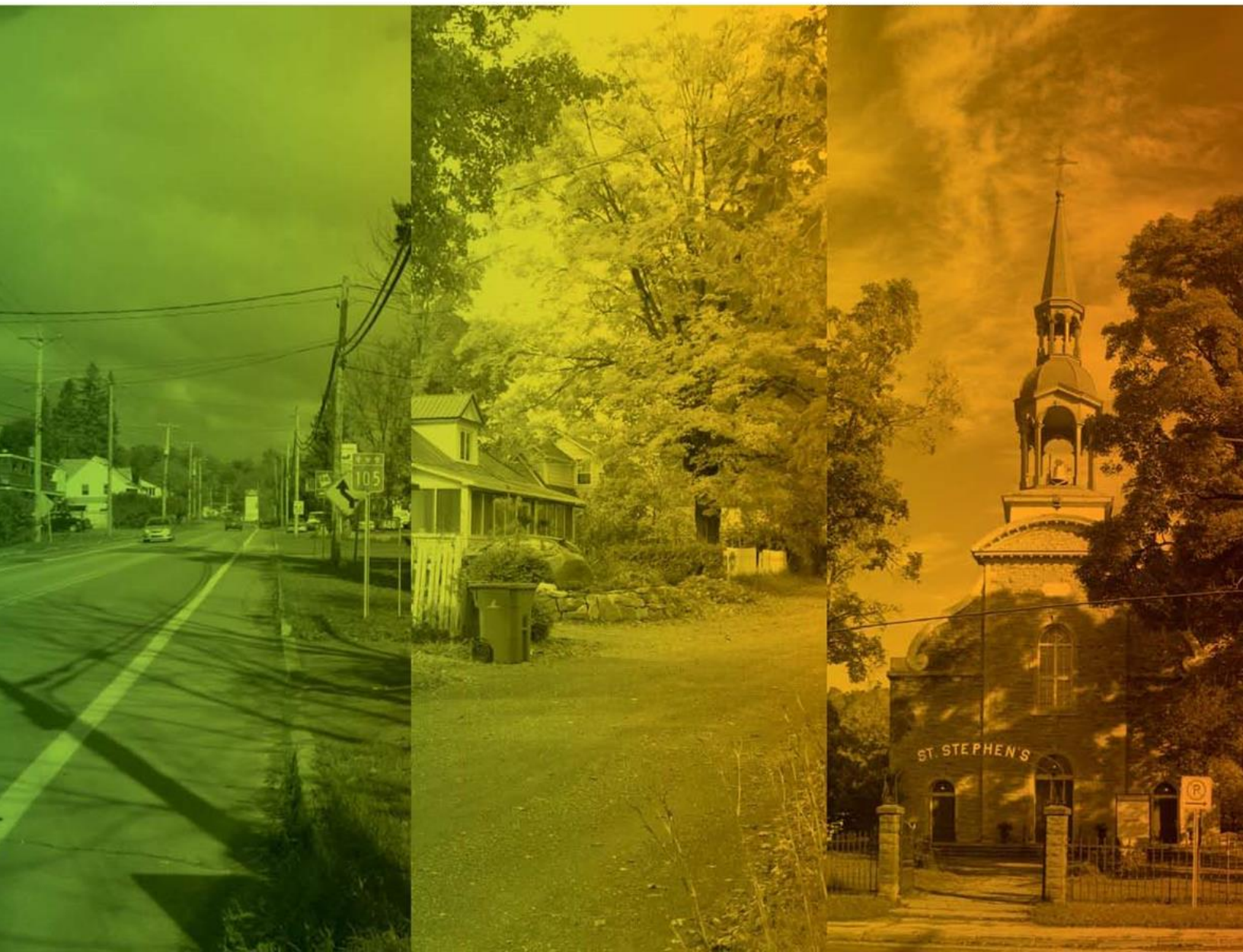


Central Area of the Municipality of Chelsea

Special Planning Program and Concordance By-laws





Central Area of the Municipality of Chelsea

Special Planning Program and Concordance By-laws

*COURTESY English version of the document
In the event of a discrepancy, the French text will prevail.*

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November 2011

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Appendix A Inventory of Buildings and Historic and Heritage Sites in the Central Area

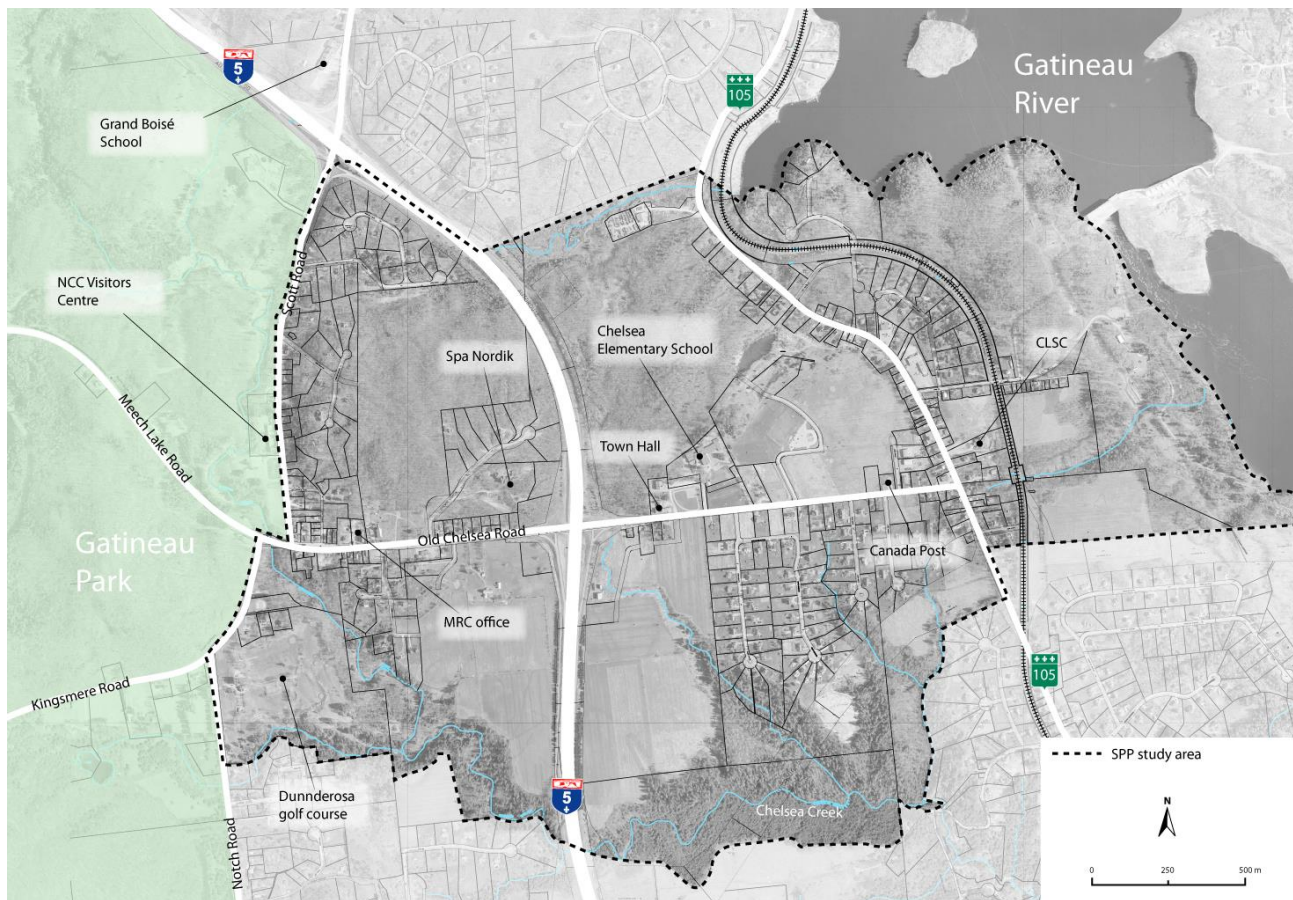
1 Introduction

1.1 Special Planning Program Study Area

This Special Planning Program (SPP) applies to the central area of Chelsea, also known as the “centre-village”, covering an area of approximately 500 hectares (1250 acres). The study area is situated in the southwest portion of the municipality, approximately 2 km from the boundary of the City of Gatineau. The central area is delimited by Chelsea Creek and the lands of the Dunderosa golf course to the south, by Gatineau Park and Scott Road to the west, by Highway 5 to the northwest, by a stream between Highway 5 and the Gatineau River (north of Ben’s Garage) to the northeast, and by the Hydro Quebec land and the Gatineau River to the east. The study area is shown in Figure 1.

The population of the central area is approximately 600 people, in a municipality of 6,703 residents¹. The central area of Chelsea is made up of two distinct villages on either side of Highway 5. The village on the east side of Highway 5 is currently called Chelsea Village, while the one on the west side is called Old Chelsea Village. These two villages, which together make up the largest of three service centres in the Municipality of Chelsea, are characterized by the presence of mixed uses, including residential and commercial uses, and tourism and service-oriented businesses. Several historical and heritage elements can also be found in the area.

Figure 1 SPP Study Area²



¹ Statistics Canada, 2006.

² To help orient the reader, study area has been divided into four quadrants by the intersection of Highway 5 and Old Chelsea Road. Thus, the following document makes reference to the northwest, southwest, northeast and southeast quadrants.

1.2 Context and Definition of the SPP

The central area of Chelsea has been the object of several planning exercises since 2001. Its tourism and heritage elements, its proximity to Gatineau Park, and its function as a commercial centre have made it attractive to residents and visitors alike. While this attraction has benefited its economy, it has also created parking, car traffic and pedestrian travel issues during busy periods. The various concerted planning exercises undertaken in the last several years have sought to conserve the rural and village-like image of Chelsea all the while responding to the issues identified in the area.

Through the course of 2009 and the beginning of 2010, Chelsea residents actively participated in the development of a vision for the central area of the municipality through numerous organized activities. As a follow-up to this process, the Municipality of Chelsea decided to develop a Special Planning Program (SPP) to translate and implement this vision, in accord with the principles of sustainable development and to better manage development projects.



The Act respecting Land Use Planning and Development allows any municipality with a Master Plan to develop a Special Planning Program for one or more predefined areas. This tool allows the municipal council to carry out detailed planning of areas requiring special attention. The SPP allows, inter alia, detailed land use designations, occupation densities, zoning and subdivision rules, and the characteristics of travel routes within and out of the SPP study area to be set.

The SPP differs from a comprehensive development program (CDP, *French: plan d'aménagement d'ensemble, PAE*) since the SPP is developed entirely by the municipality, while a CDP is proposed by an interested developer and approved by the municipality based on a set of evaluation criteria.

As the SPP will become an integral part of the Master Plan of Chelsea, it must conform with the main orientations of the latter, which includes the respect of the rural, village-like and historic character of Chelsea, the respect of the natural environment and principles of sustainable development, the consolidation of commercial and tourism activities in the central area as well as the improvement of the transportation network, especially with respect to public and active transport.

Thus, the objective of this SPP is to address the issues identified in the last several years, including the vision recently developed for the central area of Chelsea.

1.3 The Vision Developed by the Citizen Vision Committee

The vision developed by the Citizens of Chelsea in 2009-2010 set out planning principles around three themes: character, usage and mobility. The text of the vision can be consulted on the website of the municipality³.

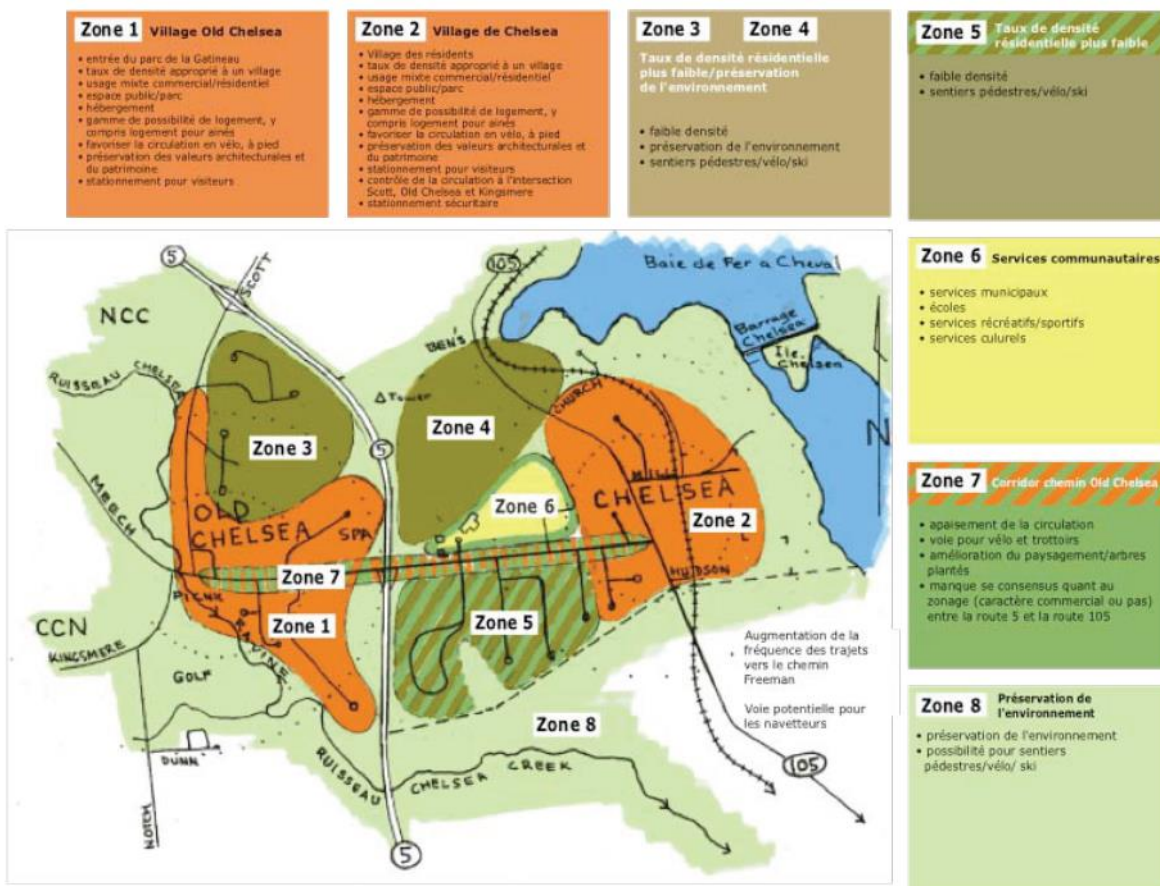
The following is a list of key elements of the vision for the central area:

1. The development of the central area should take the form of **two distinct villages** and respect their scale and character. The location of Old Chelsea village at the gateway to Gatineau Park gives it a recreotourism character which should be valued. Chelsea village should be oriented towards services for residents.

³ Source : Comité Vision Chelsea, Vision Centre-Village, Rapport final, 14 mai 2010. <http://visioncentrevillage.ca/wp-content/uploads/2009/06/rapport-vision-chelsea-final-fra1.pdf>

2. A **greater diversity of lodging** is sought for the two villages, especially those adapted to a range of incomes and stages of life, including young families, persons living alone and the elderly. Buildings with ground floor commerce and lodging above are welcome. The height of buildings should not exceed two to three storeys.
3. **Commercial development** should be concentrated on Old Chelsea and Scott Road, west of Highway 5, as well as in Chelsea village. Local businesses adapted to the vocation of the two villages are sought.
4. The areas surrounding the municipal buildings should maintain their **institutional vocation**.
5. Meeting places, such as public space, are strongly desired in the two villages. Landscaping, especially along Old Chelsea Road is also sought in order to make the public space more convivial.
6. The two villages have a **rich historic and heritage character** which should be preserved and valued, especially with respect to the cemeteries, religious buildings and certain historic buildings situated along Old Chelsea Road and Route 105. New developments in the two villages should respect the existing heritage and village character, without excluding the possibility for creativity in design. Figure 2 summarizes the main elements of the vision developed by citizens.

Figure 2 Representation of the citizen Vision for the central area of Chelsea



7. The **natural environment** constitutes one of the riches of Chelsea and should be conserved, notably through the protection of areas that are vegetated or adjacent to water courses.
8. **Active transportation** (walking, cycling, cross-country skiing, etc.) should be encouraged throughout the central area through the creation of a safe network of dedicated infrastructure. Public transit should also be developed as much for the study area as towards Ottawa/Gatineau. Solutions should be found for the problems of vehicle traffic (road safety, excessive speeding, lack of parking during certain times of the year), by considering both through-traffic as well as travel generated by recreotourism activities.

1.4 Contents of this Report

The following chapters present a diagnostic of the central area (chapter 2), the SPP's planning concept and guiding orientations (chapter 3), proposed land use designations, site occupation densities and implementation tools (chapter 4), and the SPP's action plan (chapter 5).

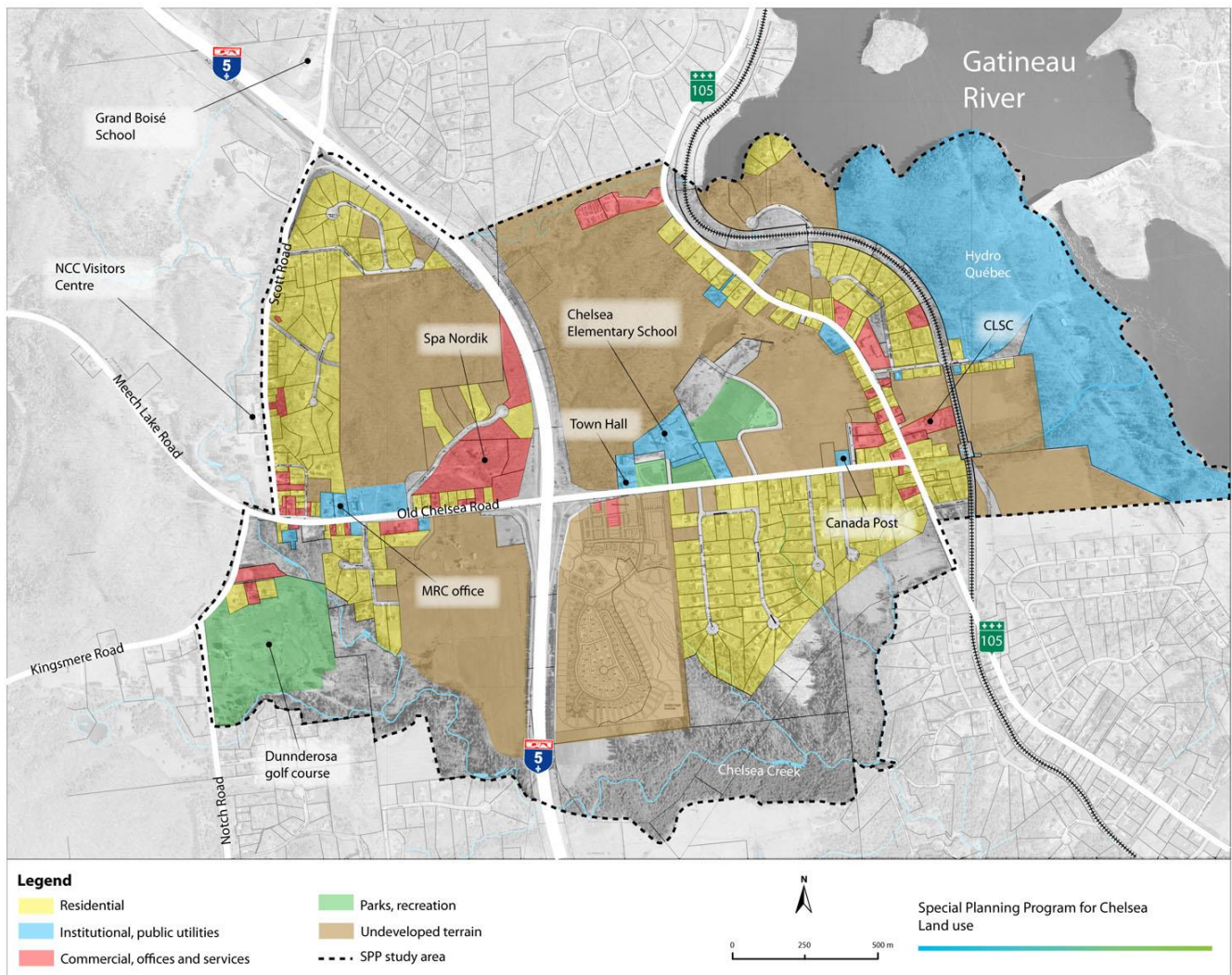
2 Characterization of the Central Area

This chapter presents the principal characteristics of the SPP study area. They include analyses of land use, built form, visual character, heritage elements, current development projects, transportation and the natural environment.

2.1 Land Use

Land use describes the different uses presently found on the properties within the central area of Chelsea. The main uses found in the area are residential, institutional, commercial and recreational. Furthermore, there are also several vacant properties in the central area. A map of land use is presented in Figure 3.

Figure 3 Current Land Use



2.1.1 Two Distinct Vocations

The villages of Chelsea and Old Chelsea share many similar elements. They are sometimes qualified as having a “human” scale since both villages and numerous points of interest within are separated by walkable distances (a 20 minute walk separates the two villages). Moreover, their buildings are generally only two storeys high and are located in close proximity to one another, affording them a village-like character.

However, due to their geographic location and their histories, Chelsea and Old Chelsea villages are characterized by two distinct vocations. Old Chelsea village has a marked recreotourism character, principally due to its role as gateway to Gatineau Park. Restaurants, artisan shops, art galleries, and sporting and recreational equipment retailers can be found there. They attract numerous visitors and tourists, especially in autumn and winter. Chelsea village, located farther from the Park, is more of a service centre for area residents.

2.1.2 A Housing Supply Lacking Diversity

The housing stock in the central area consists primarily of single family homes on lots varying from 1/8 acre (500 m²) to 2 acres (8,000 m²). The smaller properties are concentrated in Old Chelsea village along Old Chelsea Road, Scott Road and Padden Lane, as well as in Chelsea village along Route 105 and at the end of Mill Road. Larger lots are situated north of Old Chelsea Road on an aquifer protection zone. The diversity of housing stock is thus limited, targeting mainly families and households with a comfortable income. There are few options for newer households, those with modest incomes, persons living alone or the elderly.



2.1.3 Two Commercial and Service Centres

Each of the two villages constitutes a commercial and service centre, whose character is closely tied to their principal vocations. Thus, Old Chelsea village has a number of businesses and services oriented towards recreotourism activities: six restaurants, cafes and pubs, an ice-cream shop, a soap making shop, a candle shop, three art galleries, a B&B, an outdoor sports store, a golf and mini-golf course and a physical fitness centre. The Nordik-nature spa, occupies a large area to the northwest of the intersection of Highway 5 and Old Chelsea Road. In addition to offering body treatments, spas, baths and relaxation spaces, the complex is equipped with a pavilion capable of accommodating 12 overnight guests and a reception of up to 50 people. The Visitor Centre for the National Capital Commission is also located in Old Chelsea village on Scott Road at the entrance to Gatineau Park. The centre informs visitors of Gatineau Park’s attractions and activities. Information on Chelsea and regional attractions are also provided. Several local area businesses are also located in Old Chelsea Village, including a convenience store and a small supermarket/bakery/gas station.

Businesses and services in Chelsea village, located principally along Route 105 and at the east end of Old Chelsea Road, are oriented towards residents. They include a supermarket, a hardware store, three automobile garages, a tool rental business, a furniture restoration business, a post office, two restaurants, and a local health clinic (*centre local de soins communautaires CLSC*), a chiropractor, and professional and financial services. On weekends, a local farmers market is also set up on the Meredith lands near the Town Hall.

The majority of businesses and services of the central area are located within the two villages. However, a bookstore and veterinary clinic are located between the two villages opposite the Town Hall on Old Chelsea Road. Furthermore, new businesses, including a bank and a pharmacy, are planned to the east of these two existing businesses.

2.1.4 Institutional Activities Spread Across the Central Area

Most of the institutional activities of Chelsea are grouped together in a zone near the centre of the central area, between the two villages and on the north side of Old Chelsea Road. This area includes the Town Hall, the library, the fire station, several sports fields, Chelsea Elementary School and a daycare centre.

Old Chelsea village houses a community centre with several different rooms for activities or meetings and the offices of the Regional County Municipality (RCM) des Collines de l'Outaouais. These two buildings are located next to one another on Old Chelsea Road. The Catholic Church of Saint-Stephen's, which includes a Presbytery and cemetery, is also located on Old Chelsea Road next to the RCM's offices. A public parking lot facing the church is used by churchgoers during religious events, but serves as a STO Park and Ride lot on weekdays.

Two other religious establishments are also located in Chelsea village: Saint-Mary Magdalene's Anglican Church is located on Route 105, while the United Church is located on Mill Road, near Route 105.

Certain buildings of these religious establishments, built between 1897 and 1957, form part of the built heritage of the central area.

Finally, it should be noted that the pre-school and elementary school Grand-Boisé is located on Scott Road just outside of the study area.

2.1.5 Undeveloped Land

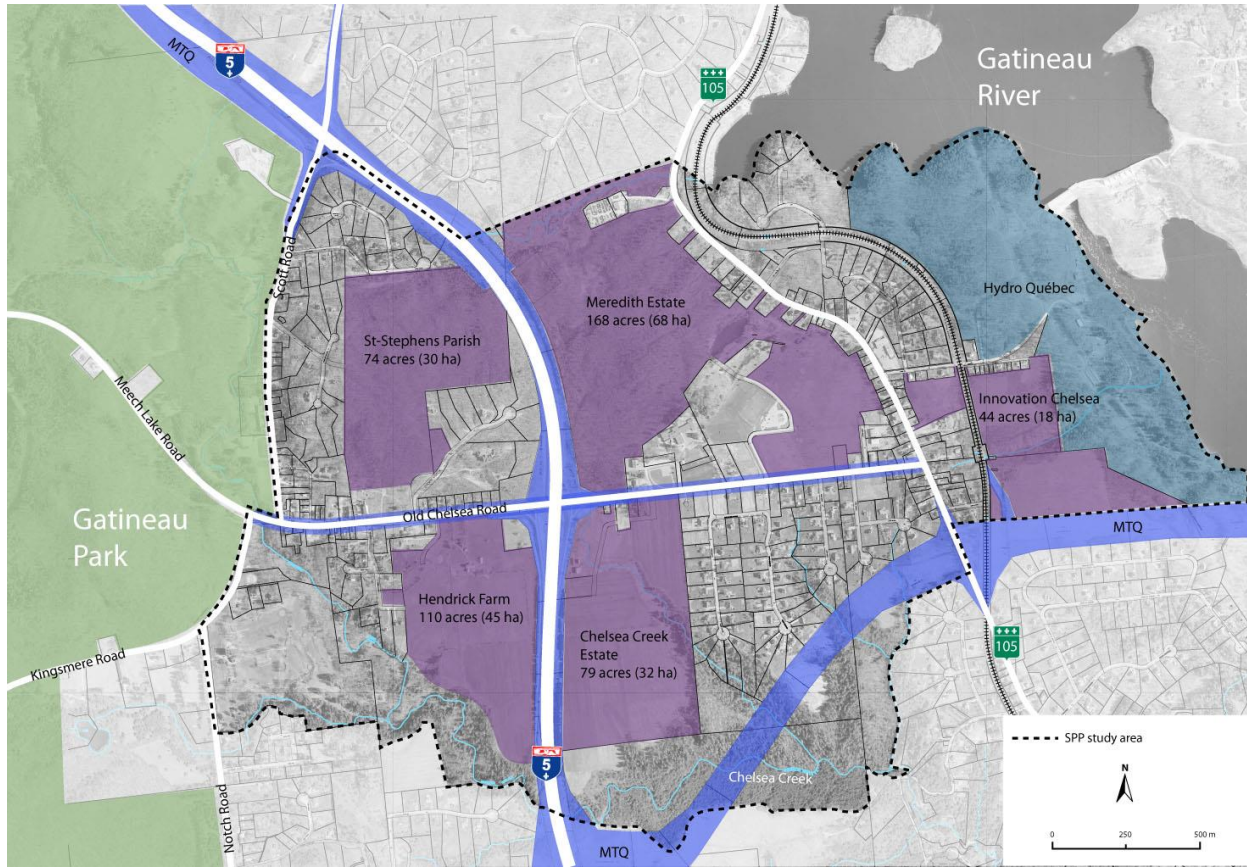
The central area has numerous undeveloped lots, including four large lots within the four quadrants of the central area formed by Highway 5 and Old Chelsea Road (Figure 4):

- The property situated in the northwest quadrant belongs to the Saint-Stephen's Catholic Parish and constitutes approximately 30 ha (74 acres). It is presently wooded;
- The undeveloped land located in the southwest quadrant belongs to the Hendrick family and is approximately 45 ha (110 acres) in size. This land is currently used for agricultural purposes. A residential and commercial development is currently proposed for this land;
- The land located in the northeast quadrant belongs to the Meredith Estate and occupies an area of approximately 68 ha (168 acres). It is made up of a wooded area north of a steep slope running southwest-northeast. Two wetlands and low bush vegetation can also be found on this land;
- The land located in the southwest quadrant belongs to the Chelsea Creek Estate. A residential development is planned for this area.

Several private vacant lots to the east of Chelsea Village are also present on either side of the railway line. The tree lots total approximately 18 ha (44 acres) in size.

Several public institutions also own land within and around the central area. Gatineau Park is located to the west of the study area, and is managed by the National Capital Commission. Lands owned by Hydro Quebec are located on the east side of the central area next to the Gatineau River. Finally, in addition to the right-of-way of Highway 5 crossing the central area, the MTQ owns a right-of-way in the southwest quadrant of the central area. This right-of-way was set aside for the construction of a link between Highway 50 and Highway 5, although no infrastructure project is currently being studied by the MTQ.

Figure 4 Major Land Owners in the Central Area



2.1.6 A Central Area not Served by a Municipal Water System

Like most rural municipalities in Quebec, the municipality of Chelsea does not have aqueducts or sewers (except for two sewer systems in the Farm Point and Mill area), thus obliging all property owners to employ wells for drinking water and independent septic systems for waste water treatment.

In order to ensure the quality of groundwater supplies, the proposed Land Use and Development Plan of the RCM des Collines de l’Outaouais proposes minimum lot sizes applicable to its territory, including the central area of Chelsea:

Table 1 Applicable subdivision rules from the proposed Land Use and Development Plan of the RCM des Collines-de-l’Outaouais

Lot	Minimum area	Minimum lot width
Unserviced	4 000 m ² (1 acre), or 8 000 m ² (2 acres), in an aquifer protection zone	45 metres
Partially serviced*	2 000 m ² (0.5 acre)	25 metres
Serviced	The rules set out by municipal by-laws apply	

*partially serviced indicates the presence of one service, whether it be municipal drinking water supply or sewer treatment.

Source : MRC des Collines-de-l’Outaouais, projet de révision du schéma d’aménagement, 2010-2011.

The presence or absence of municipal drinking water or waste water treatment is thus a factor which controls the intensity of development that is possible in the central area. The municipality has identified groundwater

contamination problems in Old Chelsea Village, in places where businesses or residences along Old Chelsea and Scott Road are built on lots smaller than 4,000 m² (1 acre). A study on the implementation of a wastewater treatment system has been undertaken by the municipality in order to resolve the groundwater contamination problem.

At the time of writing, the implementation of a drinking water and waste water treatment system is subject to referenda.

2.2 A Heterogeneous Built Form, Visual and Heritage Character

The built form analysis of the central area shows that there are several different built form zones, in which building forms and lot sizes are generally similar.



Buildings with smaller dimensions and located on smaller lots are generally found along the main roads within or in proximity to the two villages. In Old Chelsea village, smaller buildings are located on the section of Old Chelsea Road to the west of Highway 5, on Padden Lane and on Scott Road. In Chelsea Village, this smaller form characterizes many buildings along Route 105 and Mill Road, as well as two buildings located on the south side of Old Chelsea Road at its intersection with Route 105.

Buildings within the two villages have variable setbacks from the road, with certain buildings being built several metres from the road while others were built at a distance of 10 to 20 metres from the road. Thus, the built forms of the two villages do not frame the streets along which they are located. Finally, the landscape of the two villages is punctuated by the presence of large buildings with large setbacks, such as the Spa Nordik, Saint-Stephen's Church, the CLSC Chelsea, and the Freshmart.



With respect to residential development on the periphery of the two villages, the southeast quadrant of the central area is composed of single family homes on lots approximately 4,000 m² (1 acre) in size. Similar types of residential properties are located between Route 105 and the Hull-Wakefield railway, comprising 17 lots, as well as in the southwest quadrant of the study area.

Finally, single family homes built on large lots (8,000 m² or two acres) are located to the northwest of the central area.

Figure 5 illustrates the built form along Old Chelsea Road and Route 105, thus showing the different types of building footprints within the two villages.

Figure 5 The Built Form Along Principal Axes



Old Chelsea Road between Gatineau Park and Highway 5



Route 105 within Chelsea village



Old Chelsea Road between Highway 5 and Route 105

The central area is also characterized by the presence of numerous historic buildings, including three religious institutions (Catholic, Anglican and United) and three historic cemeteries. Several other buildings, such as the Dunn House (1900), the Prentiss/MacDonald House (1850) and O'Meara Room (1850) stand as witnesses to the historic development of the area. These heritage elements are of great value to the central area. A complete list of sites identified by the Gatineau Valley Historic Society, as well as through a study by the *Conférence régionale des élus de l'Outaouais* (CRÉO) and *Ministère de la Culture, des Communications et de la Condition féminine du Québec* (MCCCF) can be found in Appendix A.

The visual aspect of the two villages, in spite of the presence of historic and heritage buildings, is not harmonious. The presence of parking lots in the two centres and ill-defined lot entrances detract from the visual aesthetic of the two villages. In Chelsea village, the variation in the types of businesses (e.g. contrast between a strip-type business with parking space in the front yard versus buildings of a small volume with small setbacks) creates a discontinuous and unstructured impression of the public domain.

2.3 Vehicle-Oriented Transportation Infrastructure

This section provides a quick diagnosis of the transportation infrastructure in the central area of Chelsea. A detailed traffic study was conducted on Old Chelsea Road to diagnose existing conditions in terms of traffic, parking, safety and infrastructure for active modes of transportation, as well as to identify the impacts of future developments and the impacts of the expected visitor growth to Gatineau Park on traffic and parking. A summary of the study is presented in this section. The complete traffic study "Traffic, parking, and intersection configuration study of the main roads of Centre-village by AECOM (July 2011 - *Étude de circulation, de stationnement et aménagement des intersections et des chaussées principales dans le secteur du centre-village à Chelsea*), is also available.

2.3.1 Central Area Well Connected by the Road Infrastructure

The central area has good road accessibility to neighbouring areas due to the road infrastructure crossing it. On a north-south axis, Highway 5 and Road 105 link the central area to the Municipality of La Pêche, the Farm Point service centre (North Chelsea), both to the north of Chelsea, as well as to the City of Gatineau to the South.

Road 105 is a regional through-traffic route that crosses several urban environments, including Chelsea Village. Within the central area, Road 105 has one lane in each direction, each 3.5 m wide. The paved shoulders are approximately 1.9 m wide. Within the central area, the posted speed limit is 50 km/h, while being 70 km/h outside the area. The actual driving speed on Route 105, although it has not been raised in the context of this study, is perceived to be higher than the posted speed. Indeed, the regional and through traffic quality of Route 105, the large setbacks of some buildings such as the CLSC and the Freshmart, vacant or underused lands along the road, and the lack of infrastructure for active modes of transportation do not encourage drivers to slow down.

While Highway 5 connects Chelsea efficiently to the surrounding region, this corridor also represents a break in the study area as it can only be crossed at two points: by Scott Road north of the central area, or by Old Chelsea Road at the centre of the study area. Highway 5 interchange with Old Chelsea Road is only partial, as only trips to/from the south are possible.

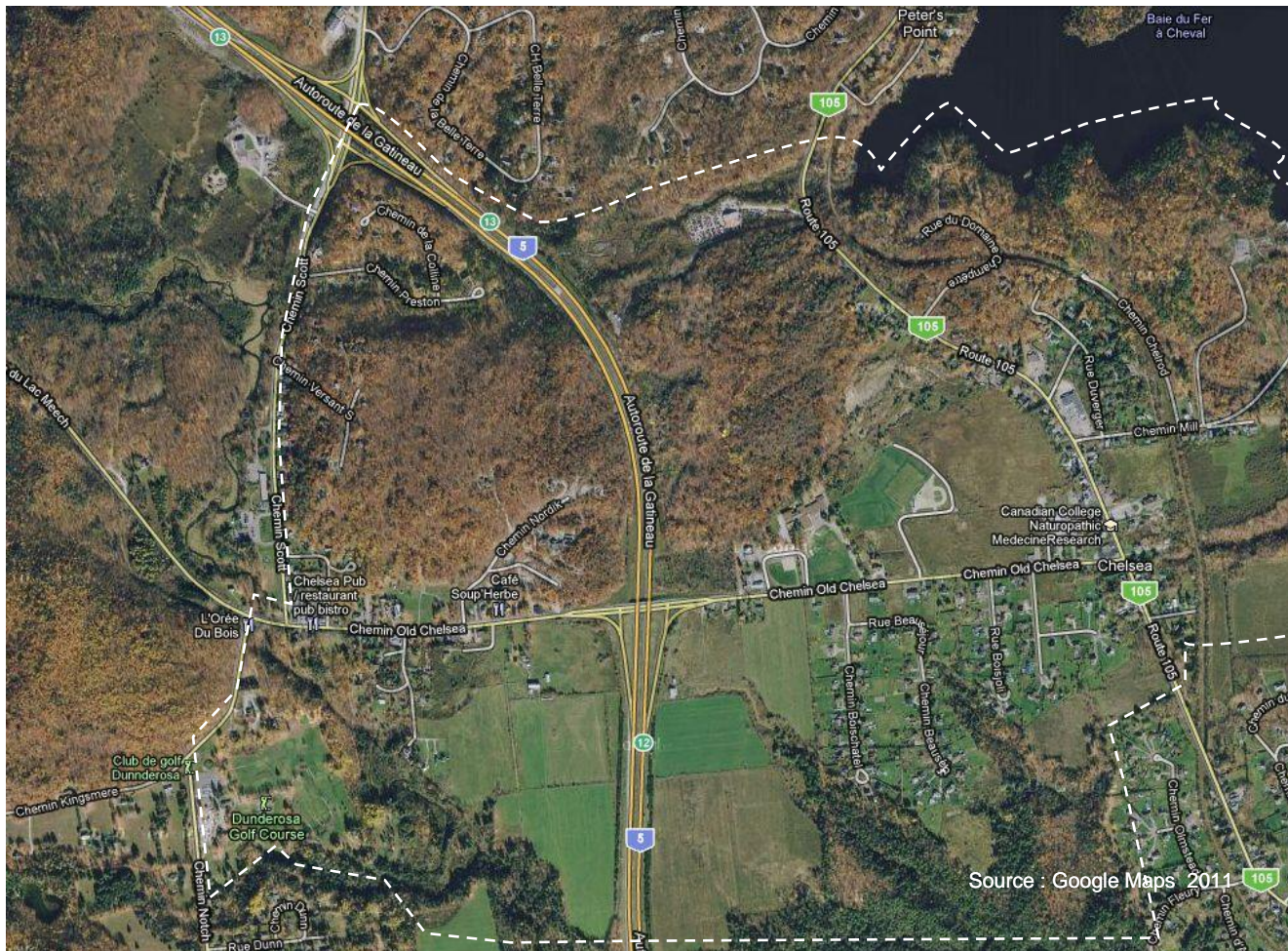
Kingsmere Road and Notch Road are also links between Chelsea and Gatineau, along the eastern edge of the Gatineau Park.

Within the central area of Chelsea, Old Chelsea Road constitutes the only east-west corridor. In addition to linking the two villages, this corridor turns into Meech Lake Road at its west end, providing access to the recreational sites of Gatineau Park. Old Chelsea Road has one travel lane per direction, each 3.4 m wide. On the east side of Highway 5, the paved shoulders are approximately 1.9 m width. West of the highway, the shoulders are wider on the north side (2.6 m) than on the south side (1.3 m) because parking on the north side is permitted in some areas. The posted speed limit on Old Chelsea Road is 50 km/h west of Highway 5 just until to the daycare (CPE) located next to Chelsea Elementary School. East of the CPE up to Route 105, the posted speed limit is 70 km/h.

Intersections with Old Chelsea Road in the study area (intersections with Route 105, Highway 5 ramps, Scott Road and Kingsmere Road) are all controlled by stop signs on side streets. There are no traffic disruptions on Old Chelsea Road between Kingsmere Road and Route 105, and on the segment of Route 105 located within the study area.

As mentioned previously, the MTQ owns a right-of-way in the southeast quadrant of the central area. This corridor, located between single-family residences and Chelsea Creek, was set aside to connect Highway 50 to Highway 5. The likelihood of Highway 50 extension to the south of the central area of Chelsea is unknown, but it remains low in the near future. Figure 6 shows the main transportation corridors.

Figure 6 Road Infrastructures within the Central Area



2.3.2 Summary of Traffic Issues

The analysis of the various traffic elements reveals the following:

- **Congestion** is observed at Old Chelsea / Scott and Old Chelsea / Kingsmere intersections on weekends. Heavy traffic in Gatineau Park has been observed during the following periods: the Fall Rhapsody (September and October), weekends when the weather is suitable for skiing (January and February) and some summer weekends, including Labour Day. A dozen weekends a year have been identified. Generally speaking, existing traffic conditions are not an issue, as shown by intersection levels of service in the central area. However, without the introduction of mitigation measures tied to future developments, traffic condition could deteriorate on Old Chelsea Road, east of Highway 5;
- **Speed** is an issue only for the eastbound trips within the central area. It is also an issue in the 50 km/h posted speed zone on the east side of Highway 5. The undeveloped character of the area combined with its proximity to the 70 km/h posted speed limit explain this driving behaviour. Speed calming measures could be introduced to mitigate this issue, especially on the west side of Highway 5;
- In terms of **road safety**, a blind spot was identified at Old Chelsea / Highway 5 exit ramp intersection. Left-turn movements from the highway ramp to Old Chelsea Road are the most problematic. The lack of adequate sightline distances seems to be the problem;

- A **conflict zone** was observed at Old Chelsea / Scott intersection (the intersection is managed by a stop sign on Scott Road). The left-turn movements from Scott Road are sometimes risky since drivers must take into account vehicles on Old Chelsea Road, pedestrians whose movements are not channelized by pedestrian infrastructure, and vehicles entering and exiting parking lots near the intersection.

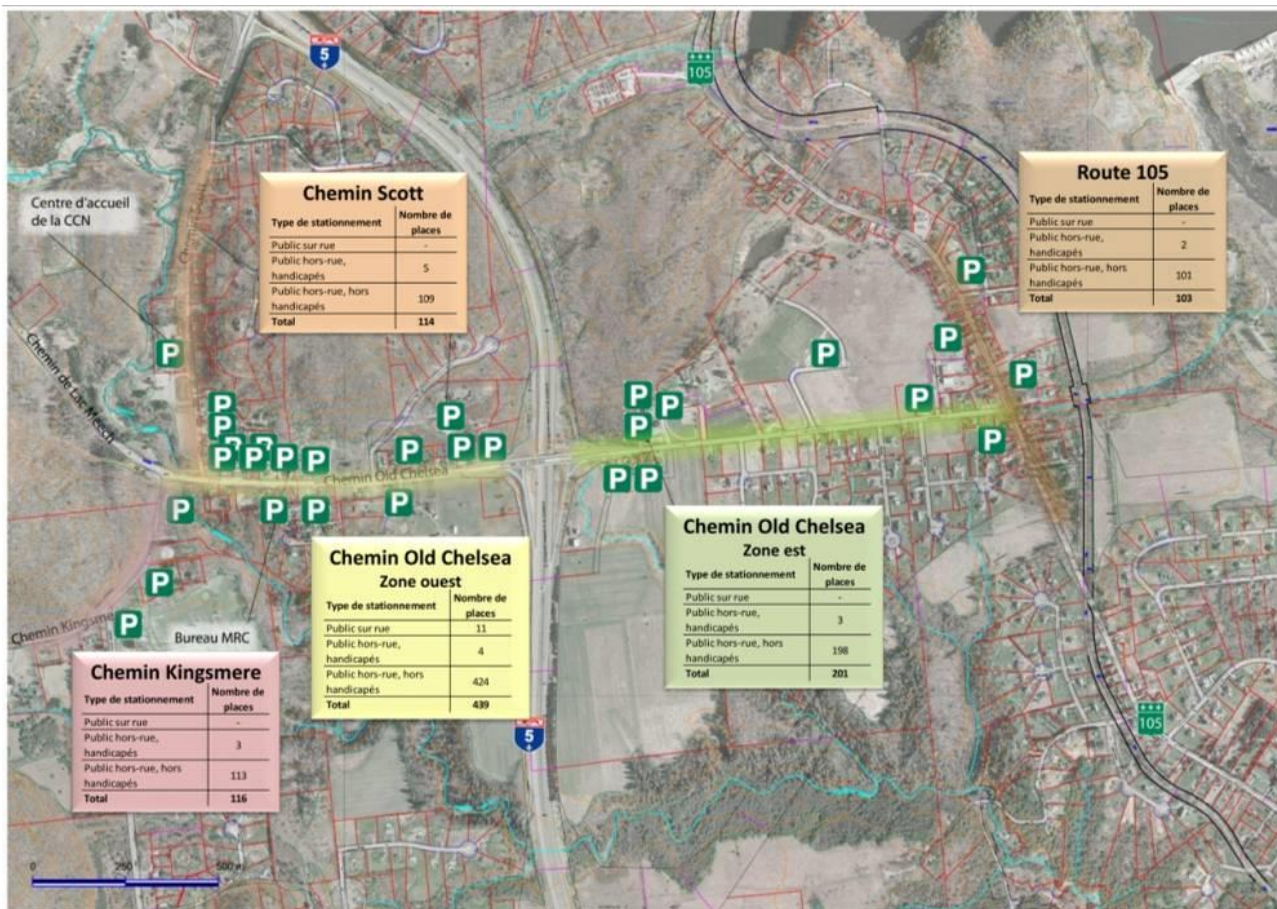
Several issues within the central area have thus been identified in terms of traffic, and solutions have been put forward in the study of traffic, "Traffic, parking, and intersection configuration study of the main roads of Centre-village, (AECOM, July 2011).

2.3.3 A Non-Optimized Parking Situation

Parking issues within the central area of Chelsea were identified through field visits, public consultations and a workshop with the business owners, held on March 15, 2011.

A comprehensive parking inventory for the central area was conducted. Figure 7 illustrates the parking capacity of the study area.

Figure 7 Parking Capacity within Central Area of Chelsea



Although there are in fact many parking spaces in the central area, insufficient parking was noted especially on Friday evenings and weekends. October is the busiest month of the year. This situation is due to restrictive parking controls, as most parking spaces belong to a shop or a specific institution. Note that the business hours of various trip generators vary from one to another and are often complementary. For instance, the parking lot of the

RCM's offices is not used on weekends, while the area's main attractions, such as restaurants or the spa, lack adequate parking.

Other deficiencies were noted related to parking signage and the pedestrian network linking parking lots to the area's main attractions. For instance, the Gatineau Park visitor parking lot is rarely used at night (the Centre closes at 5:00 pm) as Scott Road is not favourable to walking; there is no sidewalk connecting the parking lot to points of interest along Old Chelsea Road; and Scott / Old Chelsea intersection feels unsafe for pedestrians. Padden Lane is less busy than Scott Road, although the former is a poorly lit gravel road. The same situation is true for the parking lot on Kingsmere Road, which is poorly connected to the Old Chelsea village centre.



These circumstances lead drivers to park illegally, whether on-street outside of the 11 designated areas, on private properties, or even on the bike lane along Scott Road. A better sharing of existing parking spaces could improve the situation. Furthermore, new parking lots near the village centre, accompanied by appropriate signage and accessible by a pedestrian network, could be created.

Parking issues were not observed in Chelsea Village. The number of parking spaces for the area's points of interest appears to meet current parking demand. However, as mentioned in the case of Old Chelsea village, Chelsea Village lacks facilities dedicated to the active modes of transportation, which may in turn incite people to move their vehicle several times to get from one shop or service to another.

The parking solutions are also summarized in the traffic study "Traffic, parking, and intersection configuration study of the main roads of Centre-village", (AECOM, July 2011).

2.3.4 Insufficient Infrastructure for Active Transportation

Generally, there is little infrastructure dedicated to active modes of transportation in the central area (sidewalks or facilities for cyclists). The existing facilities are listed below.

A sidewalk is present on the north side of Old Chelsea Road, between Padden Lane and Route 105, as well as on both sides of the Highway 5 overpass. Bike lanes are also present on Kingsmere Road and Scott Road. On Kingsmere Road and Scott Road, pavement marking and bollards delineate the shoulder from traffic lanes.



The shoulder, used by cyclists and pedestrians, is narrow at these locations thereby forcing pedestrians to walk near traffic. There are also few pedestrian crossings while those that exist are sometimes unsafe. Roads to Gatineau Park (notably Mine Road and Meech Lake Road) are in very poor condition and make cycling unsafe and unpleasant.

Inadequate, unsafe, and unpleasant pedestrian and bicycle links between the shops, activity centres and parking lots in the central area greatly discourage active transportation. Improvements are needed to encourage the usage of alternatives to the vehicle.

A non-profit organization, Sentiers Chelsea, is working to develop recreational trails in Chelsea (for pedestrians and cyclists). At this point, the map of existing trails is not available.

2.4 The Natural Environment

The central area of Chelsea contains many natural features. Old Chelsea village is crossed by several water courses and is one of the principal gateways to Gatineau Park. This latter characteristic attracts many visitors each year. The presence of wetlands near Chelsea village, presently circled by several informal walking trails, is a natural space that is appreciated by the population. Steep grades up a hill north of Old Chelsea Road, running along a southwest to northeast axis across the northeast quadrant, also creates an interesting landscape. The northern portion of the central area above Old Chelsea Road is also covered by dense forests that have been conserved in spite of the presence of buildings. Land situated to the south of Old Chelsea Road is largely denuded of trees, due to agricultural use of the land. Only the spaces along water courses, such as Chelsea Creek, maintain a dense tree cover.



The proximity of the central area to Gatineau Park, the Gatineau River and other natural elements highlights the positive potential they can play in the SPP. However, these natural elements may also be development constraints to the central area; the edges of many water courses around the central area are at risk for landslides.

Finally, the Municipality of Chelsea is not the owner of the lands of all these natural elements. For example, a section of Chelsea Creek in the southwest quadrant of the central area belongs to the Quebec Ministry of Transportation, while the lands adjacent to the Gatineau River belong to Hydro Quebec. This greatly limits the actions the Municipality in these natural spaces.

It should be noted that various citizen groups are working to protect and value the natural environment of Chelsea, including the ACRE Association (*Action Chelsea pour le respect de l'environnement*), the Friends of Gatineau River (*les Amis de la rivière Gatineau*) and the Friends of Gatineau Park (*les Amis du parc de la Gatineau*).

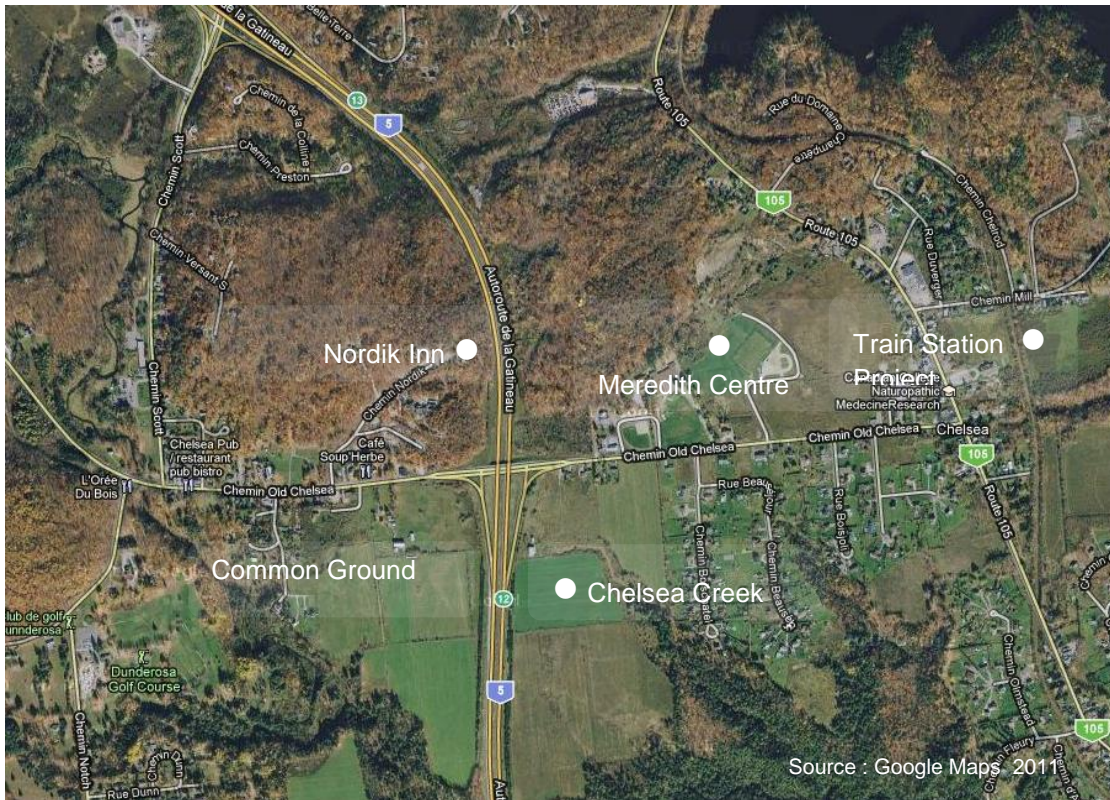
2.5 Current Development Projects

Several developments in the central area of Chelsea are planned by various developers. These projects are part of the planning context of the SPP and are therefore important to analyze in terms of their components and relevance to the vision developed by citizens. Moreover, these projects are likely to have an impact on traffic, parking demand and the character and function of the central area. A traffic impact assessment of development projects is presented in the study "Traffic, parking, and intersection configuration study of the main roads of Centre-village, (AECOM, July 2011).

In the context of the SPP, a short description and an evaluation of known development projects are presented in this section. It is important to note that the projects described below are at varying stages of development.

Figure 8 shows project locations in the central area.

Figure 8 Development Projects



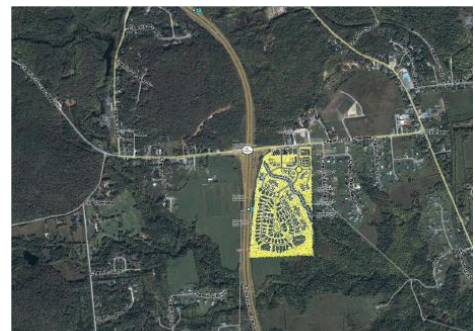
2.5.1 Chelsea Creek Development

This development is located in the southeast quadrant of the central area and occupies an area of 33.5 hectares. The project consists of 169 dwelling units which include single-family detached homes on large lots (45% of the 169 units), duplex housing (23%, this housing type also serves as an interface between low and medium density areas), condominiums (18%) and the senior housing (14% of residential units).

The project also includes local shops and services along Old Chelsea Road, which include a bank and a pharmacy. Existing farm buildings will be conserved and transformed into community spaces.

On November 5, 2007, the Municipal Council of Chelsea adopted, by resolution No. 187-07, the Comprehensive Development Plan (CDP) for the Chelsea Creek project. Following its approval, the drafts by-law, amending the planning regulations of the municipality, were adopted by Municipal Council in January 2008 to ensure the CDP’s application.

The project presents several points of agreement with the vision developed by citizens. The CDP appears to emphasize environmental protection especially with respect to Chelsea Creek. The CDP also includes pedestrian and cycling links within the site. It is however important for these links to extend beyond the site. The project also targets a range of ages by offering a more diverse supply



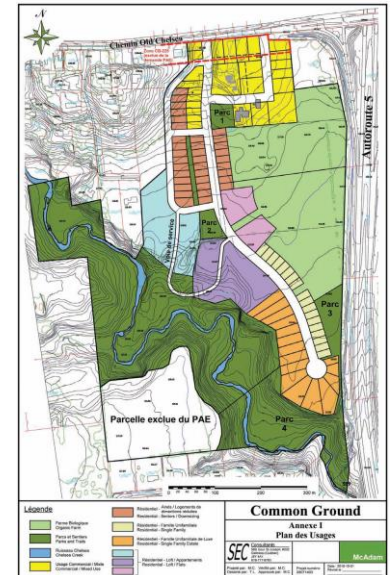
of lodging types. Finally, it will create an interesting continuity between the two villages and allow residents living east of Highway 5 to walk to these services.

However, the project also presents some challenges in terms of traffic: it will bring more residents into the central area and its main access, from Old Chelsea Road, will be affected. Existing traffic conditions at the main access are already congested at certain times of the year and improvements are needed to manage any additional traffic.

2.5.2 Common Ground

The development involves the Hendrick Farm’s lands, in the southwest quadrant of the central area. It is divided into 97 lots, which will accommodate between 85 to 175 units. The maximum building height is 2 storeys above ground. The residential supply varies, with densities from low to moderate being proposed. Moreover, the creation of an organic farm is a central element of the project. Its products could be sold at local retailers and food stores. The project also proposes many green spaces. Shops and local services on the lots near Old Chelsea Road will be oriented towards food, leisure and residents’ everyday needs.

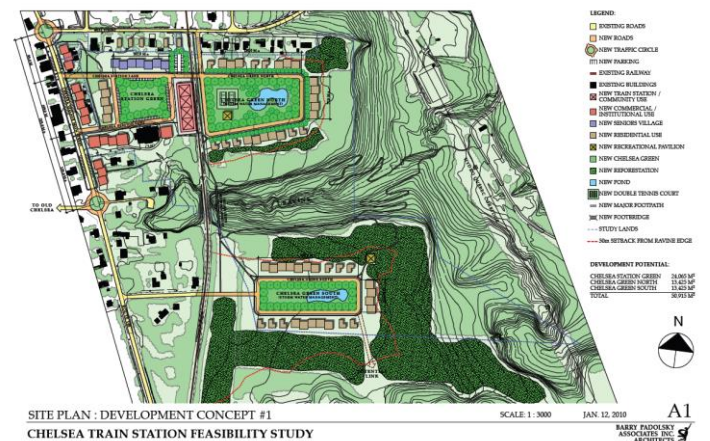
Many elements of the project are consistent with the Vision: the project focuses on sustainable, high quality and low density construction. Environmental conservation also appears to be a major concern. In addition, the project includes mixed used development and plans for both pedestrian and bicycle travel on site. Finally, the organic farm will be a new attraction for both the Chelsea residents and its visitors. The project could contribute to the economic vitality and attractiveness of Chelsea, while promoting greater continuity between the two villages. The development will however bring additional traffic on Old Chelsea Road.



2.5.3 Chelsea Train Station Project

The project includes offices for the use by railway services, including a ticket office, food services, retailers and public space. An inn adjacent to the train station is planned at a later phase. The project also includes residential owner occupied and rental units. The CLSC, which is already on the site, will be expanded and reoriented towards the site. The project includes commercial space for businesses, and also includes an arts and craft market, open all year long. Finally, the development includes a public green space that can host cultural, community or other public events.

A feasibility study has demonstrated that this project could increase the economic vitality and attractiveness of Chelsea. It also answers to many requests from citizens in the Vision, mainly by including a large public space and a market place. In addition, the proposed hotel would fulfill the current lack of accommodation services in Chelsea. The train to Chelsea will represent an alternative to vehicles (for tourists going to Chelsea) and in long-term, its usage may become more diversified. Due to the location of the railway line, the development is located relatively far from Old Chelsea Village where recreotourism activities are currently found. Good pedestrian and bicycle links, or the introduction of shuttle bus to Old Chelsea village, could address this deficiency.



The project will also generate additional traffic on Route 105 and Old Chelsea Road. Two roundabouts are proposed, one at Route 105 / Mill Road intersection and another at Route 105 / Old Chelsea Road intersection.

2.5.4 Meredith Centre

The project includes an arena, a gymnasium, sports fields, a community centre and a market. Access to the project will be from Old Chelsea Road, Meredith Road and Hôtel-de-Ville Road.

The project brings several elements mentioned in the Vision such as an arena, gymnasium, sports fields, community space and a market. The project will however generate additional traffic on Old Chelsea Road. The development also includes parking, which will meet future demand and reduce illegal parking.



2.5.5 The Nordik Hotel

The owner of the Nordik Spa would like to build a hotel with approximately 100 units, divided into blocks of 12 to 15 rooms. While the Spa currently occupies 10 acres (4 ha) of land, the proposed development along Highway 5 would occupy another 10 acres. The hotel would be open to all (and not exclusive to Spa clients). A restaurant on the site is also planned.

The proposed hotel will bring new visitors to Chelsea, and thus additional traffic. The hotel's access will be from Nordik Road. Parking on site is planned, while the number of parking spaces depends on the number of hotel rooms in accordance with municipal by-laws.

This project is consistent with the citizens committee's Vision. Indeed, with good pedestrian and cyclist links to Old Chelsea, the hotel could be an asset to the economic vitality of Old Chelsea. The development will also address the current lack of hotel services in Chelsea.

2.5.6 Chelsea's Pub Extension and Parking Construction

This project is an extension of Chelsea Pub's building, followed by the construction of a parking lot on recently acquired land southwest of Padden Lane.

The extension appears to fit the heritage character that is sought for Old Chelsea village. The construction of the parking lot would address some of the issues identified in the Vision, since it would reduce illegal parking on Old Chelsea Road. However, the traffic study⁴ recommends that this parking lot not be used exclusively by Chelsea Pub's clients, but as one of the two main parking lots for Old Chelsea village.

2.6 Synthesis of the Principal Planning and Development Issues

Through the diagnostic of the present situation, the vision developed by the citizen committee for the central area, and the proposed developments, the following development issues were observed:

- Numerous independent residential, recreotourism and commercial projects are underway;
- Lack of variety of residential housing supply;

⁴ Traffic, parking, and intersection configuration study of the main roads of Centre-village, (AECOM, July 2011)

- Lack of local services, such as health services, and businesses for local residents;
- Lack of intensity and continuity of developments to support public transit, businesses and services;
- Lack of infrastructure to support active modes of transportation (walking, cycling, skiing);
- Nuisances generated by tourism development (through traffic, congestion, need for parking);
- Possible deterioration of architectural, heritage, and historical character of the central area;
- Possible deterioration of the natural environment, wetlands and woodlands;
- Uncertainty related to the capacity and potential contamination of the ground water if growth in residential, commercial, and institutional uses in the central area is not accompanied by drinking water and wastewater treatment systems.

These issues form the starting point for the development of the orientations and objectives which guide the planning concept and the by-laws of the SPP, described in the following chapters.

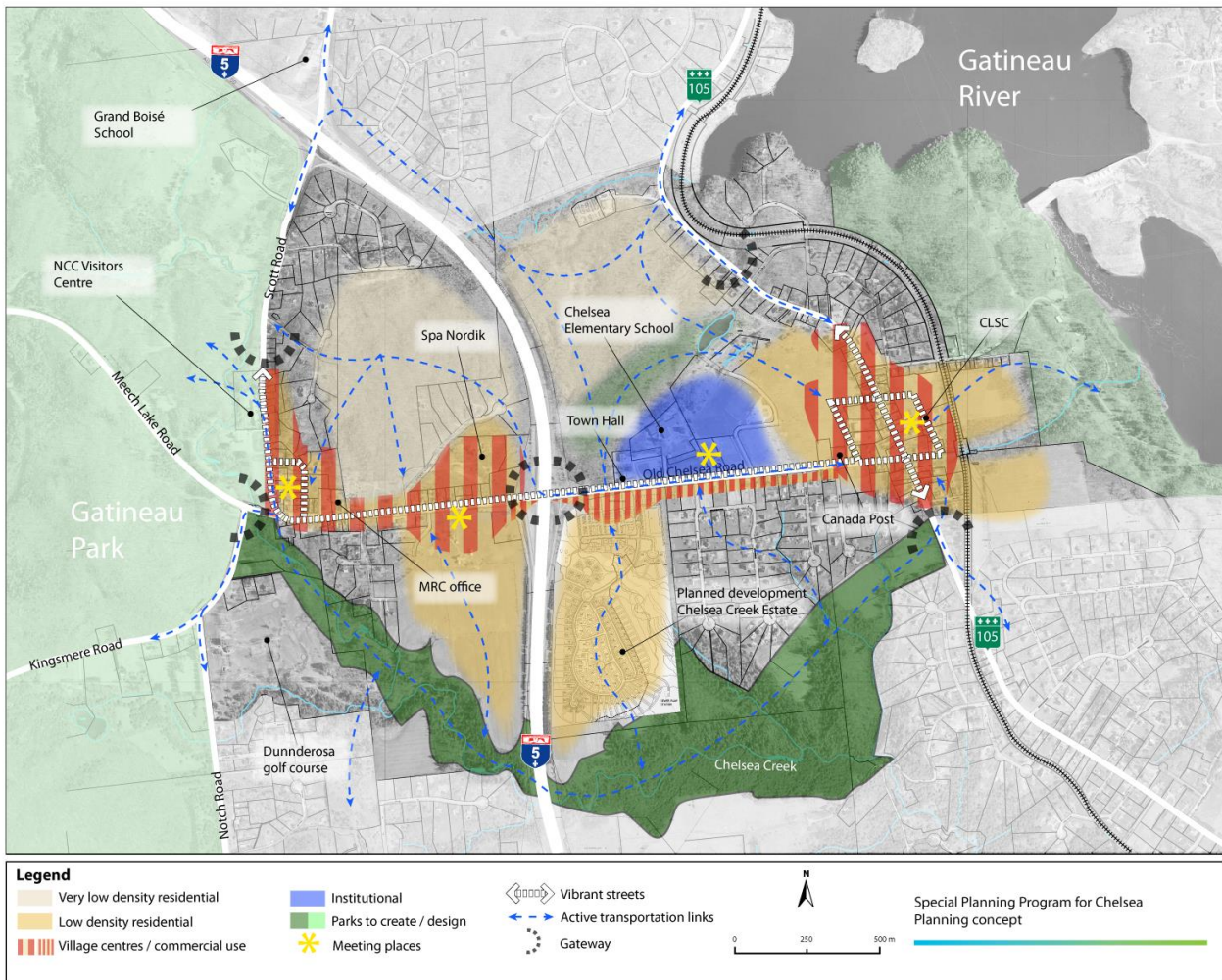
3 The SPP Planning Concept

Through consideration of the vision developed by citizens, the current situation, available developable spaces, and the natural and built environments, the SPP of Chelsea seeks to confirm the vocations of the different sectors in the central area. It proposes a planning concept to guide the development of vacant lots and improve existing built spaces. The concept also includes all planning recommendations in terms of transportation links, and natural and public spaces, which seek to improve the quality of life for present and future residents. The concept will then be translated into by-laws which will guide future development and formalize the proposed planning concepts proposed in this document.

3.1 The Planning Concept

The planning concept presented in Figure 9 illustrates the planning orientations and objectives of the SPP. This spatial planning concept identifies the village centres, the residential areas that can be developed, the zones for the addition of commerce, services and institutional activities, structuring transportation axes and green spaces to value. The planning orientations and objectives are described in detail in the following section.

Figure 9 Planning Concept of the Central Area



3.2 Planning Orientations and Objectives

The planning concept is guided by five main orientations; for each one, objectives and corresponding implementation actions are established.

Orientation 1: Promote the village-like development by offering a diversity of commercial, residential, and community oriented activities

The development concept for the central area is based on the recognition of two distinct villages, Chelsea and Old Chelsea village. The SPP seeks to maintain the two villages as the principal poles of activity for local and municipal area residents by setting out guidelines for the development of the two areas that is respectful of their existing character. In Old Chelsea Village, the SPP seeks to maintain commercial and recreotourism activities along Old Chelsea Road west of Autoroute 5, on Scott Road and on Padden Lane. Chelsea Village commerce and services are currently found along Route 105 and at its intersection with Old Chelsea Road. Here, the SPP seeks to increase the number and diversity of commercial activities and local services.

To do so, the SPP seeks to allow mixed use development in the two villages. In Chelsea village, mixed use will be expressed through retail stores and buildings with commercial space on the ground floor and lodging units above. Mixed use infill development of a pedestrian scale will be permitted with the goal of better utilizing vacant and underused lots. The southwestern portion of the Meredith Estate, accessible from an extension of Douglas Street northward as well as a possible connection to Route 105 at the height of Mill Street, is also appropriate for the addition of commercial and mixed use spaces. In the two villages, a slight increase in the built floor area should be permitted to allow for the construction of viable mixed use buildings, as well as to favour an increase in the number of businesses and services. However, the zoning should be designed to avoid the construction of big box stores which do not fit with the village-like character.

The Common Ground Project for the Hendrick property seeks to create a new mixed use development aimed at enhancing the diversity of housing stock and commercial uses, including those tied with local food production that is planned for a small community farming project on a portion of its territory. For these reasons, the SPP supports the Common Ground Development project for this property, and will adjust planning regulations to permit the project to go forward.

The Chelsea Train Station Project in Chelsea Village proposes a mix of residential and commercial uses as well as a heritage market and green spaces that are compatible with the expressed vision for the central area of Chelsea. In addition, the project involves the creation of a train station/inn to serve as a stop for the Hull-Wakefield tourist train. This new tourist attraction will open new tourism and economic opportunities, all the while providing Chelsea Village with tourist accommodations and an interesting addition to village activities. The SPP supports the Chelsea Train Station project, and seeks to facilitate the planning efforts already underway by proposing a set of planning regulations to permit the project's proposed uses.

New developments should respect the existing scale of the two villages. Future buildings on the Hendrick farm adjacent to Old Chelsea Road, and within Old Chelsea Village, should be built close to the road. The SPP also seeks to reduce the minimum lot sizes in the two villages in order to promote a village and pedestrian scale. On the section of Old Chelsea Road between the Chelsea Creek development and Chelsea Village, buildings should respect the single family house type already found on lots on the south side of the street. These guidelines will be complemented by a set of measures to improve the safety and conviviality of the Old Chelsea Road for pedestrians and cyclists in a subsequent orientation.

The **objectives** and corresponding **implementation actions** are presented below:

1.1 Encourage mixed use commercial and residential development in the two villages

- 1.1.1 Allow mixed use commercial and residential development
- 1.1.2 Promote mixed residential and commercial use in the same building in Chelsea village

1.2 Respect the scale of the two villages

- 1.2.1 Plan to reduce the minimum size of lots for properties along vibrant streets
- 1.2.2 Promote smaller setbacks for new construction in the two villages
- 1.2.3 Increase the maximum allowable floor area of buildings within the two village centres in order to allow for the growth of services and businesses, and mixed use developments
- 1.2.4 Control the maximum size of buildings within the two villages to respect their scales
- 1.2.5 Pay special attention to facades to frame the street

1.3 Reinforce the recreational and community character of the central area

- 1.3.1 Plan for public spaces, including parks and meeting spaces in each village, possibly through the development of the Common Ground and Train Station Projects
- 1.3.2 Promote the installation of structuring recreational, sporting and community facilities in the institutional centre

1.4 Promote links between the two village centres

- 1.4.1 Plan for signage indicating activities in both villages
- 1.4.2 Create a common theme for the two villages (signage, street furniture, etc.)
- 1.4.3 Create multi-use trails on both sides of Old Chelsea Road east of Highway 5 to connect the two villages
- 1.4.4 Study the feasibility of creating a shuttle service connecting the two villages

Orientation 2: Consolidate residential development in the central area

The SPP seeks to allow residential development in the central area that is both more diverse than the predominant single family home, all while remaining respectful of the existing built form. Generally, this translates as increasing housing diversity within or in proximity to the two village centres, along Old Chelsea Road (west of Highway 5) and along Route 105. Areas on the periphery of the two village centres will maintain the predominant form of single family homes.

The planning concept involves two village centres where lodgings are located in buildings of two to three storeys in relative proximity to adjacent buildings. A mix of housing options ranging from single family homes to multiple unit dwellings and lodgings in building sharing commercial space will be allowed in these areas

This diversity in housing type, with the exclusion of mixed use commercial development, will also be permitted on the lands adjacent to the two village centres. The portion of the Meredith Estate located between Route 105, Old Chelsea Road, the sport fields to the west, and the wetlands and forested areas to the north, measuring approximately 14 hectares(35 acres) in size, constitutes one of the three areas to accommodate a diversity in residential supply. Another area recommended for increased housing diversity is on the lands owned by the company Innovations Chelsea to the east of the Hull-Wakefield railway, while the last area would be on the Hendrick Farm property. Increased residential diversity in these areas would allow both existing and new residents to live in close proximity to the two village centres in order to support and access those services found in each through a short walk. On these three areas, cluster housing will be encourage in order to allow for the diversification of the housing supply and for the conservation as well as creation of natural green spaces and parks. In order to allow for smaller lots, the installation of drinking and wastewater treatment systems would be necessary, and consequently, the zoning should set out the location of potential water treatment facilities.

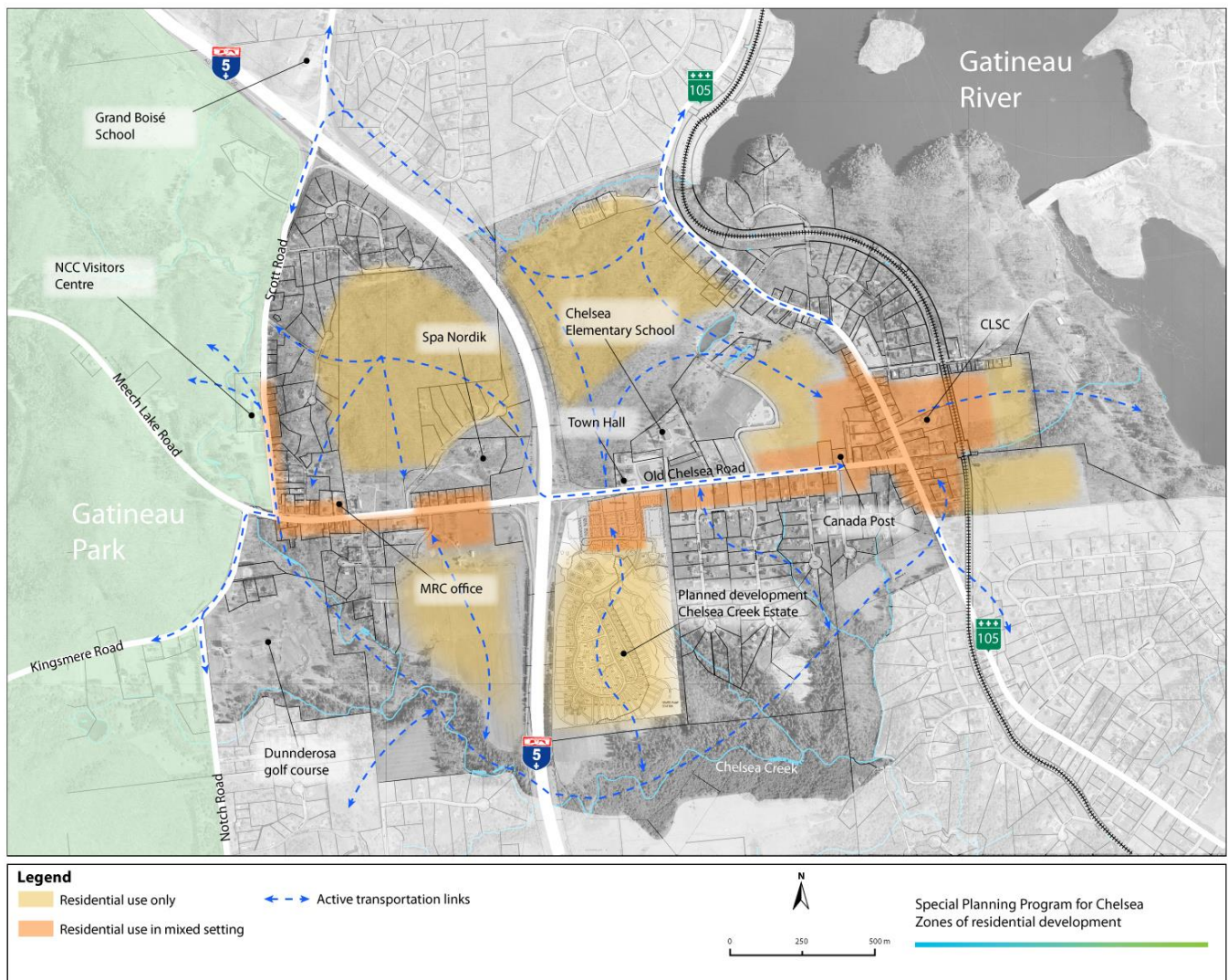
In the areas to the north of the two village centres, single family detached homes on large lots predominate. Furthermore, the two vacant lots to the north, lands belong to the Catholic Church parish and the northern portion of the Meredith Estate, are located on a zone protecting the underground aquifer. For these reasons, the SPP foresees the continuation of the large, single family detached homes on these two vacant lands. This will create

more tranquil, peaceful residential streets resembling the built areas next to them. However, in maintaining these qualities, the possibility of providing greater housing variety, such as through the creation of accessory lodging units (studios or intergenerational housing) should be maintained in these low density areas.

Intergenerational housing: an additional lodging unit to be occupied by persons with a parental or familial link, including those of the common-law partner, with the owner or occupant of the principal residence in accordance with paragraph 3.1 of article 113 of the Act Respecting Land Use Planning and Development.

Cluster development represents a grouping of buildings, notably through the form of single family, duplex, or multi-unit housing, possibly row housing, concentrated on a portion of a predetermined area. However, the total number of lodging units permitted must not exceed the overall density planned for the entire predetermined area. The concentration of lodging units on a portion of the area requires the reduction the minimum lot size in order to allow buildings to be built in closer proximity.

Figure 10 Residential development in the central area



The **objectives** and corresponding **implementation actions** are presented below:

2.1 Increase and diversify the residential supply in the central area while respecting the existing village character

- 2.1.1 Develop a residential policy to guide residential development in the municipality, including the central area
- 2.1.2 Encourage developers of residential developments to diversify the offer of lodging types within the two village centres
- 2.1.3 Allow more dense residential developments on certain vacant lots, including the Meredith Estate, the Hendrick Farm and the land of the Chelsea Train Station Project in order to increase the diversity of housing supply
- 2.1.4 Allow cluster developments where development densities on the entire zone respects the planned overall density
- 2.1.5 Allow low density developments to the north of the two villages, on the lands of the Catholic Church and the northwest portion of the Meredith Estate
- 2.1.6 Allow the creation of accessory lodgings in single-family homes

Orientation 3: Promote sustainable mobility in the central area, notably by encouraging active modes of transportation

Despite the short distances between the edges of the central area, there are currently few facilities to ensure safe and enjoyable travel by active modes of transportation. Thus, the SPP recommends a set of measures to encourage greater usage of active modes throughout the central area and its surrounding residential neighbourhoods. Given the size of these areas, it is possible to encourage both recreational and necessary travel, such as going to work, school, shops, etc. To mitigate parking and intersection safety issues in Old Chelsea, recommendations are also put forth to create a safer environment for all modes.

The SPP plans for the creation of an integrated and accessible network of trails for active modes across the central area. Sidewalks are recommended in the two village centres, along Old Chelsea Road and Scott Road in Old Chelsea village, as well as along Route 105 in Chelsea Village. A traffic study of Old Chelsea Road has demonstrated that bike lanes could be added to Old Chelsea Road, in Old Chelsea Village, while multi-use pathways would be appropriate for the segment of Old Chelsea Road between Highway 5 and Route 105.

Other potential links for an integrated network are already shown in the central area's planning concept. It is recommended that a "trails study" be completed. This study should seek to define precise routes and facilities to connect the residential areas around and within the central area to both village centres. The group, "Sentiers Chelsea Trails" Committee is currently working to this end.

The traffic study of Old Chelsea Road identified measures to improve trip safety, especially for intersections along Old Chelsea Road, and to optimize parking in the central area. The complete study, "Study of Traffic, Parking, and Intersection configuration of the main roads in the Centre-village of Chelsea, July 2011" is available as a separate document. Typical cross-sections shown below illustrate recommended designs for Old Chelsea Road and Scott Road to improve travel safety and encourage active modes of travels.

As for the public transit, the STO will continue to offer morning and evening services for commuters working in Gatineau. The STO has no plans to extend its service within the municipality. The CRÉO (*Outaouais Elected Representatives Regional Conference*) completed its Regional Integrated Action Plan for the Public Transit (February 2011 - *Plan d'action régional intégré en transport collectif*) and recommends a series of actions to promote public transit in the RCMs of Outaouais. However, no concrete actions directly impact the central area of Chelsea.

Another study of the type "Village Entrances", should be carried out for Chelsea Village to identify measures for parking, traffic, and intersection management to adequately address future development in the area as presented in the SPP.

Figure 11 Proposed Cross-section for Scott Road

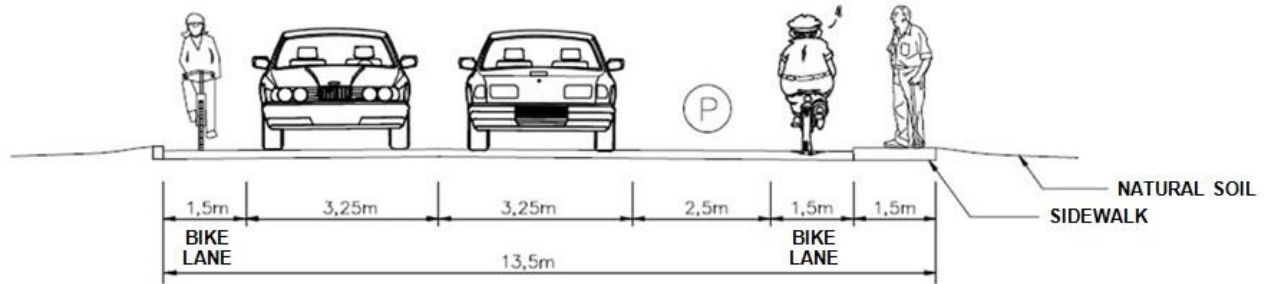


Figure 12 Proposed Cross-section for Old Chelsea Road – East of Scott Road

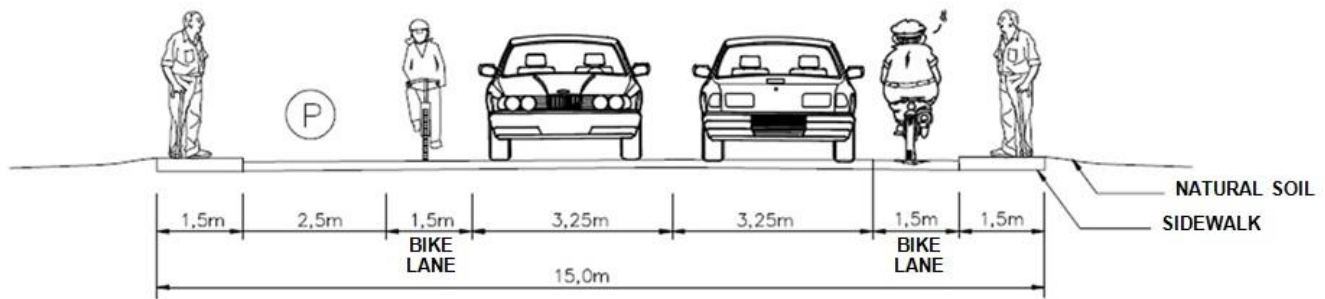


Figure 13 Proposed Cross-section for Old Chelsea Road – West of Highway 5

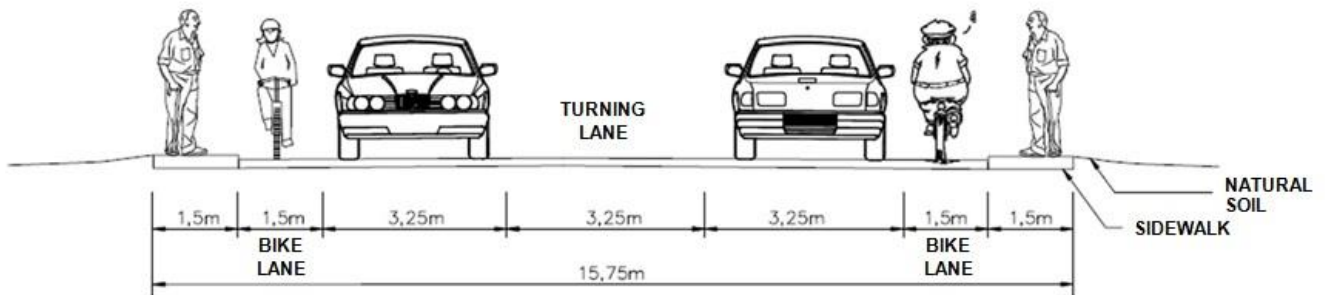


Figure 14 Proposed Cross-section for Old Chelsea Road – with Wider Sidewalk

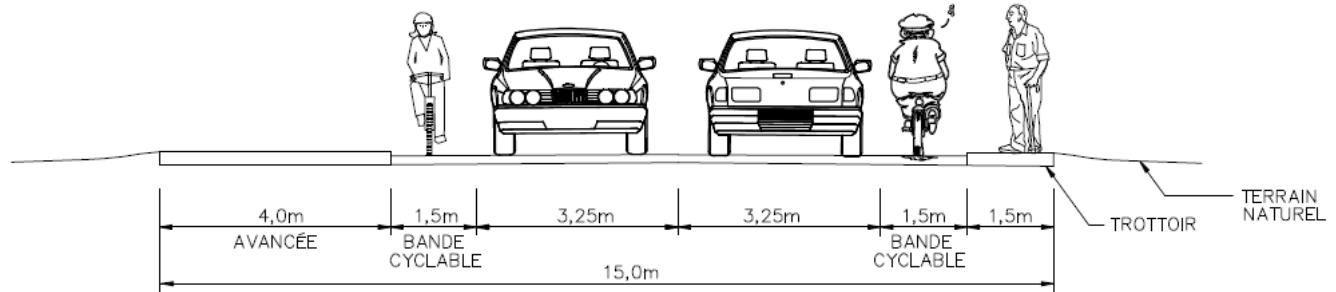
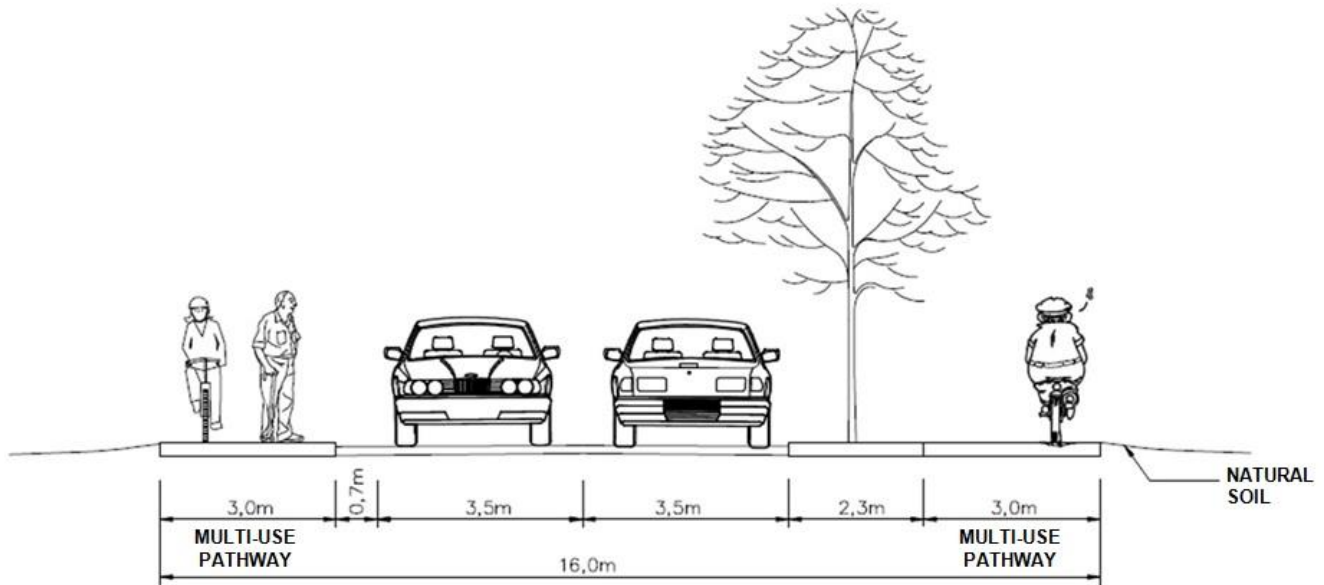


Figure 15 Proposed Cross-section for Old Chelsea Road – East of Highway 5



The **objectives** and corresponding **implementation actions** are presented below:

3.1 Create “Vibrant Streets”

- 3.1.1 Provide infrastructure for the active modes, including sidewalks on both sides of Old Chelsea Road, west of the Highway 5, and on the eastern side of Scott Road, as well as multi-use pathways on both sides of Old Chelsea Road between Highway 5 and Route 105
- 3.1.2 Add pedestrian crossings on Old Chelsea Road, west of Highway 5
- 3.1.3 Reconfigure Padden Lane for active modes of travel and local traffic only
- 3.1.4 Study the possibility of creating “vibrant streets” for active modes of transportation in Chelsea Village
- 3.1.5 Install street furniture and landscaping on “vibrant streets”

3.2 Improve the design of the main roads (Old Chelsea Road, Scott Road, Kingsmere Road and Route 105) to increase road safety

- 3.2.1 Install traffic signals at the exit of Highway 5 and at the entrance to the Chelsea Creek project
- 3.2.2 Evaluate the opportunity of adding a roundabout at Old Chelsea Road / Route 105 intersection
- 3.2.3 Add a left-turn lane on Old Chelsea Road, at the approach to Scott Road and access to the Chelsea Creek development
- 3.2.4 Add two new intersections to Old Chelsea Road (Chelsea Creek and Chelsea Village West)
- 3.2.5 Evaluate the feasibility of realigning Nordik Road with Chelbrook Road in Old Chelsea Village
- 3.2.6 Implement traffic control and speed calming measures along Old Chelsea Road
- 3.2.7 Evaluate the possibility of reducing the speed of 70 km/h on the segment of Old Chelsea Road, east of the Highway 5, to 50 km/h following development along Old Chelsea Road and in Chelsea Village
- 3.2.8 Conduct a comprehensive study of Route 105 to determine appropriate measures to meet existing and future needs in terms of travel and safety

3.3 Create a complete and integrated network for active modes of travel

- 3.3.1 Encourage the construction of trails connecting the entire central area as well as to peripheral neighbourhoods
- 3.3.2 Plan for direct links for active modes of travel between residential neighbourhoods to avoid the "cul-de-sac" effect
- 3.3.3 Build a trail connecting the entrance of Gatineau Park to Old Chelsea Village and the River
- 3.3.4 Build a trail along Chelsea Creek to connect Gatineau Park entrance to Chelsea Village and the new park located on the Gatineau River
- 3.3.5 Evaluate the opportunity of building a pedestrian bridge over Highway 5 to ensure the continuity of the trail along Chelsea Creek

3.4 Structure parking for visitors and residents

- 3.4.1 Optimize the existing parking supply by establishing a lot sharing agreement between parking lot owners with different parking demand schedules
- 3.4.2 Plan for the construction of new municipal parking lots in Old Chelsea village that are well connected to the village
- 3.4.3 Use proper signage to inform drivers of available parking spaces
- 3.4.4 Provide SPAI⁵ criteria to ensure the implementation of safe and pleasant pedestrian links between parking lots and the street
- 3.4.5 Install bike racks next to shops and services in two villages

3.5 Integrating the concept of universal accessibility in the design of roadways and access points to public buildings

- 3.5.1 Develop universal accessibility guidelines for the design of business properties, services, and places accessible to the public in two villages
- 3.5.2 Facilitate access to public buildings (ramps, automatic doors, etc.)
- 3.5.3 Integrate all standards and existing measures in new construction (sidewalk cut-outs, dimensions, ramps, sidewalk "Ariane" guide lines, automatic doors, etc.)

Provide audible crossing signals at traffic light controlled crossings

⁵ SPAI refers to Site Planning and Architectural Integration Program

Orientation 4: Guide the development of the central area by respecting the traditional roles of the two villages, and existing cultural and tourism elements

The SPP foresees the implementation of measures to encourage the preservation and protection of historic and heritage sites within the central area. A full list of sites to be considered for the application of such measures can be found in Appendix A. A set of measures are also proposed to ensure that areas to be developed respect the existing character, including residential neighbourhoods or the two village centres. The SPP also recommends the adoption of a grant funding program to encourage the preservation of historic buildings

Furthermore, Chelsea is one of the two major entrances to Gatineau Park, with the other being the Gamelin Entrance located in Gatineau. The many galleries, artisan shops, cafés and restaurants located in Old Chelsea village are oriented towards a recreational and tourism clientele. The SPP seeks to enhance the links between Gatineau Park and Old Chelsea village and to recognize, promote, and reinforce the cultural elements that help define Old Chelsea village.

The **objectives** and corresponding **implementation actions** are presented below:

4.1 Protect the character of the central area

- 4.1.1 Value heritage elements by evaluating the possibility of attributing a protected status to certain historic and heritage buildings
- 4.1.2 Adopt a grant funding program to encourage the preservation of historic and heritage buildings
- 4.1.3 Review the SPAI by-law in order to facilitate the renovation and maintenance of buildings
- 4.1.4 Require all new developments to integrate well with the existing character with respect to architecture, form, volume and materials
- 4.1.5 Control the installation of signage on streets in the two villages

4.2 Mark the principal entrances to the central area

- 4.2.1 Reconfigure the intersection of Old Chelsea, Scott, and Kingsmere road to mark the west entrance to Chelsea
- 4.2.2 Integrate information on the area (list of businesses and activities, plan of the village, etc.) at points of entry
- 4.2.3 Design concepts for gateways, including visible and aesthetic signage and landscaping, to mark the entrances to Chelsea

4.3 Reinforce the role of Chelsea as a main entrance to Gatineau Park

- 4.3.1 Indicate more clearly the entrance to Gatineau Park and the visitors centre from Old Chelsea Village
- 4.3.2 Indicate the visitors centre from Highway 5 (exit 13) to allow visitors to pass in front of the centre before entering the Park
- 4.3.3 Create walking routes, in collaboration with the NCC, that include the Old Chelsea village and Gatineau Park

4.4 Promote cultural tourism

- 4.4.1 Install information plaques and signage indicating the presence of remarkable heritage elements and create 'heritage routes' including points of cultural interest in the villages
- 4.4.2 Create spaces to encourage more artists and craftspeople to set up Old Chelsea village
- 4.4.3 Develop a Cultural Policy to support and confirm the place of artists and craftspeople in the municipality

Orientation 5: Preserve and value the natural environment of the central area

The many environmental features of the central area of Chelsea help to define the peaceful, natural character of the sector. The SPP seeks through its proposed interventions to highlight and value wooded areas, water courses and natural environments within and surrounding the area. However, in the presence of Gatineau Park, an area largely dedicated to conservation purposes, the PPU does not seek to completely protect all the natural areas of the central area. Rather, development will be permitted in a manner that limits environmental impacts, while the use of areas that were previously inaccessible would be formalized. This includes the creation of a park along Chelsea Creek, keeping in mind that the Creek is a fragile ecological environment to protect, and along the Gatineau River to make both more accessible to the residents of Chelsea.

The **objectives** and corresponding **implementation actions** are presented below:

5.1 Value water courses, wetlands and wooded areas in the central area

- 5.1.1 Identify areas amenable to the construction of pathways, indicated by signage
- 5.1.2 Plan for the construction of look-out points

5.2 Protect vegetation and forest cover in new developments

- 5.2.1 Determine the conservation quota for trees and vegetation cover on lands to be developed
- 5.2.2 Modify zoning regulations in order to ensure the respect of wooded conservation quotas

5.3 Create a public park along the Gatineau River

- 5.3.1 Propose a concept for the park along the Gatineau River (function, components, etc.)
- 5.3.2 Plan for signage and links between the park and neighbouring residential areas

5.4 Create a linear park along Chelsea Creek

- 5.4.1 Propose a concept for the park along Chelsea Creek (function, components, etc)
- 5.4.2 Plan for signage and links between the park, Chelsea village and adjacent neighbourhoods

4 Implementation

The implementation of the SPP for the central area requires a range of measures to be carried out by the Municipality, as well as the coordination with institutional property owners such as Hydro Quebec, the NCC and the MTQ. The modification of the regulatory framework for land use will also be necessary. In order to structure this exercise, this chapter presents the land use designations and occupational densities for the central area, as well as a list of necessary revisions to planning by-laws and studies to complete.

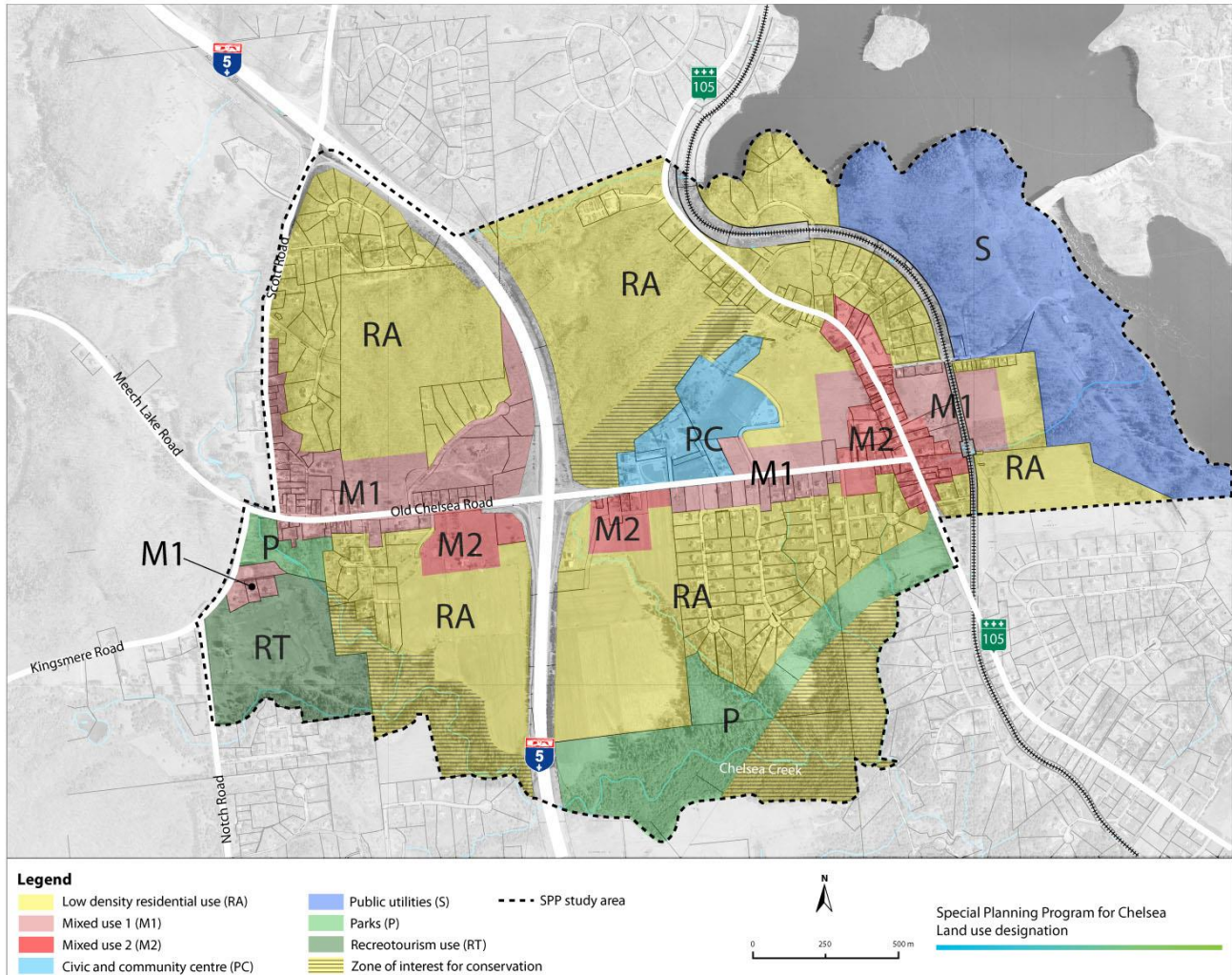
4.1 Land Use Designations

The SPP proposes eight (8) land use designations covering the central area to replace the village-centre (CV) designation actually in place: Figure 16 illustrates these designations. The limits of each land designation generally follow lot boundaries or roads. However, the translation of land designation limits into zoning by-law may vary by around 50 m when land use designation boundaries fall within an undivided lot.

- a. The designation “**Low density residential use**” (**RA**) corresponds to existing residential areas on the periphery of the central area, as well as to a large part of lands to be developed: The land of Saint-Stephen’s Parish, the land of Hendrick Farm, the northwest portion of the Meredith Estate and the eastern part of Chelsea Village. Zones of interest for designation as natural parks and conservation spaces are indicated in figure 16. These zones correspond to the planning guidelines set out by the SPP;
- b. The designation “**Mixed use 1**” (**M1**) corresponds in large part to Old Chelsea village centre, or the properties bordering Old Chelsea Road between Highway 5 and Scott Road, on Padden lane, and on Scott Road between Old Chelsea Road and the NCC Visitors centre. This designations permits commercial, including crafts, and low density residential uses;
- c. The designation “**Mixed use 2**” (**M2**) corresponds to Chelsea village centre, including the existing built properties around the intersection of Route 105 and Old Chelsea Road, as well as the lands to be developed on either side of planned “vibrant streets”. This designation seeks to create a strong local service centre populated by businesses that address the needs of the population of the municipality. This designations permits commercial, including crafts, and low density residential uses;
- d. The designation “**Public utility**” (**S**) is for lands principally used by public utilities;
- e. The designation “**Parks**” (**P**) corresponds to lands adjacent to Chelsea Creek appropriate for the creation of a natural park. Parks allow populations access to the natural environment;
- f. The designation “**Civic and community centre**” (**PC**) corresponds to the current civic centre where the Town Hall, municipal library, elementary school, and several sports fields are currently located along Old Chelsea Road. This designation confirms the vocation of the civic centre, and allocates it as a space for future institutional facilities, such as administrative offices, community rooms, parks and extensive and intensive recreational uses⁶.
- g. The designation “**Recreatourism use**” (**RT**) corresponds to the Dunderosa golf course. This designation allows for the continuation of current golfing activities and the buildings that are associated with them.

⁶ Extensive recreational activities include playgrounds and other exterior public leisure facilities, such as soccer, football and baseball fields. Intensive recreational activities indicate activities taking place indoors, for example in a sports centre, as well as those taking place outdoors, but require specialized facilities and significant maintenance, such as a golf course.

Figure 16 Land Use Designation



In each of the planned land use designations, the dominant and compatible uses are presented in the following table:

Table 2 Designations and Uses in the Central Area

Designations	Dominant uses	Compatible uses
Low density residential use (RA)	<ul style="list-style-type: none"> • Residential 	<ul style="list-style-type: none"> • Commercial secondary use where residents use their home as a place of work, for example for a craft workshop, a professional office, a hair salon, etc. • Parks, green spaces and proximity recreational activities • Conservation • Public utility infrastructure and facilities • Roads
Mix use 1 (M1) ⁷	<ul style="list-style-type: none"> • Residential • Businesses: local area businesses, Retail, restaurants, accommodations, tourism and arts and crafts 	<ul style="list-style-type: none"> • Parks and green spaces • Cultural activities that can take place in a small space, such as a small stage venue, a small museum • Religious institutions • Professional businesses and services • Institutional and administrative uses • Community facilities • Roads
Mix use 2 (M2)	<ul style="list-style-type: none"> • Residential with commercial ground floor • Businesses: local area businesses, Retail, restaurants, accommodations, tourism and arts and crafts 	<ul style="list-style-type: none"> • Parks and green spaces • Professional businesses and services • Religious institutions • Cultural activities such as a entertainment venues, a theatre, a cinema, a small museum • Institutional and administrative uses • Community facilities • Roads
Public utilities (S)	<ul style="list-style-type: none"> • Public utility infrastructure and facilities 	<ul style="list-style-type: none"> • Roads • Parks and green spaces
Parks (P)	<ul style="list-style-type: none"> • Parks and green space, of which the majority of the space is not landscaped. These places can include trails for active transportation, lookouts, and picnic areas 	<ul style="list-style-type: none"> • Roads
Civic and community centre (PC)	<ul style="list-style-type: none"> • Institutional and administrative uses, including activities necessary for civil order, health, education and municipal administration • Community facilities, such as community halls • Extensive and intensive recreational activities 	<ul style="list-style-type: none"> • Professional business and services such as a doctor's office, an accountant's office, etc. • Local area businesses • Parks and green spaces • Roads
Recreotourism use (RT)	<ul style="list-style-type: none"> • Intensive recreational activities, including a golf course 	<ul style="list-style-type: none"> • Roads

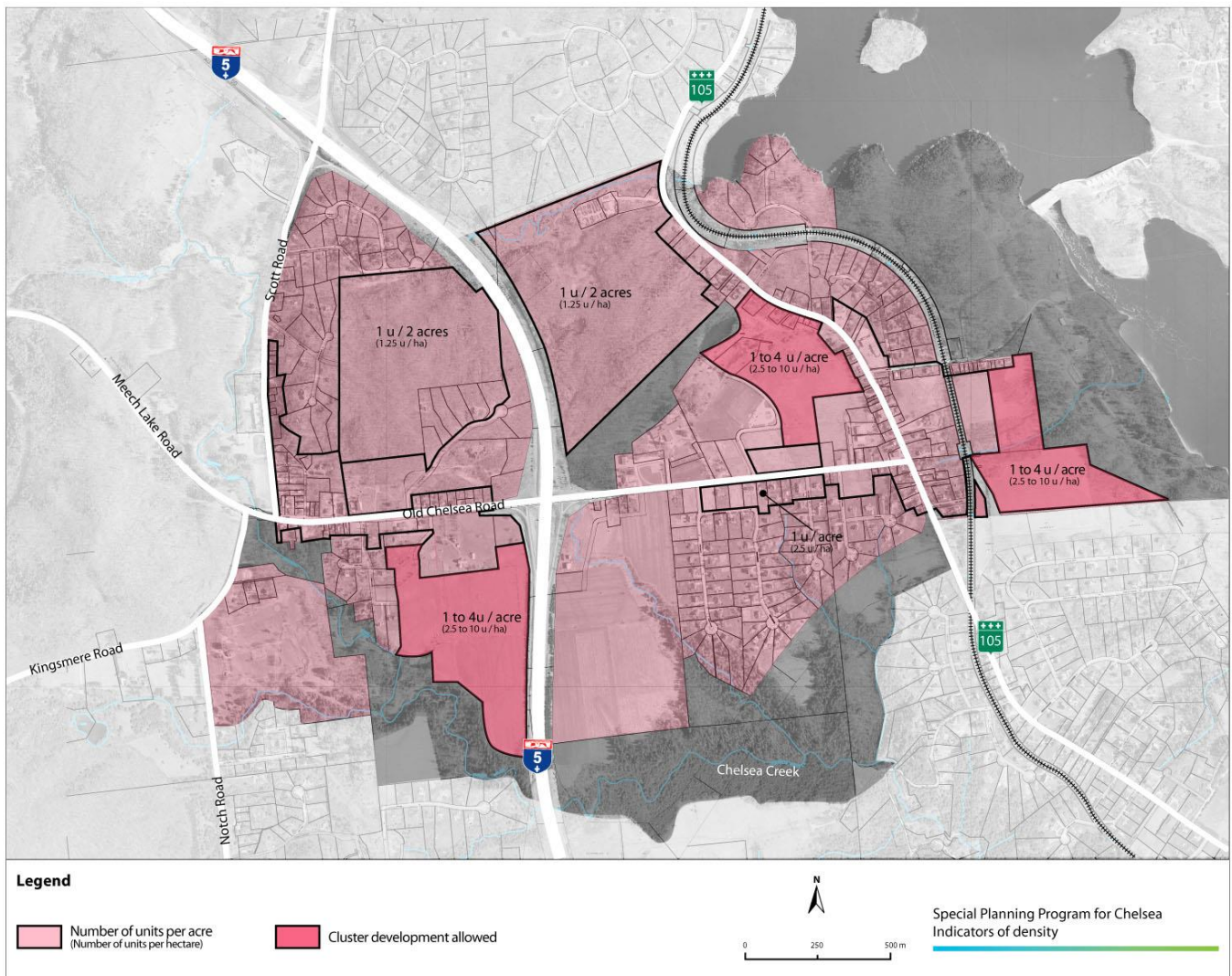
⁷ Mixed uses in the same building is not mandatory in this designation

Figure 17 presents the lands where cluster developments are permitted and encouraged, consisting of three areas adjacent to the two villages:

- The portion of the Meredith Estate located between Route 105 to the east, Old Chelsea Road to the south, the sports fields to the west, and the wetlands and woods to the north;
- The lands belonging to the corporation Innovations Chelsea., east of the railway line;
- The Hendrick Farm;

Recall that cluster developments represent groups of buildings concentrated on a part of the land. The total number of permitted lodgings must respect the overall density planned for the entire predetermined zone.

Figure 17 Lands designated for cluster development



The minimum lot sizes set by the SPP correspond to the subdivision norms set out in the RCM's proposed Land Use and Development Plan.

Table 3 Subdivision Rules Applicable to the Central Area of Chelsea

Lot	Minimum lot size
Unserviced	4 000 m ² , or 8 000 m ² in zones for the protection of aquifers
Partially serviced	2 000 m ² (duplexes are permitted);
Serviced	Zoning regulations will set minimum lot sizes

4.2 Specific Planning By-laws

Chelsea's Master Plan and other planning by-laws will be modified in order to achieve the objectives of the SPP.

4.2.1 The Master Plan

Modifications to the Master Plan are necessary in order to integrate the SPP and insure that the dispositions of the Master Plan conform with the propositions of the SPP with respect to the central area. Among other things, the land use designation of village-centre and indicators of density should reflect the propositions of the SPP.

4.2.2 Zoning and Sub-division By-laws

In order to manage land use proposed by the SPP for the central area of Chelsea, modifications to zoning and sub-division by-laws are necessary. The following modifications (non-exhaustive) could be made:

- the limits of certain zones in the zoning plan;
- authorized uses within zones;
- minimum lot and street dimensions;
- site planning rules (site design, parking space requirements, etc.);
- setbacks for building construction;
- building heights.

4.2.3 Site Planning and Architectural Integration

The SPP recommends revising the site planning and architectural integration (SPAI) bylaw for the central area of Chelsea. The revision seeks most of all to ensure that the installation of mixed used buildings in Old Chelsea and Chelsea villages, which comprise commercial activities on the ground floor and lodging above, are harmonious with the predominant character of adjacent buildings. Furthermore, criteria for signage, lighting, colour, etc, should not detract from the quality of life of residents. In order to facilitate the renovation and maintenance of buildings in the central area, the SPAI should be revised to soften the requirements in terms of colours and construction materials. The goal of this revision is to permit creativity in the maintenance and renovation of existing buildings that is respectful of the existing character of the central area.

4.3 Studies

Certain actions proposed by the SPP represent solution avenues, for which the final measures can not yet at this moment be determined without a better understanding of the current situation, detailed design work, or discussions with public partners and major land owners. The studies and discussions necessary include:

- Development of a residential policy to guide the supply and development of the residential stock in the municipality;
- General study of Route 105, of the type "Village Entrance", to determine the appropriate measures to meet present and future travel demand and road safety.
- Committee Study of "Sentiers Chelsea Trails" to be completed.

- Development of a policy on universal accessibility;
- Study for the design of entrances to the central area;
- Development of a Cultural Policy to support and confirm the place of artists and craftspeople in the municipality;
- Development of a Park creation strategy (Chelsea Creek Park, the park along the Gatineau River, and a walkway over Highway 5) including discussions with Hydro Quebec and the MTQ;
- Study to examine best practices and incentives to create and maintain high quality green spaces in future developments;
- Study prepared by “Sentiers Chelsea Trails” that has to be completed.

5 Action Plan

The SPP's Action Plan, shown in Table 5, presents the implementation actions, cost estimates, and the corresponding actors that should be involved. This information is indicative and non-exhaustive, and is subject to change following the development context. Actors include governmental and parapublic organizations, land owners such as the NCC, the MTQ, and private developers, as well as interest groups in relevant domains. The actors identified in the Action Plan are listed in Table 4.

Table 4 Actors to be involved with the SPP

Groupe/organisme	Rôle dans la réalisation du PPU
RCM Collines de l'Outaouais	<ul style="list-style-type: none"> Regional government
Municipality of Chelsea	<ul style="list-style-type: none"> Local government Land owner
Quebec Ministry of Transportation (MTQ)	<ul style="list-style-type: none"> Provincial government Land owner
Hydro Québec	<ul style="list-style-type: none"> Provincial parapublic organization Land owner
National Capital Commission (NCC)	<ul style="list-style-type: none"> Parapublic federal organization Land owner
Private developers	<ul style="list-style-type: none"> Land owner
Businesses and enterprises	<ul style="list-style-type: none"> Land owner
Sentiers Chelsea	<ul style="list-style-type: none"> Interest group
Gatineau Valley Historic Society (GVHS)	<ul style="list-style-type: none"> Interest group

Given the planning stage at which a SPP is situated, it is only possible to develop a summary estimation of the costs of implementation of the different actions proposed by the SPP. A detailed cost estimate is subject to conditions and circumstances which not yet known at this time, such as the geotechnical feasibility of construction near to Chelsea Creek, land acquisition costs, designs, etc. Thus, dollar symbols are used to represent the different cost ranges into which the different implementation actions could fall:

\$	< \$50,000
\$\$	between \$50,000 \$ and \$250,000
\$\$\$	entre \$250,000 and 1 M\$
\$\$\$\$	1 M\$ or greater

Certain costs are associated with studies while others are associated with construction. This distinction is shown by the letters (E) for studies (*études*) and (T) for construction (*travaux*), found at the end of each proposed action. In the case of a proposed action related to a policy or internal administrative procedure, the action is identified with an (I) for "internal".

Experience shows when it comes to implementing actions, it is rarely possible to meet arbitrary deadlines or timelines for implementation. Each implementation action will be influenced by budget availabilities, approval processes, the completion of studies and precursory activities, etc. As such, implementation actions are presented as preferred chronological sequences under each objective. They indicate that certain implementation actions are a priority because they must be completed before others may begin. The proposed sequences are:

- **Sequence 0** makes reference to recommendations that can be completed in the short term without precursor activities, given available budgets and resources;
- **Sequence 1** makes reference to recommendations which require a longer period of preparation, necessary budgets or authorizations, or depend on the completion of precursory activities or complementary studies;
- **Sequence 2** are activities or actions for which implementation is more complex or more costly. They also include actions which began in a prior sequence but are likely to continue in the long term.

Table 5 Action Plan

Objectives	Implementation Actions	Actors	Cost Estimate	Sequence of implementation
Orientation 1 : Promote the village-like development by offering a diversity of commercial, residential, and community oriented activities				
1.1 Encourage mixed use commercial and residential development in the two villages	1.1.1 Allow mixed use commercial and residential development in both villages(I)	Municipality of Chelsea	-	0
	1.1.2 Promote mixed residential and commercial use in the same building in Chelsea village (I)	Municipality of Chelsea Private developers	-	0
1.2 Respect the scale of the two villages	1.2.1 Plan to reduce the minimum size of lots for properties along vibrant streets (I)	RCM Collines de l'Outaouais Municipality of Chelsea	-	0
	1.2.2 Promote smaller setbacks for new construction in the two villages (I)	Municipality of Chelsea	-	0
	1.2.3 Increase the maximum allowable floor area of buildings within the two village centres in order to allow for the growth of services and businesses, and mixed use developments (I)	Municipality of Chelsea	-	0
	1.2.4 Control the maximum size of buildings within the two villages to respect their scales (I)	Municipality of Chelsea	-	0
	1.2.5 Pay special attention to facades to frame the street (E)	Municipality of Chelsea	\$	
1.3 Reinforce the recreational and community character of the central area	1.3.1 Plan for public spaces, including parks and meeting spaces in each village, possibly through the development of the Common Ground and Train Station Projects (E) and (T)	Municipality of Chelsea Private developers	\$\$	1
	1.3.2 Promote the installation of recreational, sporting and community facilities in the institutional centre (I)	Municipality of Chelsea	-	0
1.4 Promote links between the two village centres	1.4.1 Plan for signage indicating activities in both villages (T)	Municipality of Chelsea	\$\$	1
	1.4.2 Create a common theme for the two villages (signage, street furniture, etc.) (E)	Municipality of Chelsea	\$	1
	1.4.3 Create multi-use trails on both sides of Old Chelsea Road east of Highway 5 to connect the two villages (T)	Municipality of Chelsea MTQ	\$\$\$	2
	1.4.4 Study the feasibility of creating a shuttle service connecting the two villages (E)	Municipality of Chelsea MTQ	\$	1
Orientation 2 : Consolidate residential development in the central area				
2.1 Increase and diversify the residential supply in the central area while respecting the existing village character	2.1.1 Develop a residential policy to guide residential development in the municipality, including the central area (E)	RCM Collines de l'Outaouais Municipality of Chelsea	\$\$	0
	2.1.2 Encourage developers of residential development to diversify the offer of lodging types within the two village centres (E)	Municipality of Chelsea Private developers	\$	1
	2.1.3 Allow more dense residential developments on certain vacant lots, including the Meredith Estate, the Hendrick	Municipality of Chelsea	-	0

Objectives	Implementation Actions	Actors	Cost Estimate	Sequence of implementation
	Farm and the land of the Chelsea Train Station Project in order to increase the diversity of housing supply (E)			
	2.1.4 Allow cluster developments where development densities on the entire zone respects the planned overall density (I)	Municipality of Chelsea	-	0
	2.1.5 Allow low density developments to the north of the two villages, on the lands of the Catholic Church and the northwest portion of the Meredith Estate (I)	Municipality of Chelsea	-	0
	2.1.6 Allow the creation of accessory lodgings in single-family homes (studios or intergenerational dwellings) (I)	RCM Collines de l'Outaouais Municipality of Chelsea	-	0
Orientation 3 : Promote sustainable mobility in the central area, notably by encouraging active modes of transportation				
3.1 Create "Vibrant Streets"	3.1.1 Provide infrastructure for the active modes, including sidewalks on both sides of Old Chelsea Road, west of the Highway 5, and on the eastern side of Scott Road, as well as multi-use pathways on both sides of Old Chelsea Road, between Highway 5 and Route 105 (E) and (T)	MTQ Municipality of Chelsea	\$\$\$	2
	3.1.2 Add pedestrian crossings on Old Chelsea Road, west of Highway 5 (T)	MTQ Municipality of Chelsea	\$\$	2
	3.1.3 Reconfigure Padden Lane for active modes of travel and local traffic only (E) and (T)	Municipality of Chelsea	\$\$\$	2
	3.1.4 Study the possibility of creating "vibrant streets" for active modes of transportation in Chelsea Village (E)	Municipality of Chelsea MTQ Private developers	\$\$	1
	3.1.5 Install street furniture and landscaping on "vibrant streets" (T)	Municipality of Chelsea MTQ	\$\$\$	1
3.2 Improve the design of the main roads (Old Chelsea Road, Scott Road, Kingsmere Road and Route 105) to increase road safety	3.2.1 Install traffic signals at the exit of Highway 5 and at the entrance to the Chelsea Creek project (E) and (T)	MTQ Municipality of Chelsea	\$\$\$	2
	3.2.2 Evaluate the opportunity of adding a roundabout at Old Chelsea Road / Route 105 intersection (E)	MTQ Municipality of Chelsea	\$\$	2
	3.2.3 Add a left-turn lane on Old Chelsea Road, at the approach to Scott Road and access to the Chelsea Creek development (T)	MTQ Municipality of Chelsea	\$\$	2
	3.2.4 Add two new intersections to Old Chelsea Road (Chelsea Creek and Chelsea Village West) (E) and (T)	MTQ Municipality of Chelsea Private developers	\$\$\$	2
	3.2.5 Evaluate the feasibility of realigning Nordik Road with Chelbrook Road in Old Chelsea Village (E)	Municipality of Chelsea MTQ Specific land owners	\$	1
	3.2.6 Implement traffic control and speed calming measures along Old Chelsea Road (E)	MTQ	\$	2
	3.2.7 Evaluate the possibility of reducing the speed of 70 km/h on the segment of Old Chelsea Road, east of the Highway	MTQ	\$	2

Objectives	Implementation Actions	Actors	Cost Estimate	Sequence of implementation
	5, to 50 km/h following development along Old Chelsea Road and in Chelsea Village (E)			
	3.2.8 Conduct a comprehensive study of Route 105 to determine appropriate measures to meet existing and future needs in terms of travel and safety (E)	MTQ Municipality of Chelsea	\$	1
3.3 Create a complete and integrated network for active modes of travel	3.3.1 Encourage the construction of trails connecting the entire central area as well as to peripheral neighbourhoods (E)	Municipality of Chelsea Chelsea Trails Hydro Québec NCC Private developers	\$\$	1
	3.3.2 Plan for direct links for active modes of travel between residential neighbourhoods to avoid the "cul-de-sac" effect	Municipality of Chelsea Private developers Chelsea Trails	\$	0
	3.3.3 Build a trail connecting the entrance of Gatineau Park to Old Chelsea Village (T)	Municipalité Chelsea NCC Chelsea Trails	\$\$	0
	3.3.4 Build a trail along Chelsea Creek to connect Gatineau Park entrance to Chelsea Village and the new park located on the Gatineau River (T)	Municipality of Chelsea Chelsea Trails MTQ Hydro Québec NCC	\$\$\$	2
	3.3.5 Evaluate the opportunity of building a pedestrian bridge over Highway 5 to ensure the continuity of the trail along Chelsea Creek (E)	Municipality of Chelsea MTQ Chelsea Trails	\$	2
3.4 Structure parking for visitors and residents	3.4.1 Optimize the existing parking supply by establishing a lot sharing agreement between parking lot owners with different parking demand schedules (I)	Municipality of Chelsea RCM Collines de l'Outaouais Businesses and enterprises NCC	-	0
	3.4.2 Plan for the construction of new municipal parking lots in Old Chelsea village that are well connected to the village (T)	Municipality of Chelsea	\$\$	1
	3.4.3 Use proper signage to inform drivers of available parking spaces (T)	Municipality of Chelsea	\$	1
	3.4.4 Provide SPAI criteria to ensure the implementation of safe and pleasant pedestrian links between parking lots and the street (E)	Municipality of Chelsea	\$	0
	3.4.5 Install bike racks next to shops and services in two villages (T)	Municipality of Chelsea Businesses and enterprises	\$	0
3.5 Integrate the concept of universal accessibility in the design of roadways and access points to public buildings	3.5.1 Develop universal accessibility guidelines for the design of business properties, services, and places accessible to the public in two villages (E)	RCM Collines de l'Outaouais Municipality of Chelsea	\$	0
	3.5.2 Facilitate access to public buildings (ramps, automatic	RCM Collines de	\$\$\$	1

Objectives	Implementation Actions	Actors	Cost Estimate	Sequence of implementation
	doors, etc.) (T)	l'Outaouais Municipality of Chelsea		
	3.5.3 Integrate all standards and existing measures in new construction (sidewalk cutouts, dimensions, ramps, sidewalk "Ariane" guide lines, automatic doors, etc.) (I)	Municipality of Chelsea Private developers Public institutions	-	0
	3.5.4 Provide audible crossing signals at traffic light controlled crossings (T)	Municipality of Chelsea MTQ	\$\$	1
Orientation 4 : Guide the development of the central area by respecting the traditional roles of the two villages, and existing cultural and tourism elements				
4.1 Protect the character of the central area	4.1.1 Value heritage elements by evaluating the possibility of attributing a protected status to certain historic and heritage buildings (E)	Municipality of Chelsea GVHS Specific building owners	\$	1
	4.1.2 Adopt a grant funding program to encourage the preservation of historic and heritage buildings (I)	Municipality of Chelsea	-	0
	4.1.3 Require all new developments to integrate well with the existing character with respect to architecture, form, volume and materials (E)	Municipality of Chelsea Private developers	\$	0
	4.1.4 Control the installation of signage on streets in the two villages (I)	Municipality of Chelsea Businesses and enterprises	-	0
4.2 Mark the principal entrances to the central area	4.2.1 Reconfigure the intersection of Old Chelsea, Scott, and Kingsmere road to mark the west entrance to Chelsea (E) (T)	Municipality of Chelsea NCC	\$\$\$\$	2
	4.2.2 Integrate information on the area (list of businesses and activities, plan of the village, etc.) at points of entry (T)	Municipality of Chelsea	\$	1
	4.2.3 Design concepts for gateways, including visible and aesthetic signage and landscaping, to mark the entrances to Chelsea (E)	Municipality of Chelsea MTQ	\$\$	1
4.3 Reinforce the role of Chelsea as a main entrance to Gatineau Park	4.3.1 Indicate more clearly the entrance to Gatineau Park and the visitors centre from Old Chelsea Village (T)	Municipality of Chelsea NCC	\$\$	1
	4.3.2 Indicate the visitors centre from Highway 5 (exit 13) to allow visitors to pass in front of the centre before entering the Park (T)	Municipality of Chelsea MTQ NCC	\$	1
	4.3.3 Create walking routes, in collaboration with the NCC, that include Old Chelsea village and Gatineau Park (T)	Municipality of Chelsea Chelsea Trails NCC	\$\$	1
4.4 Promote cultural tourism	4.4.1 Install information plaques and signage indicating the presence of remarkable heritage elements and create 'heritage routes' including points of cultural interest in the villages (E) (T)	Municipality of Chelsea MTQ	\$\$\$	1
	4.4.2 Create spaces to encourage more artists and craftspeople to set up Old Chelsea village (E) and (T)	Municipality of Chelsea	\$\$	1

Objectives	Implementation Actions	Actors	Cost Estimate	Sequence of implementation
	4.4.3 Develop a Cultural Policy to support and confirm the place of artists and craftspeople in the municipality (E)	Municipality of Chelsea	\$	1
Orientation 5 : Preserve and value the natural environment of the central area				
5.1 Value water courses, wetlands and wooded areas in the central area	5.1.1 Identify areas amenable to the construction of pathways, indicated by signage (E) and (T)	Chelsea Trails Municipality of Chelsea	\$\$	1
	5.1.2 Plan for the construction of look-out points (E) and (T)	Municipality of Chelsea Chelsea Trails	\$\$	1
5.2 Protect vegetation and forest cover in new developments	5.2.1 Determine the conservation quota for trees and vegetation cover on lands to be developed (E)	Municipality of Chelsea	\$	0
	5.2.2 Modify zoning regulations in order to ensure the respect of wooded conservation quotas (I)	Municipality of Chelsea	-	0
5.3 Create a public park along the Gatineau River	5.3.1 Propose a concept for the park along the Gatineau River (function, components, etc.) (E)	Municipality of Chelsea Hydro Québec	\$\$	1
	5.3.2 Plan for signage and links between the park and neighbouring residential areas (E) and (T)	Municipality of Chelsea MTQ Hydro Québec	\$	1
5.4 Create a linear park along Chelsea Creek	5.4.1 Propose a concept for the park along Chelsea Creek (function, components, etc) (E) and (T)	Municipality of Chelsea MTQ	\$\$	1
	5.4.2 Plan for signage and links between the park, Chelsea village and adjacent neighbourhoods (T)	Municipality of Chelsea	\$	1

**Appendix A
Inventory of Buildings and
Historic and Heritage Sites in the
Central Area**

Table of buildings and historic sites in the central area:

	Address	Name	Estimated date of construction	Source of information		
				RPCQ	Bergeron Gagnon Report	GVHS
1	461 Route 105	Mcdonald/Prentiss House	towards 1850		x	x
2	465 Route 105	Lottie-Prentiss House		x	x	x
3	469 Route 105	Henry Burrows Tavern				
4	474 Route 105	Maison Scanlon/Wills	towards 1913			x
5	482 Route 105	Gardner Church House	towards 1870		x	x
6	486 Route 105	Horace Church House		x	x	x
7	489 Route 105	Selden Church House and Barn-stable	towards 1895	x	x	x
8	537	Ste. Marie-Magdalene Church	1957	x		
9	550 Route 105,	Currie/former United Church Manse				x
10	554 Route 105	United Church/Nankin/Morrison	towards 1909			x
11	562 Route 105	Anglican rectory	towards 1888	x		x
12	577 Route 105	Kingsbury/O'Neil House	towards-1875		x	x
13	587 Route 105	Pioneers Cemetary	towards 1837	x, Heritage Site	x	x
14	11 Old Chelsea	Dewar/O'Meara				x
15	15 Old Chelsea	Brownrigg/McCloskey				x
16	100 Old Chelsea	Part of Town Hall	towards 1920	x		x
17	165 Old Chelsea	Link/Hendrick House				x
18	181 Old Chelsea	Former Chelsea Town Hall	towards 1950			x
19	212 Old Chelsea	Presbytère St-Stephen Presbytary St. Stephen Church St. Stephen Cemetary	towards 1900 towards 1879 towards 1850	x		x
20	232 Old Chelsea	Les Saisons café				x
21	238 Old Chelsea	Dean's Hotel/Chelsea's Pub		x	x	x
22	241 Old Chelsea	Edmond House	towards 1910	x	x	x
23	249 Old Chelsea	Old Chelsea Protestant Cemetary	towards 1835	x, Heritage Site	x	x
24	253 Old Chelsea	Dunn House	towards 1900	x	x	x
25	254 Old Chelsea	Former gatehouse from Gilmour's Mill operations				x
26	10 Scott	Hanratty/Reynolds	towards 1890	x	x	x
27	12 Scott	Chamberlin Little House				x
28	22 Scott	O'Meara House	towards 1880	x	x	x
20	9 Padden Lane	Brigham-Chamberlin House	towards 1840			x
30	8 Mill Road	United Church	towards 1875	x		

Sources :

Bergeron Gagnon Inc., Inventaire du patrimoine bâti de la région de l'Outaouais, rapport d'étape no 4, 13 August 2010;

Repertory of the patrimoine culturel du Québec, ministère de la Culture, des Communications et de la Condition féminine du Québec, www.patrimoine-culturel.gouv.qc.ca, Accessed 19 April 2011;

Personnal communcation with a representative of the Gatineau Valley Historic Society, 8 October, 2010.

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