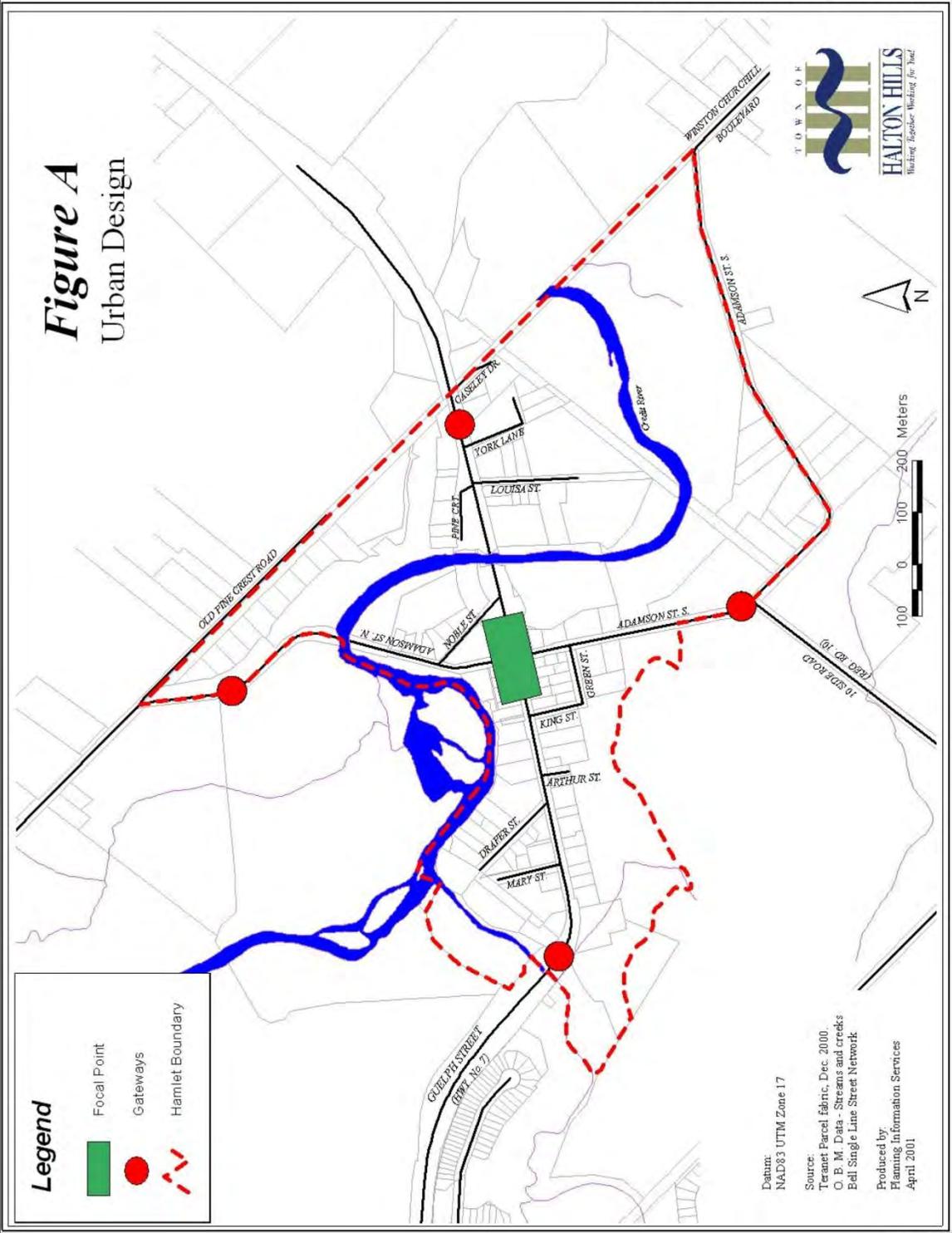
#### 5.1.1 Gateways

The Gateway guidelines are generally successful in promoting built form, landscaping, public art, and special streetscape treatments, to reinforce the key arrival points into the Hamlet.

##### *Additional considerations:*

- Gateways should consider treatments beyond a free-standing sign to signal arrival into the Hamlet. Elements within the street right-of-way, including pedestrian-scaled lighting, tree planting, street furnishings (i.e. seats, banners, public art) are typical for establishing a sense of arrival. Free-standing gateway signs should be discreet, but visible, elements reflecting the natural and traditional character of Norval.
- Landmark buildings are an effective way to define a gateway. Specific guidelines should be provided to illustrate how buildings at gateways should be designed to reinforce their special

Figure A - Urban Design Guidelines



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- location, including slightly taller buildings (where appropriate), large amounts of glazing, strong architectural detailing, etc.
- To promote tourism within the Hamlet, the guidelines should encourage gateways as information and wayfinding areas, to direct visitors to key destinations within the Hamlet (i.e. Norval Park, Credit River, L.M. Montgomery Garden).

### 5.1.2 Focal Points

The Focal Point guidelines identify the Guelph Street/Adamson Street intersection as the anchor of the community, and aim to ensure development here is of the highest quality. The guidelines provided are high-level, dealing with the location and orientation of buildings.

The guidelines in this section should be combined with more detailed building design guidelines (see Section 2.8) to ensure appropriate built form within the Community Core.

### 5.1.3 General Guidelines for Parking and Site Circulation

The General Guidelines for Parking and Site Circulation provide high level guidance to ensure that new parking areas do not negatively impact the pedestrian realm by locating them at the side or rear of buildings, and consolidating entrances where possible.

#### *Additional considerations:*

- The existing guidelines recommend that surface parking areas be well defined. Additional guidelines should be provided to illustrate how this can be accomplished, including the creation of smaller “parking courts,” tree/parking space ratios, minimum widths for pedestrian walkways (i.e. 1.5 metres), unique paving to highlight pedestrian pathways, etc.
- In this section, and other sections that recommend the use of trees, landscaping and buffer planting, guidelines should be provided to ensure mature growth (i.e. species, adequate soil volumes, spacing, maintenance, etc.).
- Street parking in the form of ‘bump-outs’ should be considered adjacent to commercial buildings.

### 5.1.4 General Design Guidelines for Sidewalks

The General Design Guidelines for Sidewalks provide basic directions for the location and design of sidewalks, and encourage sidewalk widening in key areas.

#### *Additional considerations:*

- The sidewalk is just one of the components within the boulevard (from the front property line or building face to the edge of the curb). This section should be expanded to talk about the entire boulevard, including (where possible) the addition of ‘street furniture and landscape zones,’ (between the sidewalk and the curb edge) and ‘transition zones’ (between the sidewalk and the building face). Guelph Street (as it passes through Norval) is still a provincial highway and the entire boulevard should be considered to work within provincial requirements to create the most pedestrian-supportive condition feasible along Guelph Street.

- The existing guidelines recommend sidewalk widening in order to accommodate higher pedestrian traffic in key areas. Minimum widths (i.e. 1.85 metres) should be provided, and opportunities for widening with the provincial limitations on Guelph Street should be explored.
- Directions for the placement of street trees should be provided, including bioswales, and other landscaping. Considerations include diverse tree and landscape species, location and spacing, distance from the curb, accommodation of snow storage, and soil volumes. Special consideration may be required on Guelph Street due to provincial requirements.
- Boulevard guidelines should also consider snow storage, barrier-free access, lighting, etc.

### 5.1.5 General Design Guidelines for Crosswalks

The General Design Guidelines for Crosswalks provide sufficient guidance to ensure that crosswalks are clearly marked and accessible for people of all ages and abilities.

#### *Additional considerations:*

- In key pedestrian areas (i.e. the Focal Point), crosswalks present an excellent opportunity to integrate public art and celebrate the history of Norval, or significant events. The guidelines should encourage this.

### 5.1.6 Lighting Fixtures

The Lighting Fixtures guidelines provide broad direction for the design and location of lighting.

#### *Additional considerations:*

- The guidelines should look at unique lighting standards that can be used throughout Norval to help reinforce the cultural character of the Hamlet. In addition to style, the standards should consider material quality, durability, and low maintenance requirements.
- Guidelines should be provided to outline appropriate locations for lighting, including boulevards, parks and open spaces, pedestrian walkways, and parking areas.
- Downcast lighting, and pedestrian-scaled lighting, should be encouraged to minimize light pollution.
- Opportunities to minimize energy use should be encouraged in the guidelines, including solar powered lighting, and automatic lighting.

### 5.1.7 Trails

The Trails guidelines provide directions on the design of multi-use trails, and refer to the policies of the Halton Hills Trails and Cycling Master Plan which recommends Adamson Street and Guelph Street for 'Proposed On Road Routes.'

#### *Additional considerations:*

- An overall recommendation should be provided that encourages the development of trails, particularly along the Credit River Valley, to bridge existing natural areas, parks, and open spaces, and create a linked network throughout Norval.

- As Guelph Street is a provincial highway, it is important that the guidelines should provide directions for proposed on-road routes. If dedicated cycling lanes are considered, detailed cross-sections would be required to demonstrate minimum width requirements.
- The guidelines recommend that trails be carefully graded and finished except where such finished have an impact on Greenlands areas. Recommendations for the types of materials should be provided (i.e. crushed rock, wood chip, or other permeable materials in areas adjacent to natural heritage features).

### 5.1.8 Building Character, Building Heights and Building Materials

The existing guidelines provide detailed directions related to the design of buildings, including building character, building heights, and building materials. The overall objective of these guidelines is to ensure that buildings within the Hamlet are unique, but reflect the historic character of Norval.

#### *Additional considerations:*

- There are a variety of land-uses within the Hamlet, including, Hamlet Community Core, Hamlet Residential (and Hamlet Residential Special), and Institutional. Each of these uses will accommodate different types of buildings, and should be discussed separately in the guidelines for ease of reference. Considerations for each building type may include height and massing, setbacks, access and entrances, facade design, window treatments, building projections, roofs, etc.
- Within the Community Core, the existing guidelines recommend that community character be reinforced through architectural design (i.e. building silhouette, spacing between buildings, setbacks from the property line, and massing of building form). Additional direction should be provided to illustrate how these features can support the character of the Hamlet. For example, the facades of wider buildings in the Community Core should be visually divided into smaller units through vertical and horizontal articulation, to reflect the small scale buildings of a traditional main street. Similarly, the treatment of entrances should have awnings or canopies, and can be setback from the rest of the building, to signify the importance of the main entrance. Guidelines e) and f) recognize the key components of these buildings.
- Typically, it is recommended that buildings within a Community Core be located at the property line to create a strong street presence. Along Guelph Street, the guidelines should explore opportunities to create a strong street presence, recognizing the increased setback requirements along a Provincial Highway (i.e. 14 metres for commercial buildings recognizing that the Ministry of Transportation has indicated a willingness to consider the setbacks in the context of the existing building setbacks). This will require additional discussions with MTO throughout the review process.
- Registered and listed heritage buildings are a defining feature of Norval's character and should be maintained and enhanced rather than replaced. Detailed guidelines should be provided for additions and renovations to existing buildings, as well as the design of infill buildings adjacent to existing heritage buildings. Considerations include site design, setbacks, orientation, built form, height and massing, articulation, and materials.

- The Hamlet of Norval is located within the Greenbelt Plan Protected Countryside Area. As part of ROPA 38, an additional policy has been added to the Official Plan to prohibit the expansion of the Hamlet boundaries. Therefore, new development will have to occur within the existing boundaries. Guidelines for more dense forms of housing within a low-rise building form, such as townhouses, can be considered subject to servicing constraints.
- The recommendations for building materials should ensure new buildings in Norval will be consistent with the existing character. Additional guidelines are recommended to ensure that the quality of building materials extends to all sides of the buildings. To promote sustainability, the use of local and recycled materials should be used wherever possible.

### 5.1.9 Sun Access (Building Solar Envelopes)

The existing guidelines limit building height and define building location based on the sun angle (on the shortest day of the year – Dec. 21). Considering the scale of buildings within Norval, this is generally sufficient to minimize shadow impacts on the public realm.

#### *Additional considerations:*

- Additional direction can be provided to ensure that all buildings allow sunlight penetration to the opposite sidewalk each day for a set period of time (i.e. 5-hours). This will typically not be an issue due to limited building heights, but may be a consideration at the gateways where limited additional height may be appropriate.

### 5.1.10 Signage

The Signage guidelines provide broad directions to ensure that signs within Norval are not visually obtrusive, and are consistent with the historical character of the Hamlet.

#### *Additional considerations:*

- Additional guideline should be considered to ensure that free-standing signage does not interfere with pedestrian circulation. Similarly, guidelines should be provided to ensure that the location and design of signage does not interfere with accessibility (i.e. minimum projection distances).
- As noted in Section 2.1: Gateways, the guidelines should support the development of a Hamlet-wide wayfinding strategy that will assist with wayfinding, and help to promote tourism to key destinations within Norval.
- The guidelines allow each building to have one of each of the following: ground sign, canopy sign, projecting sign, soffit sign, wall sign, and window sign. As this amount of signage could easily become cluttered, additional guidelines should be provided to determine maximum dimensions for each type, as well as placement within the building or streetscape.

## 5.2 Additional Areas of Consideration

Additional consideration should be given to addressing the existing lot and road patterns within the hamlet as the scale and alignment of the streets and lotting as well as the spacing between the buildings form an integral component of the character of the hamlet.

## 6. Transportation

Transportation pressures in the Hamlet of Norval are not uncommon. Decades ago, the Hamlet was established based on availability of water, access to transportation, availability of a livelihood (agriculture, mills, and other employment) and other factors. When the lands west and north of the Hamlet were primarily agricultural, recurring traffic congestion was not an issue. The roadways which are now Highway 7 and Winston Churchill Boulevard allowed access to the commercial establishments in Norval.

With housing growth, especially to the north and west of the Hamlet, the roadways which were once the lifeblood are now choking access to businesses along the roadways. The traffic characteristics create significant challenges to creation of a walkable, historic core within the Hamlet. 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. Faced with a high level of delay, some traffic diverts to residential streets, creating noise and safety issues within the Hamlet.

For some other hamlets surrounding the GTA, bypasses have been constructed to remove some vehicular traffic from the core. For instance, in Durham Region, the north-south roadway (Brock Road) through the Hamlet of Claremont was relocated to the east of the core. The east-west roadway (Durham 5) still carries a large traffic flow in morning and evening peak hours as traffic from housing to the east and north of Claremont moves toward employment in Markham, Richmond Hill, and Toronto. Traffic calming and crossing safety measures have been implemented on Durham 5 to address the problem.

As several past studies, including the Halton Peel Boundary Area Transportation Study, term Norval a “bottleneck,” bypass concepts have been proposed for Norval. Travel studies show the majority of regional travel demand flows between housing to the north and west and employment in Brampton to the east and Mississauga to the southeast. The regional traffic flow overshadows the traffic destined for businesses within Norval. Regional traffic is using Highway 7 to reach Brampton and other arterials feeding Highway 401 (such as Mississauga Road and Mavis Road). Regional traffic is also using Winston Churchill to obtain access to Highway 401 and other arterials in western Mississauga.

### 6.1 Halton Peel Boundary Area Transportation (HPBAT) Study

As stated above, Highway 7 and Winston Churchill Boulevard through Norval were identified as “bottlenecks” in the HPBAT Study. Especially in some evening peak hours during the week, backups greater than two kilometers occur. Means of addressing congestion are discussed in the Study. Traffic in a peak hour can be addressed by shifting traffic outside of peak hours

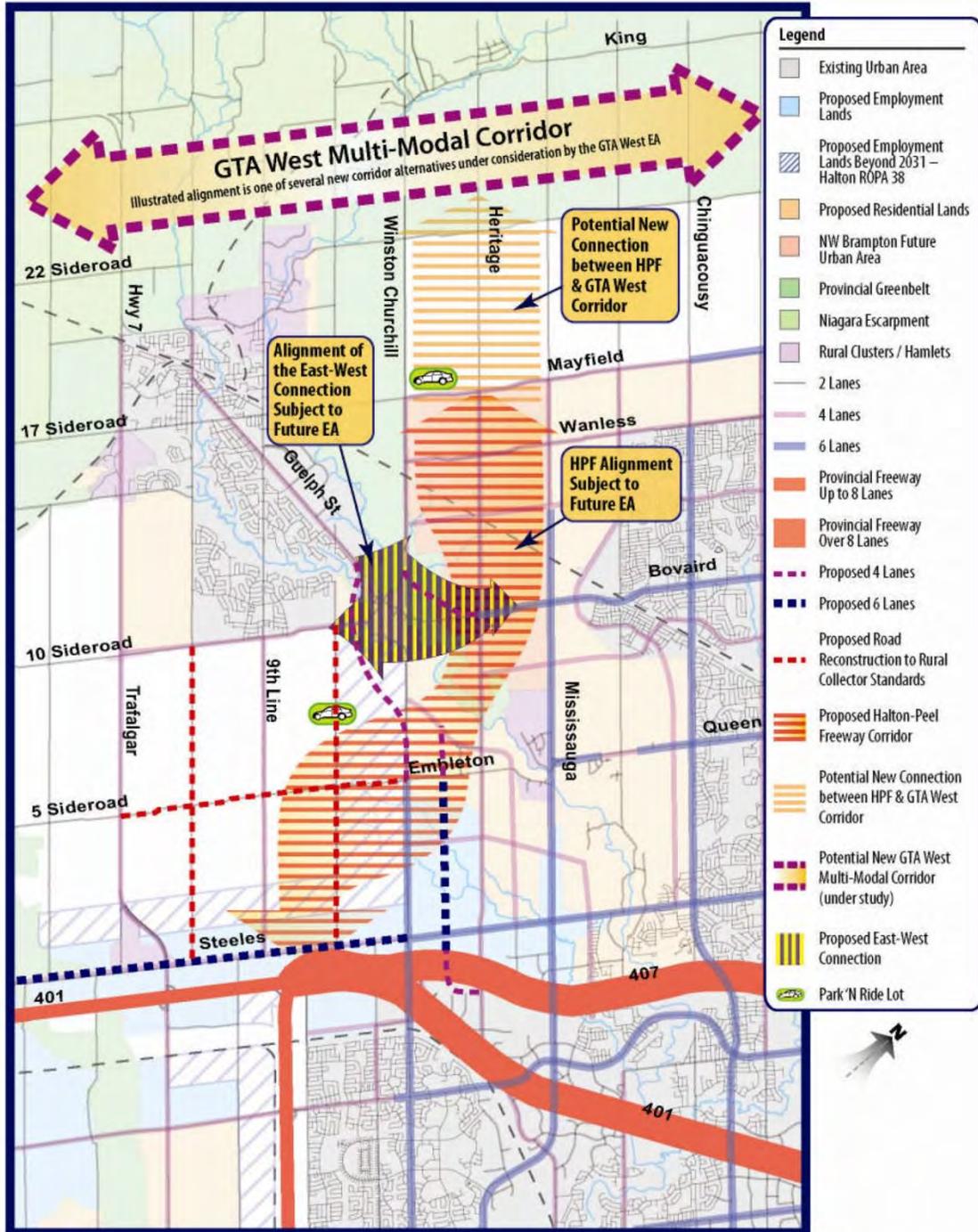
(using travel demand management), shifting modes of travel (to carpooling, transit, cycling, or walking), reducing demand (typically addressed through employer-based programs such as telecommute), or shifting traffic elsewhere (i.e., a bypass). Land use and transportation are inseparably intertwined: the inevitable result of construction of low to medium density housing which is separate from employment destinations is growth in personal automobile use.

The HPBAT Study considers a number of arterial and freeway options and the recommendations are illustrated on Map 10. Pertaining to Norval, the Norval West Bypass and Winston Churchill Bypass are both mentioned. Alternatives with four and six lanes are recommended. The HPBAT Study does emphasize that the roadways through Norval should remain two lanes serving local traffic and restricting capacity. Additional capacity should be provided via bypasses, new arterials, or new freeway options.

The HPBAT Study indicates that no bypass option will bring the volume-to-capacity ratio through Norval to less than one. In other words, even with the construction of new arterials or new freeways, the projected demand along the existing roadways through Norval will be greater than roadway capacity, at least during the peak travel times of the day. Caution should be exercised in attempting to attain a volume-to-capacity ratio of less than 0.90. Excess capacity tends to attract traffic, so widening roadways to decrease delay will only draw more traffic to the area. Continually widening roadways for vehicular traffic is not sustainable. In urban areas, congestion during peak hours should be expected. Volume-to-capacity ratios greater than 1.0 tend to provide incentive for commuters to shift travel times or shift travel modes to more efficiently use the existing network of roadway infrastructure.

Ultimately, 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. (See Table 6-6 in the HPBAT Study for discussion of east-west connection options.)

MAP 10  
Recommended Road Network, 2031 -  
Halton-Peel Boundary Area  
Transportation Study May 2010



July 2012

## 7. Credit Valley Conservation Regulations, Policies and Floodplain Mapping

### 7.1 General

The Norval Secondary Plan area is divided by the main branch of the Credit River, as well as one of its tributaries, Silver Creek. Upstream, the Credit River originates north of the Orangeville, and downstream it flows through portions of Brampton and Mississauga. Through Norval, it is a major watercourse. Silver Creek flows through Georgetown just upstream of Norval. Both the Credit River and Silver Creek fall under the jurisdiction of Credit Valley Conservation.

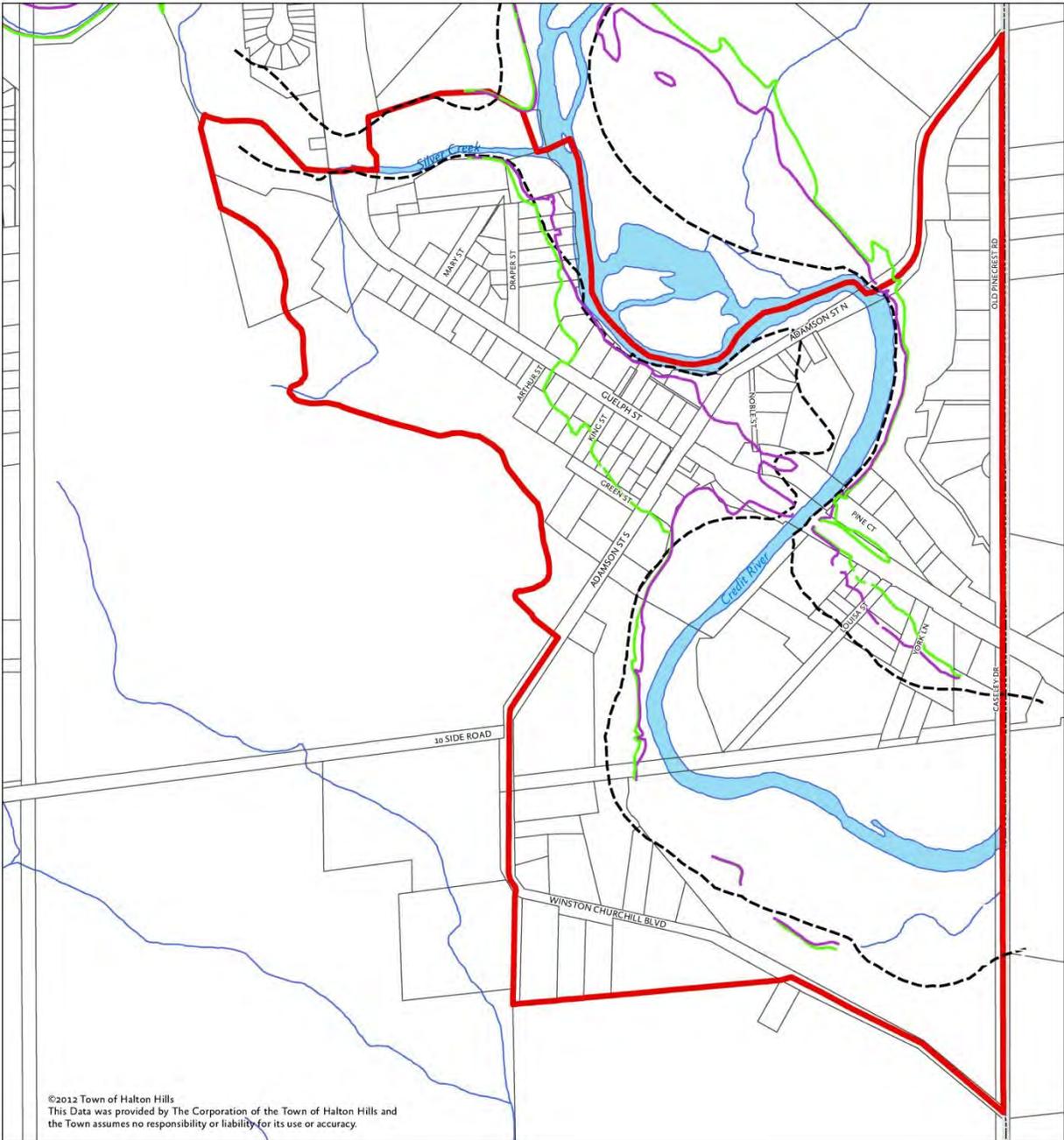
Within Norval there are three bridges or river crossings. These include Guelph Street (Highway 7) with two crossings and Adamson Street North. There is a historic dam that spans the Credit River as well, approximately 200 meters upstream of the Adamson Street North Crossing.

### 7.2 Floodplain Regulations

The majority of the Secondary Plan area for Norval is located within the valley lands of the Credit River and Silver Creek. This is common for a number of small Hamlets, as well as larger municipalities, where the need for water and the attraction of sites suitable for water powered mills resulted in the creation of settlements within the valleys of major rivers. Unfortunately this also has resulted in a number of historic development lands located in areas with a potential for flooding.

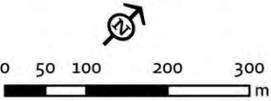
For public safety and the protection of property, valley lands along river systems are regulated and the local Conservation Authorities (which in this case is Credit Valley Conservation) have been given the responsibility by the Ministry of Natural Resources to deal with natural hazards. The hazard lands are identified through the analysis of Flood Potential (to identify regulatory flood lines), identification of potentially unstable valley slopes, and identification of areas threatened by riverbank or valley wall erosion. The Conservation Authorities also address the conservation, restoration and management of natural resources including environmentally significant lands that require protection. As noted above, at the municipal level, policies addressing the issues of flood susceptibility and natural resource protection are dealt with through the Greenlands designations within the Official Plan.

Credit Valley Conservation (CVC) developed floodplain mapping for the Credit River and its tributaries in this area through its Flood Damage Reduction Program (1985). In 2007, CVC completed an update to the floodplain mapping for the Credit River and the results are shown on Map 11. Map 11 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. These were based upon the regulatory event for this part of Ontario, Hurricane Hazel.



**MAP 11 - FLOODPLAIN**

Norval Secondary Plan Review  
 Town of Halton Hills



- |                    |                                |
|--------------------|--------------------------------|
| Study Area         | <b>Floodlines</b>              |
| Municipal Boundary | Current, 100-Year floodline    |
| Parcels            | Current, Regulatory floodline  |
| Watercourse        | Historic, Regulatory floodline |

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As can be seen from Map 11, the updated regulatory floodplain mapping shows a larger portion of the land within the historic part of Norval is within the floodplain than was previously shown. This is due in part to marginal increases in the flood elevations but mostly due to the availability of better base mapping for the Hamlet of Norval. There are now over 30 properties that were not previously identified as being impacted by flood line mapping that are now within the regulatory floodplain.

Characteristics related to the flood line mapping include:

1. The flood lines follow the defined valleys for the Credit River and Silver Creek which is to be expected
2. The road crossings do not create any unexpected increases in flood elevations, indicating that they are not constricting flows significantly
3. The dam across the Credit River is relatively small and does not result in a significant increase to flood elevations
4. The potential flood depths in the built areas of Norval range from zero up to 4 meters in the lowest areas of the community (near the Credit River along Adamson Street North).

Within Ontario natural hazard management involves planning for risks associated with natural occurring processes including flood hazards and erosion hazards. Reducing the impacts of natural hazards in order to prevent or eliminate risks to life and property is a key goal and is based on four main components: prevention (i.e. locate development outside of hazards); protection (implementation of mitigation/remediation measures or acquisition programs); emergency response and recovery measures; and coordination. As it relates to managing development within flood hazards, there are three concepts of floodplain management:

- One-zone concept
- Two-zone concept, and
- In a few exceptional situations, a special policy area concept

Regardless of the concept applied, the overall intent of the policies governing public health and safety should be assured.

### **One-Zone Concept**

Using this, planning authorities determine the flooding hazards limit, and restrict development or site alteration within those boundaries. This is the most restrictive and effective way to manage flood hazards from a risk management perspective. Where the one-zone concept is applied, the entire area within the flood zone is considered to be one management unit and is referred to as the floodway.

### **Two-Zone Concept**

This concept 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.

### **Special Policy Areas**

Generally, special policy areas may be considered where flood remediation strategies and two zone concept approaches have been deemed impractical and adhering to the one zone concept will impose significant social and economic hardship to the historically existing floodprone community. Special Policy Areas (SPA) are not intended to facilitate new or intensified development where the community has feasible opportunities for development outside of the floodplain.

Given the historic development that has occurred in Norval and the extent of the hamlet that has now shown to be located within the regulatory floodplain, it is prudent to review both the opportunities for flood mitigation/remediation as well as the alternate policy approaches for managing development within the floodplain described above. This means that a Two-Zone approach is one option that can be considered for Norval. This approach could mean that some redevelopment of lands within the flood fringe (typically between the Regulatory (regional) and 100 year flood lines) could be considered subject to restrictions. Any approach that is considered will be the subject of further discussions with Credit Valley Conservation.

CVC has created the “Watershed Planning and Regulation Policies” April 2010 that outlines the policies that will be used to review proposals. It establishes mapping and policies for other Two Zone areas within its watershed. It also establishes that generally speaking CVC will not permit development within floodplain areas but it does however, establish policies where additions to existing buildings may be permitted within the flood hazard limit if the building addition:

- Does not increase in the number dwelling units;
- Does not include a basement;
- Has safe access to the area 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;
- Other technical requirements to satisfy CVC.

No high risk uses would be allowed (i.e. nursing homes, schools, emergency services and hazardous substances etc.).

The CVC also establishes policies to address reconstruction of buildings and structures with floodplains which are subject to restrictions including no increase in the size of the ground floor

area, safe access to the area, flood proofing requirements, the building was not destroyed by flooding and reconstruction within 2 years of the application.

The CVC policies prohibit additions to existing buildings within the erosion hazard limit or undefined valleys but may permit it within defined valleys where a technical report demonstrates that the lands are not subject to erosion hazards.

CVC policies also address the creation of new lots and indicate that lots should be setback 10 metres from the limit of the flood hazard, erosion hazard, and significant woodlands and 30 m from provincially significant wetlands.

## 8. Opportunities and Constraints

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

### 1. Floodprone Areas

2. 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. This means that a Two-Zone approach is one option that can be considered for Norval. This approach could mean that some redevelopment of lands within the flood fringe (typically between the Regulatory (regional) and 100 year flood lines) could be considered subject to restrictions; however even if this approach were utilized, there still appear to be some properties north east of Guelph Street and Adamson Street which would be within the floodway and not covered by the flood fringe considerations. Any approach considered will be the subject of further discussions with Credit Valley Conservation.

A review should also 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 HPBATS Study 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 environmental 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 33 properties listed as significant. 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 will be reviewed as part of Phase 2 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 will also be reviewed as part of the review of land use alternatives in Phase 2 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.

## 9. Analysis of Secondary Plan Goals and Objectives

The goal of the Norval Secondary Plan “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.”

The objectives of the Secondary Plan 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.

Given the opportunities and constraints that have been identified above, the overall goal of the Secondary Plan and a number of the existing objectives appear to continue to be relevant for the Hamlet of Norval; however some objectives should be modified and additional ones should be considered.

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 and to support the heritage resources which form an integral component of 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.

# APPENDIX 1

## PROVINCIAL POLICY STATEMENT

# Provincial Policy Statement

The policies of the PPS are found in Part V of the document and relate to the following general categories:

Section 1.0 Building Strong Communities  
Section 2.0 Wise Use and Management of Resources  
Section 3.0 Protecting Public Health and Safety  
Section 4.0 Implementation and Interpretation  
Section 5.0 Figure 1 Natural Heritage Protection Line  
Section 6.0 Definitions.

Key policies relevant to this Study are summarized in the following subsections:

## Section 1.0 Building Strong Communities

The policies in Section 1.0 provide direction related to the creation of efficient land use and development patterns with the intent of creating strong, liveable and healthy communities, protecting the environment and public health and safety and facilitating economic growth.

Specific directions related to efficient land use, which also reflect recognition of the link between the management of growth and the provision of infrastructure and public services facilities are found in Section 1.1 and include:

providing for land use patterns in settlement areas based on densities and a mix of land which efficiently use land and resources, as well as “infrastructure and public service facilities which are planned or available, and avoid the need for their unjustified and/or uneconomical expansion”; and minimize negative impacts on the environment (Section 1.1.3.2);

requiring the identification and promotion of “opportunities for intensification and redevelopment where this can be accommodated taking into account existing building stock or areas... and the availability of suitable existing or planned infrastructure and public service facilities” (Section 1.1.3.3);

requirements for minimum targets for intensification and redevelopment in the built up area (Section 1.1.3.5).

Section 1 also provides other relevant directions which include:

Section 1.2 Coordination - requires a “coordinated, integrated and comprehensive approach when dealing with planning matters” including identifying areas where growth will be directed,

identifying targets for intensification and redevelopment and density targets for areas adjacent to or in proximity to transit corridors.

Section 1.4 Housing – requires provision of an appropriate range of housing types and densities to meet projected requirements of the regional market areas through a range of mechanisms including establishing and implementing minimum targets for affordable housing and permitting and facilitating all forms of housing.

Section 1.5 Public Spaces, Parks and Open Space – indicates that healthy, active communities should be promoted by a number of initiatives including “planning public streets, spaces and facilities to be safe, meet the needs of pedestrians, and facilitate pedestrian and non-motorized movement” and “providing for a full range and equitable distribution of publicly-accessible built and natural settings for recreation”.

Section 1.6 Infrastructure and Public Service Facilities -includes general policies, as well as specific direction related to sewage and water, transportation systems, and transportation and infrastructure corridors. The general directions in Sections 1.6.1, 1.6.2 and 1.6.3 are to promote a “co-ordinated, efficient and cost-effective” approach to the provision of infrastructure to accommodate projected needs”.

#### Section 1.6.4 Sewage and Water

The policies of Section 1.6.4 identify municipal sewage and water services as the preferred for servicing of settlement areas (Section 1.6.4.2) and promote efficient use of existing systems (Section 1.6.4.1 a). Section 1.6.4.1 also requires that the planning for sewage and water services:

- “b) ensure the these systems are provided in a manner that:
  1. can be sustained by the water resources on which such systems rely;
  2. is financially viable and complies with all regulatory requirements; and
  3. protects human health and the natural environment;
- c) promote water conservation and water use efficiency;
- d) integrate servicing and land use considerations at all stages of the planning process; and,
- e) .....allow for lot creation only if there is confirmation of sufficient reserve sewage system capacity and reserve water system capacity within municipal sewage services and municipal water services....”

#### Section 1.6.4.5

“Partial services shall only be permitted in the following circumstances:

- (a) where they are necessary to address failed individual on-site sewage services and individual on-site water services in existing development; and
- b) within settlement areas, to allow for infilling and rounding out of existing development on partial services provided that:
  - 1. the development is within the reserve sewage system capacity and reserve water system capacity; and
  - 2. site conditions are suitable for the long-term provision of such services.”

#### Section 1.6.5 Transportation Systems

Transportation systems are defined as “means a system consisting of corridors and rights-of-way for the movement of people and goods, and associated transportation facilities including transit stops and stations, cycle lanes, bus lanes, high occupancy vehicle lanes, rail facilities, park ‘n’ ride lots, service centres, rest stops, vehicle inspection stations, intermodal terminals, harbours, and associated facilities such as storage and maintenance.”

The policies of Section 1.6.5 require the following:

Section 1.6.5.1 – transportation systems are to be safe, energy efficient, facilitate movement of people and goods and are appropriate to address projected needs;

Section 1.6.5.2 – efficient use is to be made of existing and planned infrastructure;

Section 1.6.5.3 – connectivity within and among transportation systems and modes is to be maintained and, where possible, improved including connections which cross jurisdictional boundaries;

Section 1.6.5.4 – a land use pattern, density and mix of uses which minimizes length and number of vehicle trips, supports the development of viable choices and plans for public transit and other alternative transportation modes including commuter rail and bus is to be promoted;

Section 1.6.5.5. – transportation and land use considerations are to be integrated at all stages of the planning process.

Section 1.6.6 Transportation and Infrastructure Corridors - The policies of Section 1.6.6 are designed to ensure that corridors and rights-of-way for transportation, transit and infrastructure facilities are planned for and protected.

Section 1.7 Long Term Economic Prosperity – outlines directions that support this objective including “optimizing the long-term availability and use of land, resources, infrastructure and public service facilities” and “providing for an efficient, cost-effective, reliable multi-modal transportation system.”

Section 1.8 Energy and Air Quality – directs that energy efficiency and improved air quality be supported through land use and development patterns that meet a number of criteria including compact form and a structure of nodes and corridors. Renewable energy systems and alternative energy systems are also promoted.

## Section 2.0 Wise Use and Management of Resources

Section 2.0 provides policies with respect to the protection of natural heritage, water, agricultural, mineral and cultural heritage and archaeological resources for their economic, environmental and social benefits.

Relevant directions include:

Section 2.2 Water – requires the protection, improvement and restoration of the quality and quantity of water in accordance with a range of criteria including identification of surface and ground water features, hydrologic functions and natural heritage features and areas which are necessary for the ecological and hydrological integrity of the watershed and “ensuring stormwater management practices that minimize stormwater volumes and contaminant loads, and maintain or increase the extent of vegetative and pervious surfaces.” Development and site alteration is to be restricted near sensitive water features.

Section 2.6 Cultural Heritage and Archaeology – requires the conservation of significant built heritage resources and cultural heritage landscapes. It also only permits development and site alteration on lands containing archaeological resources or areas of archaeological potential if significant archaeological resources have been conserved by removal or documentation or by preservation on site. In addition, development and site alteration may only be permitted on adjacent lands to protected heritage property where it has been demonstrated that the heritage attributes will be conserved.

## Section 3.0 Protecting Public Health and Safety

The objective of the policies in Section 3.0 is to reduce the potential for public cost or risk to residents from natural or human-made hazards. Development is to be directed away from areas of natural or human-made hazards where there is an unacceptable risk to public health or safety or of property damage. This includes hazardous lands adjacent to river, stream and small inland lake systems which are impacting by flooding hazards and/or erosion hazards.

Section 3.1 says that development shall generally be directed to areas outside of:

- a. *hazardous lands* adjacent to the shorelines of the *Great Lakes – St. Lawrence River System* and *large inland lakes* which are impacted by *flooding hazards, erosion hazards* and/or *dynamic beach hazards*;
- b. *hazardous lands* adjacent to *river, stream* and *small inland lake systems* which are impacted by *flooding hazards* and/or *erosion hazards*; and
- c. *hazardous sites*.

*Development and site alteration* shall not be permitted within:

- a. the dynamic beach hazard;
- b. definite portions of the one hundred year flood level along connecting channels (the St. Mary's, St. Clair, Detroit, Niagara and St. Lawrence Rivers);
- c. areas that would be rendered inaccessible to people and vehicles during times of flooding hazards, erosion hazards and/or dynamic beach hazards, unless it has been demonstrated that the site has safe access appropriate for the nature of the development and the natural hazard; and
- d. a floodway regardless of whether the area of inundation contains high points of land not subject to flooding.

Despite the above policy, *development and site alteration* may be permitted in certain areas identified above;

- a. In those exceptional situations where a Special Policy Area has been approved. The designation of a Special Policy Area, and any change or modification to the site-specific policies or boundaries applying to a Special Policy Area, must be approved by the Ministers of Municipal Affairs and Housing and Natural Resources prior to the approval authority approving such changes or modifications; or
- b. where the development is limited to uses which by their nature must locate within the floodway, including flood and/or erosion control works or minor additions or passive non-structural uses which do not affect flood flows.

*Development* shall not be permitted to locate in *hazardous lands* and *hazardous sites* where the use is:

- a. an institutional use associated with hospitals, nursing homes, pre-school, school nurseries, day care and schools, where there is a threat to the safe evacuation of the sick, the elderly, persons with disabilities or the young during an emergency as a result of flooding, failure of floodproofing measures or protection works, or erosion;
- b. an essential emergency service such as that provided by fire, police and ambulance stations and electrical substations, which would be impaired during an emergency as a result of flooding the failure of floodproofing measures and/or protection works, and/or erosion; and
- c. uses associated with the disposal, manufacture, treatment or storage of *hazardous substances*.

Where the two zone concept for *flood plains* is applied, *development and site alteration* may be permitted in the *flood fringe*, subject to appropriate floodproofing to the *flooding hazard* elevation or another *flooding hazard* standard approved by the Minister of Natural Resources.

*Development and site alteration* may be permitted in those portions of *hazardous sites* where the effects and risk to public safety are minor so as to be managed or mitigated in accordance with provincial standards, as determined by the demonstration and achievement of all of the following:

- a. *development and site alteration* is carried out in accordance with *floodproofing standards, protection works standards, and access standards*;
- b. vehicles and people have a way of safely entering and exiting the area during time of flooding, erosion and other emergencies;
- c. new hazards are not created and existing hazards are not aggravated; and

- d. no adverse environmental impacts will result.

With respect to human-made hazards (Section 3.1), contaminated sites are required to be remediated prior to activity on the site associated with the proposed use so that there will be no adverse effects.

#### Section 4.0 Implementation and Interpretation

These policies relate to the implementation and interpretation of the PPS. In particular, Section 4.5 notes that the PPS shall be read in its entirety and all relevant policies applied to each situation and that the official plan is the most important vehicle for implementation of the PPS.

#### Section 6.0 Definitions

The definitions apply to a wide variety of terms (e.g. floodplain, floodproofing standards, one hundred year flood level, partial services, protected heritage property, settlement area).

## APPENDIX 2

# GROWTH PLAN FOR THE GREATER GOLDEN HORSESHOE

# Growth Plan for the Greater Golden Horseshoe

The Growth Plan was prepared under the jurisdiction of the *Places to Grow Act* (2005). As provided for in the Act, the Growth Plan prevails where there is a conflict between it and the PPS. The only exception is where the conflict is between policies related to the natural environment or human health and in that case, the policy which provides more protection prevails.

The intent of the Growth Plan, like the PPS, is the creation of efficient land use and development patterns. The policies of the Growth Plan are found in Sections 2-6 of the document and relate to the following general categories:

- Section 2 Where and How to Grow
- Section 3 Infrastructure To Support Growth
- Section 4 Protecting What is Valuable
- Section 5 Implementation and Interpretation
- Section 6 Definitions

Key policies relevant to this Study are summarized in the following subsections:

## Section 2 Where and How to Grow

The policies of Section 2 are intended to set out the parameters with respect to where and how growth occurs in the Greater Golden Horseshoe (GGH) to ensure the development of healthy, safe and balanced communities.

A key focus of the Growth Plan is accommodating population and employment new growth “in the built-up areas of the community through intensification”<sup>2</sup> (Section 2.2.2.1).

### Section 2.2.2.1

“Population and employment growth will be accommodated by –.....

- i) directing development to settlement areas, except where necessary for development related to the management or use of resources, resources-based recreational activities and rural land uses that cannot be located in settlement areas

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<sup>2</sup> Intensification is defined as “The development of a property, site or area at a higher density than currently exists through:

- a) redevelopment, including the reuse of brownfield sites;
- b) the development of vacant and/or underutilized lots within previously developed areas;
- c) infill development; or
- d) the expansion or conversion of existing buildings.” (Growth Plan Section 6)

- j) directing major growth to settlement areas that offer municipal water and wastewater systems and limiting growth in settlement areas that are serviced by other forms of water and wastewater services
- k) prohibiting the establishment of new settlement areas.”

General directions with respect to managing growth and intensification are established in Sections 2.2.2 and 2.2.3.

Section 2.2.9 Rural Areas does provide some additional direction:

#### Section 2.2.9

- “1. Rural settlement areas are key to the vitality and economic well-being of rural communities. Municipalities are encouraged to plan for a variety of cultural and economic opportunities within rural settlement areas to serve the needs of rural residents and area businesses.
2. Development outside of settlement areas, may be permitted in rural areas in accordance with Policy 2.2.2.1(i).
3. New multiple lots and units for residential development will be directed to settlement areas, and may be allowed in rural areas in site-specific locations with approved zoning or designation that permits this type of development in a municipal official plan, as of the effective date of this Plan.
4. For lands within the Greenbelt Area, the applicable policies of the Greenbelt...and Oak Ridges Moraine Conservation Plans apply.”

#### Section 3 Infrastructure to Support Growth

Infrastructure is defined as including, “but not limited to transit, transportation corridors, water and wastewater systems, waste management systems, and community infrastructure” (Section 3.2.1.1). The infrastructure policies of the Growth Plan (Section 3.2.1) indicate that “priority will be given to infrastructure investments made by the Province of Ontario that support the policies and schedules of this Plan” (Section 3.2.1).

With respect to transportation, the Plan directs that:

The transportation system should offer a balance of transportation choices that reduces reliance on a single mode and promotes transit, cycling and walking (Sections 3.2.2.1/3.2.3); public transit will be the first priority for transportation infrastructure planning and major transportation investments and all decisions will be made according to specified criteria which

are designed to ensure that decisions related to transit and land use are mutually supportive (Section 3.2.3);

Pedestrian and bicycle networks are to be integrated into transportation planning (Section 3.2.3.3);

Municipalities will provide for the establishment of priority routes for goods movement, where feasible, to facilitate the movement of goods into and out of areas of significant employment, industrial and commercial activity and to provide alternate routes connecting to the provincial network (Section 3.2.4);

“Municipalities will plan for land uses in settlement areas adjacent to, or in the vicinity of, transportation facilities such as inter-modal facilities, rail yards...and major highway interchanges that are compatible with, and supportive of, the primary good movement of these facilities.” (Section 3.2.4)

With respect to water and waste water systems, the Plan establishes a number of directions including:

Constructing of new or expanding existing municipal water and waste water systems, only where, strategies for water conservation and water demand managements are being implemented and where plans serve growth in a manner that supports the achievement of the intensification target and density targets (Section 3.2.5.4);

Encouraging municipalities to implement and support innovative stormwater management actions as part of redevelopment and intensification (Section 3.2.5.8).

Community infrastructure is defined as “lands, buildings and structures that support the quality of life for people and communities by providing public services for health, education, recreation, socio-cultural activities, security and safety, and affordable housing.” (Section 6) The Growth Plan requires that:

Planning for growth take into account the availability and location of existing and planned community infrastructure and that an appropriate range be planned to meet needs resulting from population changes and to foster complete communities (Sections 3.2.6.2 and 3.2.6.3);

Municipalities to establish and implement minimum affordable housing targets in accordance with Policy 1.4.3 of the PPS, 2005 (Section 3.2.6.5).

#### Section 4 Protecting What is Valuable

The Growth Plan includes the following directions:

Encouraging municipalities, conservation authorities and other interested parties to develop a system of publicly accessible parkland, open space and trails (Section 4.2.1.4);

Encouraging municipalities to establish an urban open space system, including rooftop gardens, communal courtyards, and public parks (Section 4.2.15).

The Growth Plan directs municipalities to develop and implement official plan policies and other strategies that support conservation objectives related to water, energy, air quality and integrated waste management and cultural heritage (Section 4.2.4).

## Appendix 3

# NORVAL BUILT HERITAGE INVENTORY

## 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 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	Good example of a three-bay

	Lot 11, Concession 11 (Norval)	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 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 Lot 11, Concession 11 (Norval)	Good example of Vernacular 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.