



Chelmsford Town Centre Community *Improvement Plan*



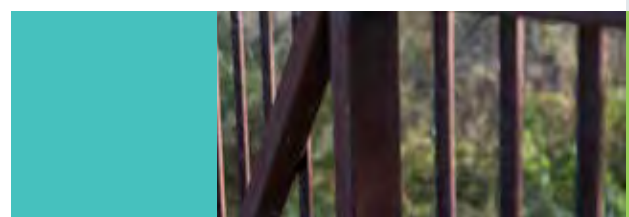
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1.0 Introduction

This plan is about strengthening the Chelmsford Town Centre. It provides a roadmap to guide change within the Town Centre consistent with City Council's strategic goals to intensify our urban areas, better integrate land use planning and public transit and support active transportation.

This plan is a key component in the City of Greater Sudbury's vision to create a city-wide system of nodes and corridors. It complements other projects such as the Transportation Demand Management Plan, the Transit Action Plan, the Transportation Background Study, the Town Centre Community Improvement Plan and the Brownfield Strategy and Community Improvement Plan.

This plan looks at the community and Town Centre through several lenses and describes issues, opportunities and constraints associated with each. It also sets out a clearly defined strategy, supported by goals and tactics that describe how the vision and strategy for the Town Centre can be achieved. The recommended improvements provide a comprehensive list of projects that the City can prioritize for action over time. It is anticipated that these investment decisions will be made annually by Council through the budget process.





2.0 The Community of Chelmsford

Figure 1. Intersection of Main and Errington. Library Archives.

Chelmsford History

Chelmsford is a unique community found 20 kilometres northwest of the City of Greater Sudbury's Downtown core. The history of Chelmsford is directly linked to the history of the railroad. The Town started as an outpost on the Canadian Pacific Railway and was originally part of Balfour Township (1891).

In 1909, Chelmsford was separately incorporated as a town. It retained this status until 1968, when it was re-amalgamated with the Township of Balfour.

Today, the main industries of employment are: Mining and Oil Extraction (18.9%), Health Care and Social Assistance (15.1%), Retail Trade (13.4%), and Educational Services (6.7%).

Chelmsford is a fully serviced urban area that offers a mix of employment and residential uses. The predominant housing form is low and medium density in nature. The Town Centre provides mostly local services to the surrounding local residential neighbourhoods and rural areas.

Demographics

The community of Chelmsford has an aging population. Between the 2011 Census and the 2016 Census the population over the age of 50 has increased from 2,600 to 2,965 or 12%, while the population under 50 has decreased. The average household size over the same time period has decreased from 2.4 persons per household to 2.3 persons per household.

There has been an increase in the number of people who walk or carpool to work in Chelmsford. Between 2011 and 2016, the number of people whose main mode of commuting to work was walking doubled and there was also an increase in the number of people who were passengers in an automobile. The statistics are showing that more people are walking or want to walk in Chelmsford. The trends are similar to those of Greater Sudbury as a whole, with the exception of transit ridership, which is lower in Chelmsford (1.7% as compared to 5%).

While the majority of people still live in single detached dwellings, the dwelling type that saw the greatest increase in occupancy between 2011 and 2016 was apartments. While the number of people in the higher income brackets increased, there was a substantial increase in the number of seniors that were classified as low income. While average household spending on shelter costs remained relatively unchanged, the monthly shelter cost for owned dwellings decreased slightly, and the shelter costs for rental dwellings saw a slight increase from \$699 to \$888.





3.0 Analysis and Planning Framework

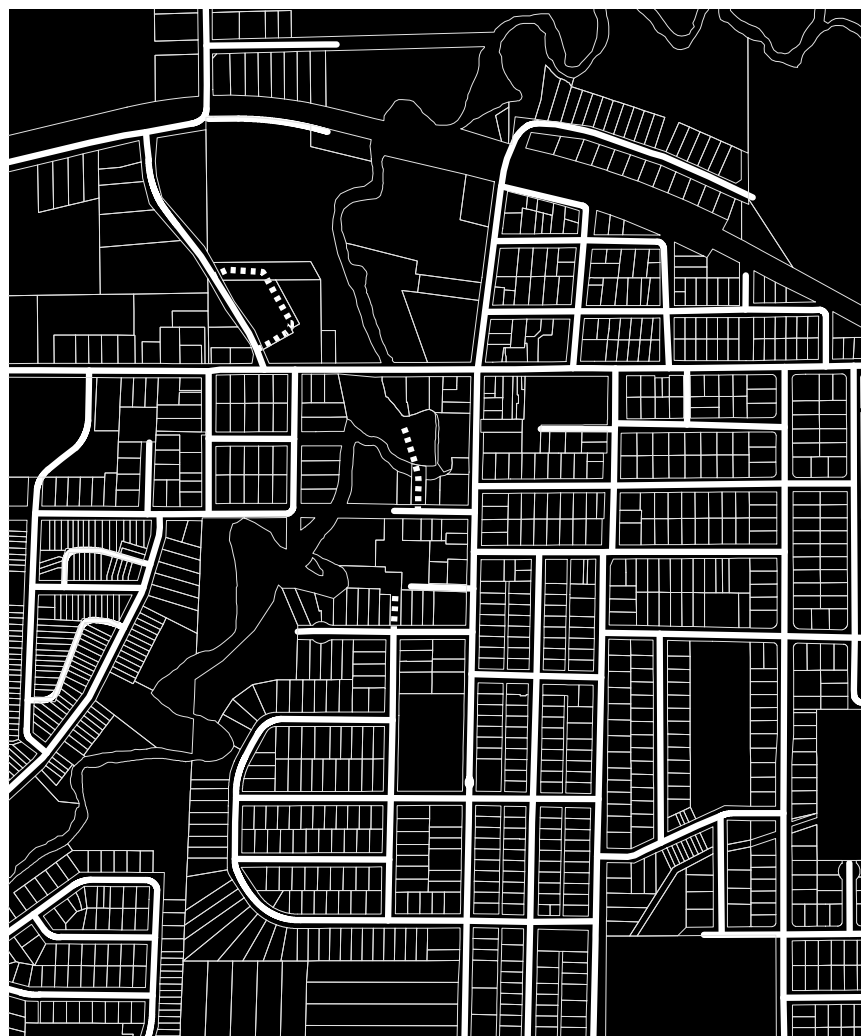
3.1 The Structure of the Town Centre



Community Improvement Project Area

The Town Centre extends along Errington Street from Lorne Street to the north to Morin Street to the south, as designated in the Official Plan. It also includes the portion of the Whitson River Trail that extends from Main Street to Brookside Street.

 Whitson River Trail Area  Town Centre



Property

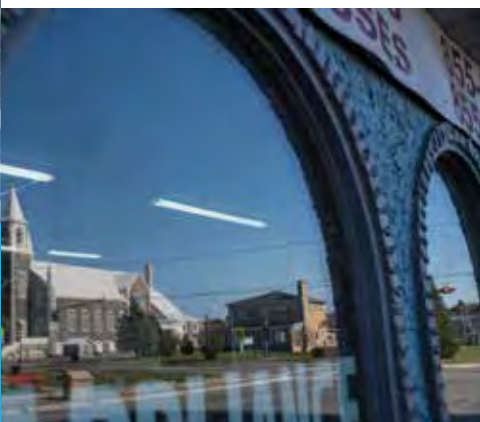
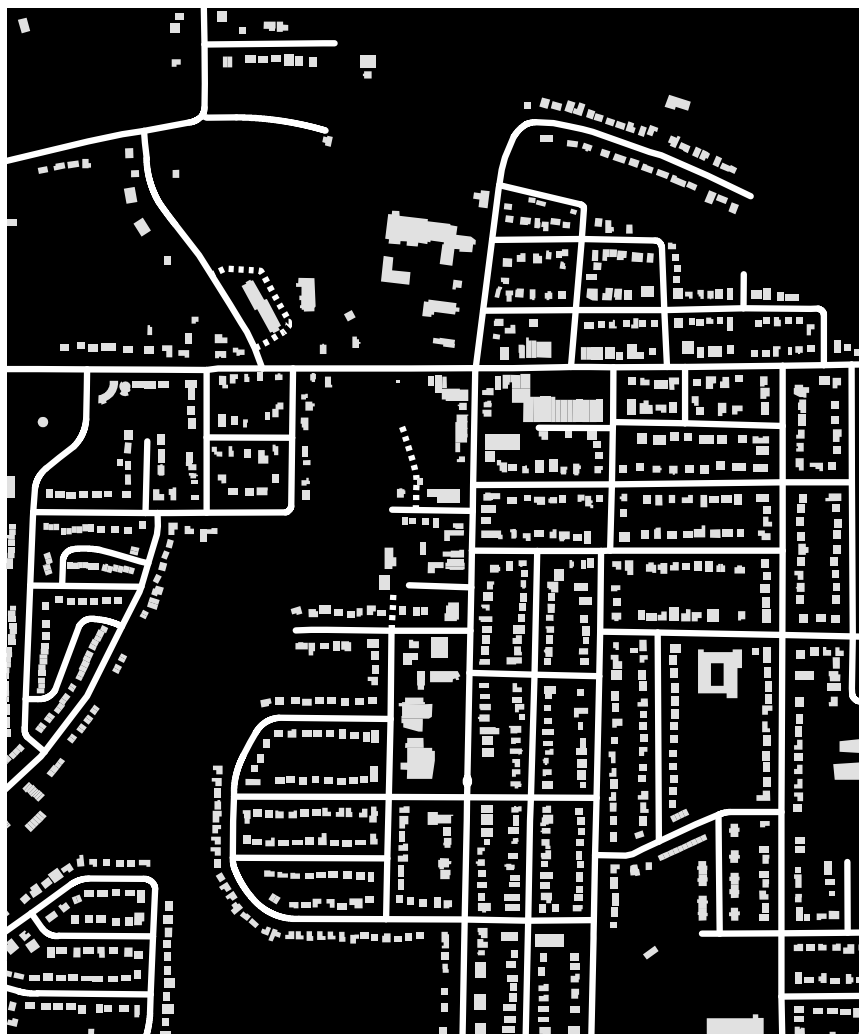
Streets and Blocks

The pattern of streets and blocks is influenced by the historical development of the community and associated planning and design influences. The lands in and around the Town Centre are based on an urban grid and consist of a regular system of streets and blocks. This pattern of development supports public transit and active transportation by providing pedestrians with more travel choices. The pattern of streets and blocks to the west are more curvilinear in nature. The Whitson River mediates the relationship between the traditional and modern community fabric.



Built Form

The built form in the study area varies in character. The built form consists of smaller residential units surrounding the Town Centre and larger commercial and institutional uses along Errington Street. There are limited gaps within the urban fabric for intensification in the form of new development. The average age of structures within the Town Centre is 63 years, with an average construction year of 1955. Some buildings are showing signs of age. Heights in the Town Centre are low to mid rise. Eighty-eight (88), are single storey structures, while there are twenty-eight (28) two storey structures, four (4) are 1.5 storeys and three (3) are 3 storeys.



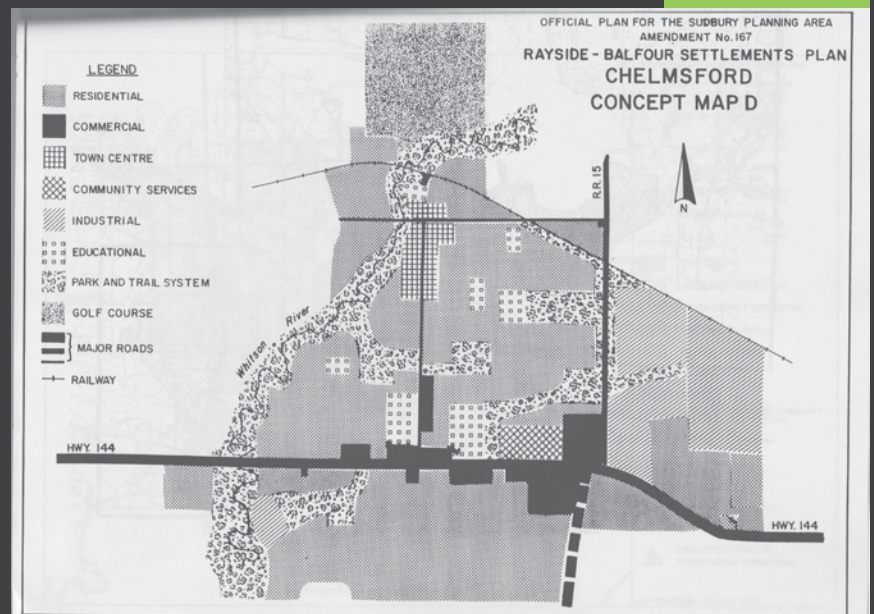


Historic Land Use

The 1999 Rayside Balfour Secondary Plan designated the Town Centre of Chelmsford as the focus of the community. The Town Centre provides a sense of community identity and provides central functions such as retail shopping, restaurants, places of entertainment, banks, offices for business, government and professional services as well as meeting halls, churches, parkland and libraries. The basic objective of the Plan was to restore the vitality of the Town Centre by encouraging the retention of central functions including commercial activities. The Plan also provided for a linked system of parkland which utilizes land along natural watercourses for pedestrian pathways. Proposed pedestrian walkways, including one adjacent to the Whitson River are identified on Schedules to this Plan. The intention was not only public recreation, but also to link with the commercial focus of the community.

The Background Study for the Settlements of Chelmsford and Azilda in the Town of Rayside-Balfour, completed in 1978 identified a lack of trails to accommodate a range of uses. The study encourages a linked system of recreational lands to incorporate large natural areas, a trail system and developed recreational facilities suggesting that such a system could be oriented around the Whitson River and its tributaries as well as Whitewater Lake.

In 1976, Conservation Sudbury (then the Nickel District Conservation Authority) developed a Recreation Feasibility Study for the Whitson River Conservation Area. Through this study a site analysis was undertaken and an evaluation of the recreational potential and resulted in the development of a preliminary concept plan for the study area. The Feasibility Study was followed by a Master Plan Study in 1977 which proposes a linear park which contains winding pathways, grass playing fields, trees and many other amenities. Upon completion of the Plan, Conservation Sudbury began to acquire the land required for the park development, but the entire vision was not completed.



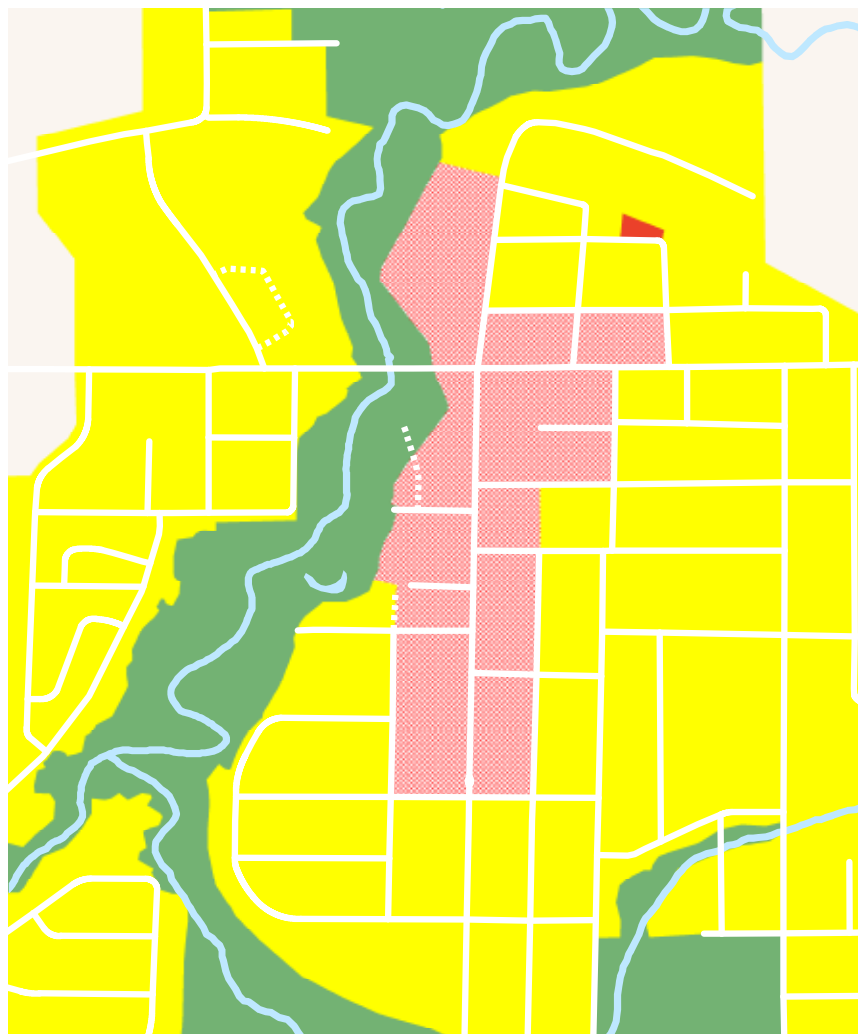
Land Use

The Town Centre land use designation defines the Town Centre, which is surrounded by Living Area 1 designation and Parks & Open Space designation along the Whitson River. This designation permits a range of uses to serve the community's needs. Medium density residential development is also permitted in the Town Centre.

Lands within the Town Centre Designation of the Official Plan can be used for a range of uses including retail, offices, institutional and other related community services and activities. Medium density residential uses up to a maximum of 30 units per building may be permitted, provided that the net residential density does not exceed 60 units per hectare and subject to the availability of servicing capacity. Town Centres provide mostly local services to surrounding residential neighbourhoods and rural areas. They may also be appropriate locations for light industrial uses, provided that proper landscaping and buffering is established and outside storage is limited to the display and sale of goods.

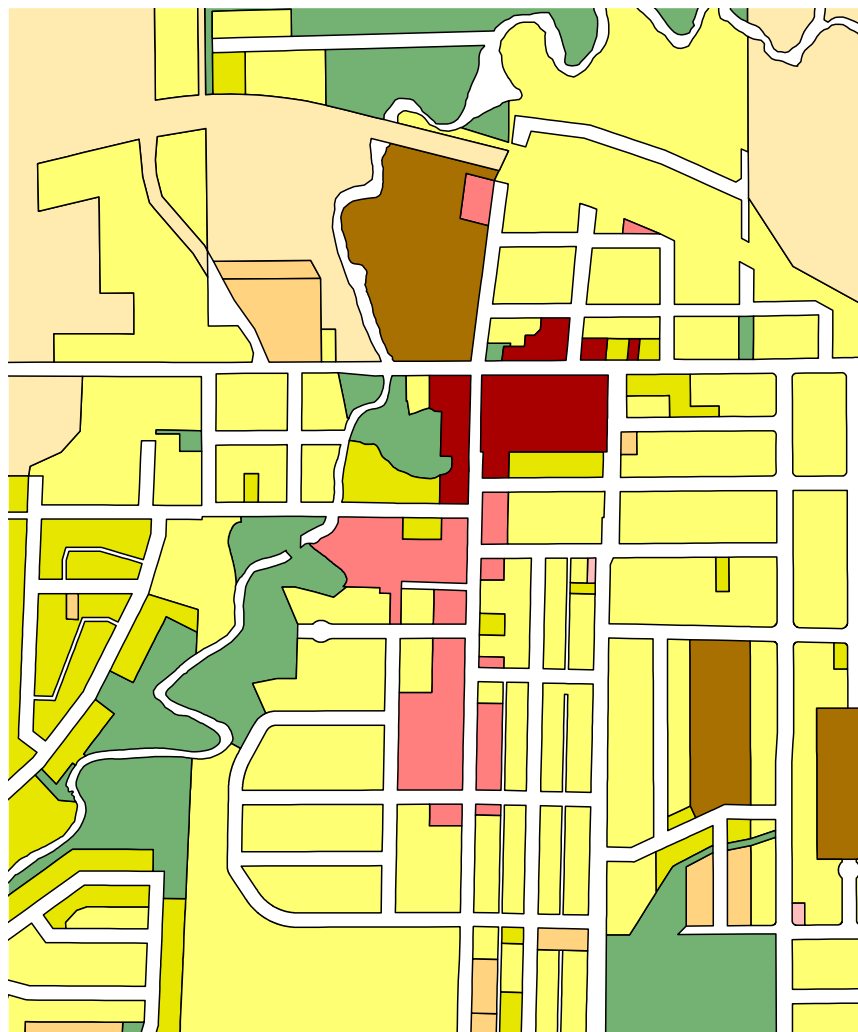
The majority of the lands within the Whitson River Waterway Trail area are designated Parks & Open Space, with some lands designated Town Centre and some designated Living Area 1.

Section 15 of the Official Plan provides policies with respect to Community Improvement Plans and establishes criteria that are used to identify specific areas for community improvement plans. The Plan also lists areas that have been identified for community improvement plans. The Whitson River Linear Park is included on this list.



Zoning

Within the Town Centre there are six different zone classifications (C2, C6, OSC/OSP/P, I, R1 and R2) as identified in Zoning By-law 2010-100Z. The pattern of zoning for the area is generally commercial along Main and Errington, with some institutional uses, as well as low and medium density residential zoning generally located on the outer edges of the Town Centre area. The zoning along Errington permits a broader range of uses than the zoning for the historic main street area.



C1	C6	I	R2	RU
C2	OSC, OSP, P	R1	R3	



Community Improvement Plans

Town Centre CIP, 2012

The Town Centre CIP aims to address challenges facing Town Centres by introducing strategies to further their economic development, physical improvement and to promote private sector investment. Chelmsford's Town Centre is included in the Community Improvement Plan, along with Town Centres in Capreol, Levack, Flour Mill, Lively, Copper Cliff, and Kathleen Street. The Town Centre CIP was most recently updated in 2018.



Town Centre CIP Area

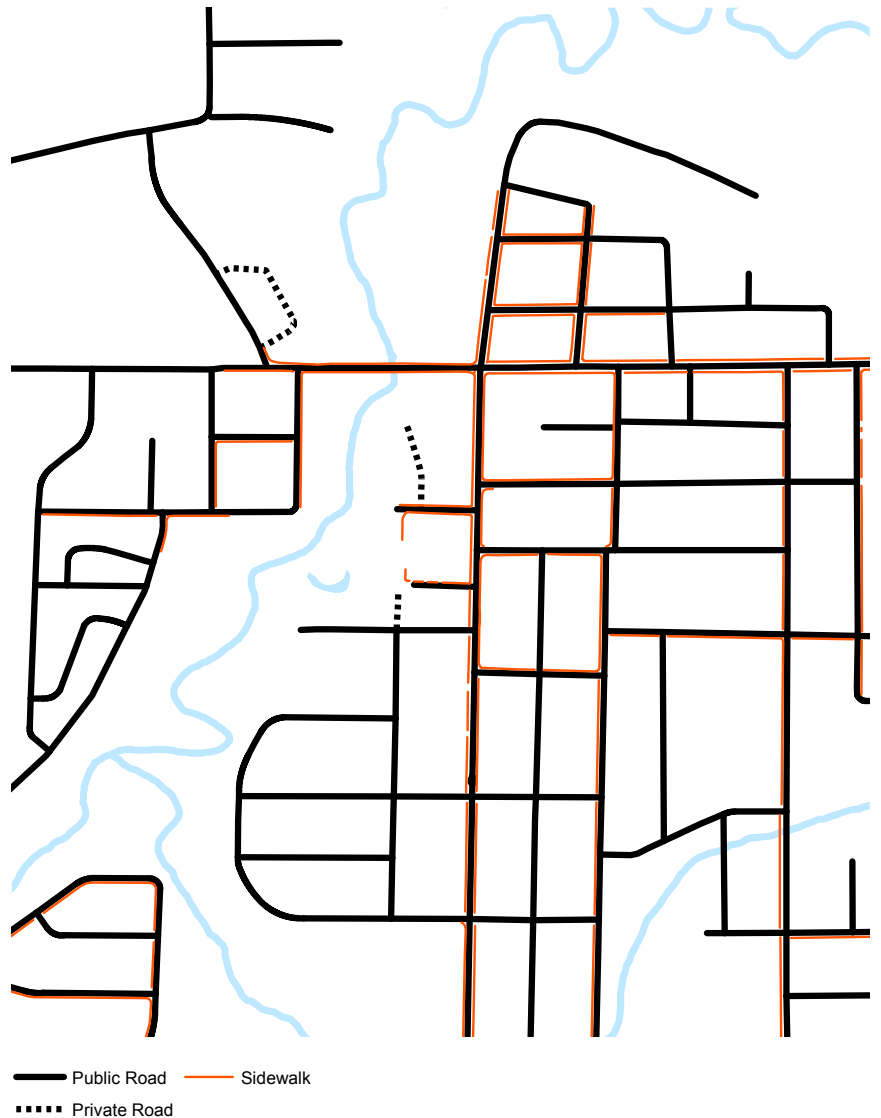


Brownfield Strategy and CIP, 2011

The Brownfield Strategy and CIP was adopted by Council on October 12, 2011 and amended by By-law 2013-193 on August 13, 2013. It was designed to help overcome barriers to development of Brownfields such as tax arrears, absentee property owners, real or perceived contamination and capital intensive remediation costs.

Streets, Sidewalks and Parking

The Town Centre is well served by a network of sidewalks that foster pedestrian activity between the residential areas east of the Whitson River and the Town Centre. The City recently improved sidewalks along Errington between Highway 144 and Main Street. The Whitson River provides a barrier to pedestrian and cyclist movement between the residential areas west of the river and the Town Centre. The exception is the pedestrian bridge across the Whitson that connects Bridge and Emilie Streets, which was constructed in the early 1980s by the Nickel District Conservation Authority. As a result, those living in the Brookside, St. Onge and Omer Street areas must travel either to Hwy 144 or south to Brookside to get to Errington and travel north to the Town Centre with no 'side street' route alternative. This connectivity should be improved to increase the number of people living within walking and cycling distance of the main street, which in turn, will improve the viability of businesses along the main street.



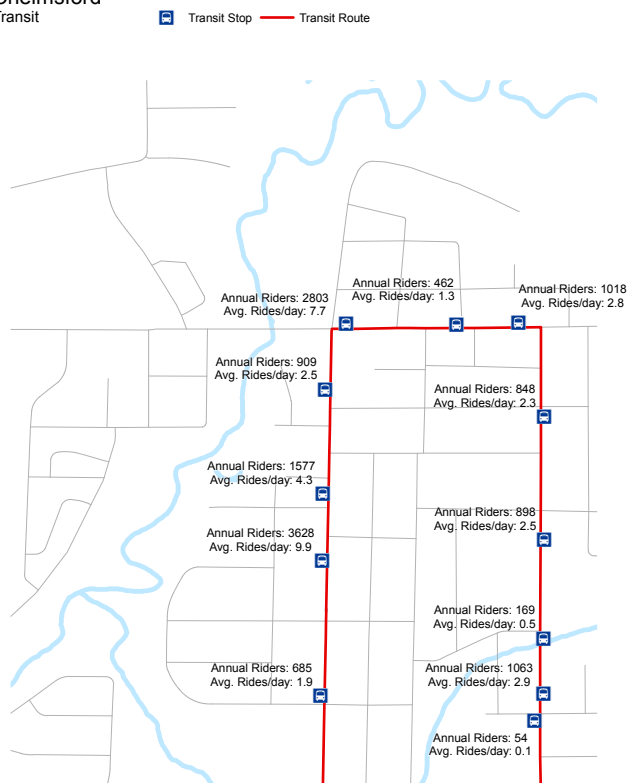
Transit and Active Transportation

There is one bus route (702 Azilda/Chelmsford) that provides service to the Town Centre via Edward Street and Errington Street. This route performs well according to the City's commuter standards.

In 2016, the average rides per day within the Town Centre was 25.7 with 9,379 riders annually. In order to build upon this strength and further increase ridership opportunities intensification along the corridor should be encouraged.

Building on the relatively strong sidewalk network in the area, the Transportation Master Plan shows a proposed bike lane extending along Charette Avenue from Hwy 144 to Main Street (with a connection to Cote Boulevard via St Joseph Street) and a proposed signed bike route from the corner of Main and Cote to Municipal Road 15/Old Highway 634 which will connect to a proposed signed bike route with paved shoulder which will connect to Azilda via Hwy 144 and east to Blezard Valley via Bonin Road. According to the Transportation Master Plan, the signed bike route with edgeline within the Chelmsford Town Centre area is scheduled to be completed in Phase 2 (within approximately 6-10 years).

Chelmsford
Transit



Land Ownership

The majority of the study area land is privately owned, with few parcels being owned by the City of Greater Sudbury or Conservation Sudbury. This pattern of land ownership indicates where the public sector can play a direct or supporting role in the revitalization of the Town Centre.



Parks, Open Space and Heritage

A municipal park is located at the north east corner of Main and Errington, providing a public focal point within the Town Centre. The parkette was redeveloped and planters were added to the Town Centre along Errington Street and Main Street with HCI funding approximately 5 years ago. The park is a source of pride for the community.

The Interim Greenspace Advisory Panel Report (2013) identifies the lack of a linear park as a gap in the Chelmsford Service Area. Opportunities to fill this gap were identified as including the lands adjacent to the Whitson within the community of Chelmsford. Conservation Sudbury (formerly Nickel District Conservation Authority) owns a number of the parcels, as they began purchasing parcels after the Whitson River Master Plan Study was developed in the mid 1970s.

There are a number of locations/ structures within the Town Centre that could be potential candidates for the municipal heritage register. They are predominantly within a precinct bounded by the rail line, Errington Avenue, Main Street and the Whitson River. The St. Joseph Church and Presbytery, located on the north-west corner of Main and Errington, was officially opened to the public in 1913.

The land on which the Algoma House Hotel was constructed was purchased in 1889, with the building constructed shortly thereafter. Despite a suffering a large fire in 1953, the Algoma Hotel was repaired and remains a landmark of the Chelmsford Town Centre.

The church, presbytery and hotel are potential heritage register candidates. The City continues to recognize the character and value of heritage locations through plaques, such as the one erected to identify the former Saint-Joseph Convent located between St. Joseph's Church and Ecole Alliance St-Joseph, which was demolished in 2010.



Figure 2. Algoma Hotel. Library Archives.



3.2 Investment Activity in the Town Centre

Chelmsford's Town Centre has experienced relatively modest growth. Incentives through the Town Centre Community Improvement Plan have been available since 2012. There has been limited interest in the CIP to date. Underlying conditions that influence growth include the variability of the mining sector, while relying on the stability of Greater Sudbury functioning as a regional service centre. As well, Greater Sudbury, like many other Ontario municipalities shares the characteristics of an aging population living longer, while not being replaced in the labour force by younger workers. The marketing and communication of the Town Centre CIP may be influencing program uptake.

Building Permits and Planning Applications

Between 2007 and 2017 approximately 60 building permits were issued in the Chelmsford Town Centre. A few facilitated the creation of new residential units, while the majority of residential permits were for exterior alterations. Permits for commercial development were a nearly even mix between interior and exterior alterations.

Some notable development activities in the Town Centre over the past number of years include: alterations and additions to the mall located at 3442 Errington; the addition of the Citizen Service Centre and the Seniors Wood Shop to the Library site; Renovations to the Crazy Horse Restaurant and Algoma Hotel over time; and renovations and demolitions to the St. Joseph's Church property and Champlain Hall.

There have been four (4) planning applications between 2007 and 2017, consisting of two (2) minor variance applications and two (2) consents.





Housing Analysis

Housing is an essential part of any Town Centre. A healthy resident population generates a flow of foot traffic to support nearby retailers, services and restaurants. The majority (approximately 67%) of properties are either zoned or used residentially. Approximately 7.5% of properties are mixed residential and commercial uses, while the remaining 25.5% are commercial or other non-residential uses. It should be noted, however, that a number of the commercial properties are occupied by multiple businesses and in total there are approximately 38 businesses located within the Town Centre.

Both the C2 and the C6 zone classifications allow for multi-storey development and it is encouraged that redevelopment include residential units above commercial. The addition of apartment units would help align the balance of single, semi and apartment units with the targets identified in the Official Plan as well as supporting the local businesses.



Figure 3. Redevelopment on Errington Ave. October 2017.

Occupancy

There are seven (7) vacant lots within the Town Centre (as defined in the Official Plan), six (6) of which are located within the Town Centre CIP area. In addition to the vacant lots, there are a few unoccupied structures. A number of these properties are located close to the intersection of Main and Errington, and represent opportunities for redevelopment. These sites include the former 'Burger Pitt', Pet Store and vacant commercial structure at 16 Main Street.

A recommendation of the CIP would be to target advertisement regarding the CIP to the eligible Town Centre properties.



4.0 Vision and Plan

Community priorities were identified through public consultation and a review of existing conditions. A review of previous work was conducted by staff. In early 2017 staff conducted preliminary consultation with staff from Conservation Sudbury, Leisure Services, the Ward Councillor and the Chelmsford Community Action Network. All concurred with focusing on the development of a trail system along the Whitson River as was first envisioned in 1976.

In December 2017, a Public Input Session was held to provide the public with an opportunity to provide feedback on what they liked about the Town Centre and what they would like to see improved. As well, a draft Conceptual Design for the Whitson River Trail was presented for comment.

Observations

A review of issues, opportunities and constraints in relation to the four assessment objectives revealed the following observations:

Growth and Intensification

Intensification has a number of benefits. In addition to directing development away from Greenfield sites, increasing density has been shown to decrease automobile use in favour of transit, walking and cycling. It also makes more efficient use of existing infrastructure, as well as existing services.

There are few vacant sites available for redevelopment within the Town Centre. The majority of properties abutting the two arterial roads in the Town Centre have a current zone classification that allows for a range of both commercial and residential uses. There is an opportunity to rezone the remaining properties with solely residential zoning, to ensure that all properties within the Town Centre have the flexibility to permit a range of residential and commercial uses without the need for an application for rezoning.

Additionally, a large parcel of vacant developable land located at the corner of Errington Avenue and Morin Street is located within the Town Centre Official Plan designation, but outside of the Town Centre Community Improvement Plan Area. It is recommended that the Town Centre CIP area be expanded to Morin Street in line with the existing designation in the Official Plan.



Figure 4. Public Input Session. December 14, 2017.

Public Realm Improvements

The quality of the public realm is widely acknowledged as being essential to creating environments where people want to live and work. Public realm improvements can produce measurable benefits to the local economy, as well as health and social well-being and safety of residents.

Within the Town Centre the road right-of-way is fairly narrow, which limits opportunities for public realm improvements. HCI funds were used approximately five years ago to purchase a series of planters along Main and Errington, which helps to unify the appearance of the Town Centre. Additionally, a number of businesses have undertaken façade improvements which contribute to the public realm. Increased marketing of the Town Centre Community Improvement Plan may encourage additional private redevelopment and façade improvement which will further contribute to the overall appearance of the Town Centre.

Wayfinding signage at various activity nodes is proposed as well as the development of urban/streetscape design guidelines to ensure consistency in development and public realm improvements.



Figure 5. View of Planter on Errington Ave. August, 2015.



Active Transportation Connections and Transit

Active transportation and public transit have both health and environmental benefits. They increase physical activity, reduce air and noise pollution, and decrease greenhouse gas emissions.

The need for better connectivity in the community is demonstrated through previous planning documents, which identified the need for a linear park connection which would provide more direct access to the Town Centre for residents. In addition to better connecting the Town Centre and adjacent neighbourhoods, the linear park or trail can be used for physical activity by all community residents. The need for a linear trail connection along the Whitson River to the Chelmsford Town Centre has been identified as a need since the 1970s. The trail will provide both active greenspace as well as greater connectivity between the Town Centre and neighbourhoods to the south.

A conceptual design has been created for a trail along the eastern side of the Whitson River, including connections to the west side of the River as well as the Town Centre. It will provide over 500 households with alternative access routes to the Town Centre, library, school and other amenities located in the Town Centre.

There are 160 households on the west side of the Whitson River who will be provided an alternative option to reach the Town Centre. There are 192 households south of the Whitson River. The current route to the intersection of Main and Errington is approximately 2182m. The proposed trail will provide an optional route that is 1073m. These same households will have an optional route to the plaza on Errington that is approximately half the distance.



Figure 6. View of bridge connecting Emile Street and Bridge Street. November, 2017.



There are 150 households south of the Whitson, but closer to north of 144. Currently, to reach the intersection of Main and Errington is approximately 2108m. The proposed trail would provide an option that is 2027 m. The trail will also provide an optional route to the plaza on Errington Street which could be accessed via Vaillancourt Crescent.

The proposed Whitson River Waterway Trail will not only serve the population in the immediate vicinity of the trail, but provide recreational opportunities for all residents of Chelmsford and the City of Greater Sudbury.

It is further recommended that sidewalk and bike route connections between the Town Centre and the proposed linear trail be developed.

With respect to public transit, there is presently a single bus route through the Chelmsford Town Centre. The current daily average ridership on this route is good. Use of the transit system can be encouraged through two related components of this plan. Firstly, an increase housing units will increase ridership and increase spending in the Town Centre. Higher density development means additional users of public transit making it more viable and encouraging additional routes and frequency. Additionally, better connection to the Whitson Gardens area on the west side of the river will increase the number of potential transit users.



Figure 7. View of Transit stop on Main Street. August, 2015.

Increase Affordable Housing

Increasing the amount of housing in town centres helps to ensure the availability of a local labour force for all types of commercial activity, support the retail environment and spur additional community investment. Having diverse housing opportunities promotes other planning goals by helping to curb urban sprawl and support intensification. Development that occurs within existing built up areas where infrastructure is already in place and underutilized can save tax payers and residents money. Generally speaking, the apartment units accessory to commercial uses are more affordable than those in purpose-built rental housing developments. Living costs in central areas, such as town centres, are further reduced because proximity to other amenities and services reduces the need and cost of travel.

Within the Chelmsford Town Centre there are opportunities to increase the number of housing units as redevelopment occurs or to add residential units within existing commercial developments. To encourage the development of additional housing units, the City has recently updated the Town Centre Community Improvement Plan to include incentives for housing, including a per door grant. The City has also adopted an Affordable Housing Community Improvement Plan to provide incentives for the creation of affordable housing units. Though there are some mixed use and multi-residential developments within the Town Centre, the development of additional apartment units would create a more balanced mix of housing types.



Figure 8. View of Algoma Hotel. November, 2017.



5.0 Implementation

5.1 Goal 1: Active Transportation

Action A: Linear Trail

A conceptual design has been developed for a linear trail along the Whitson River between St. Onge Street and Main Street. The next stage will develop a detailed design and construction of Whitson River Waterway Trail.

Action B: Sidewalk Connection.

It was identified that Anna St. does not have a sidewalk to connect the proposed trail to the Chelmsford Town Centre. There is an opportunity to connect the proposed trail by installing a sidewalk along the south side of Anna St. to Errington Ave. There is also a bus stop at the Post Office in this location.

Action C: Bike Route.

It is recommended that the proposed bike route in Transportation Master Plan be extended. By extending the bike route westwards along Morin St. to Mona St., north on Mona St. to Anna St and westwards to the secondary entrance to the proposed trail at the end of Anna St.

Action D: Transportation Master Plan.

Continue to monitor Transportation Master Plan and ensure any works/public realm improvements incorporate planned connections, and improvement in the Town Centre.

Action E: Trail Signage.

Design and install signage directing to and from the Town Centre and Whitson River Waterway Trail. It is recommended that the signage be in three (3) languages: French, English and Anishinaabe.

Action F: Wayfinding Signage.

An undertaking to create wayfinding signage guidelines for trails to be used through the City of Greater Sudbury would be a recommendation. Preparing wayfinding standards for signage would ensure that consistent and legible signage was used similarly throughout the entire City trails network. Wayfinding standards will ensure a consistent graphic design language is used across all signage including the wayfinding signage elements.

5.2 Goal 2: Redevelopment

Action A: Zoning By-law Amendment.

The majority of properties within the north part of the Town Centre along Main and Errington are zoned C6(1) which is a Downtown Commercial Zoning which allows for a range of residential and commercial uses. The majority of the land with direct frontage on Errington Street in the south portion of the Town Centre are zoned C2 (General Commercial), which also allows a mix of residential and commercial uses. There remain a few properties fronting on Errington between St. Joseph Street and Gratton Street that are zoned Residential One which would only permit residential uses. While residential units are encouraged within the Town Centre, rezoning to a General Commercial Zone would provide flexibility with respect to potential conversion to commercial or mixed use in the future.

Action B: Community Improvement Plan Area.

Expand the currently designated area, as set out on Schedule B-2 of the Town Centre CIP, to be in line with the current Town Centre designation set out on Schedule 1c of the Official Plan.

Action C: Community Improvement Plans.

Increase marketing of the Town Centre Community Improvement Plan and the Brownfield Strategy and Community Improvement Plan.

5.3 Goal 3: Streetscape

Action A:

Development of urban/streetscape design guidelines and systematic installation of approved landscape amenities such as coordinated site furnishings, decorative paving and landscaping between the Town Centre and the proposed trail route.

Action B:

Monitor capital improvement plans to ensure coordination of projects.

Action C:

Encourage beautification, including revitalization of vacant properties.



5.4 Phasing

Implementation of the Plan will occur in phases. It should also be noted that the completion of the Whitson River Trail component will proceed on a separate timeline from the actions identified for the Town Centre.

Phase 1 – Amendments to Planning Documents

Actions A and B under Goal 2 – Redevelopment, require amendments to the Zoning By-law and the Town Centre Community Improvement Plan. These amendments will require public notice, public hearings, et, as required by the City's Official Plan and the Planning Act.

Phase 2 – Implementation of Active Transportation Actions

A conceptual design for the Whitson River Trail has been completed. Funding for detailed design and construction phases will be required prior to full implementation of this action item.

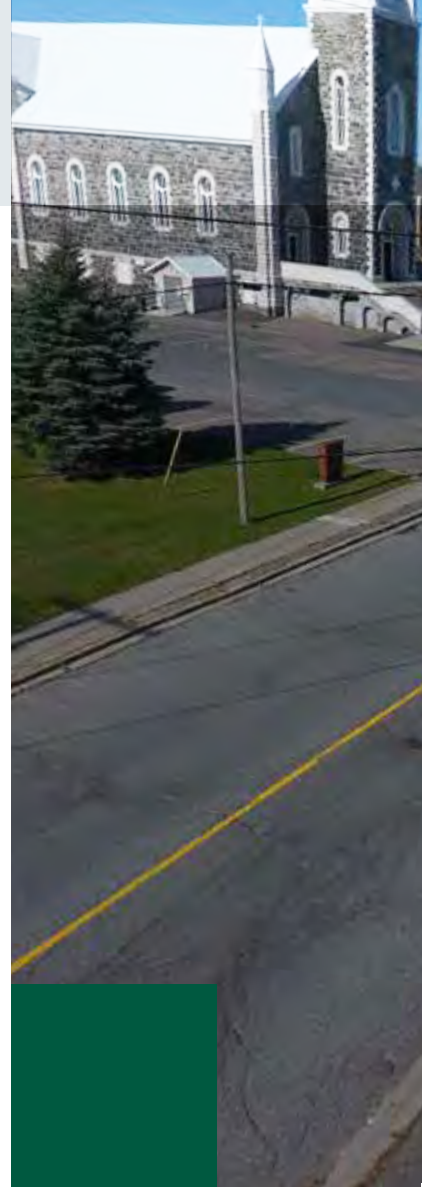
Phase 3 – Ongoing Monitoring

Ongoing monitoring of capital improvements planned for the area as well as uptake in the available incentive programs will be required.

The contents of this plan are designed and intended to implement a number of objectives in Provincial Policy and legislation, including but not limited to:

- The Provincial Policy Statement (2014)
- The Growth Plan for Northern Ontario (2011)
- The Accessibility for Ontarians with Disabilities Act (2005)
- City of Greater Sudbury Official Plan
- City of Greater Sudbury Transportation Master Plan

Based on the above, it is anticipated that this Plan will make use of funding programs available through senior levels of government in addition to partnerships with the private and/or nonprofit sector, along with improvements carried out by the City. City funding will be dependent upon approval by Council through the budget process. Minor and technical amendments (e.g. correcting typographical errors) may be made without Council approval. Major and substantive amendments may be made by amendment, subject to the statutory process under the Planning Act, which includes public consultation and Council approval.





6.0 Appendix A

Town Centre

What do you like?

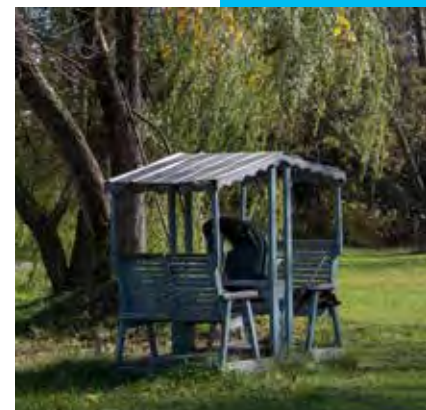
- Not sure why we aren't connecting to the existing path that runs behind St. Charles School
- Why are we cutting through yards between Charette and St. Josephs Streets
- Trail proposal is good
- Would like more trails in nature area - not just street. We can already do that
- Love Rayside Balfour Days
- Beautify the downtown - Main St Flowers etc
- Really like the christmas decorations on Main and Errington

What do you think could be improved?

- Should repave Main Street
- Museum in the town centre, more festivals
- "signs", community garden, arena, stores that are on Errington, murals - history of the community
- When snowplowing consider access to business or residential
- Maintenance of sidewalk

Why do you Visit the Town Centre

- Banking, shopping, mail and library
- Like Flex



How do you envision the Town Centre in 20 years?

- More festivals and the Whitson developed and more parking
- Nodes, direction to features outside Town Centre, e.g. community gardens, Cote park
- More affordable housing in the commercial buildings
- Murals, history, heritage, church, schools

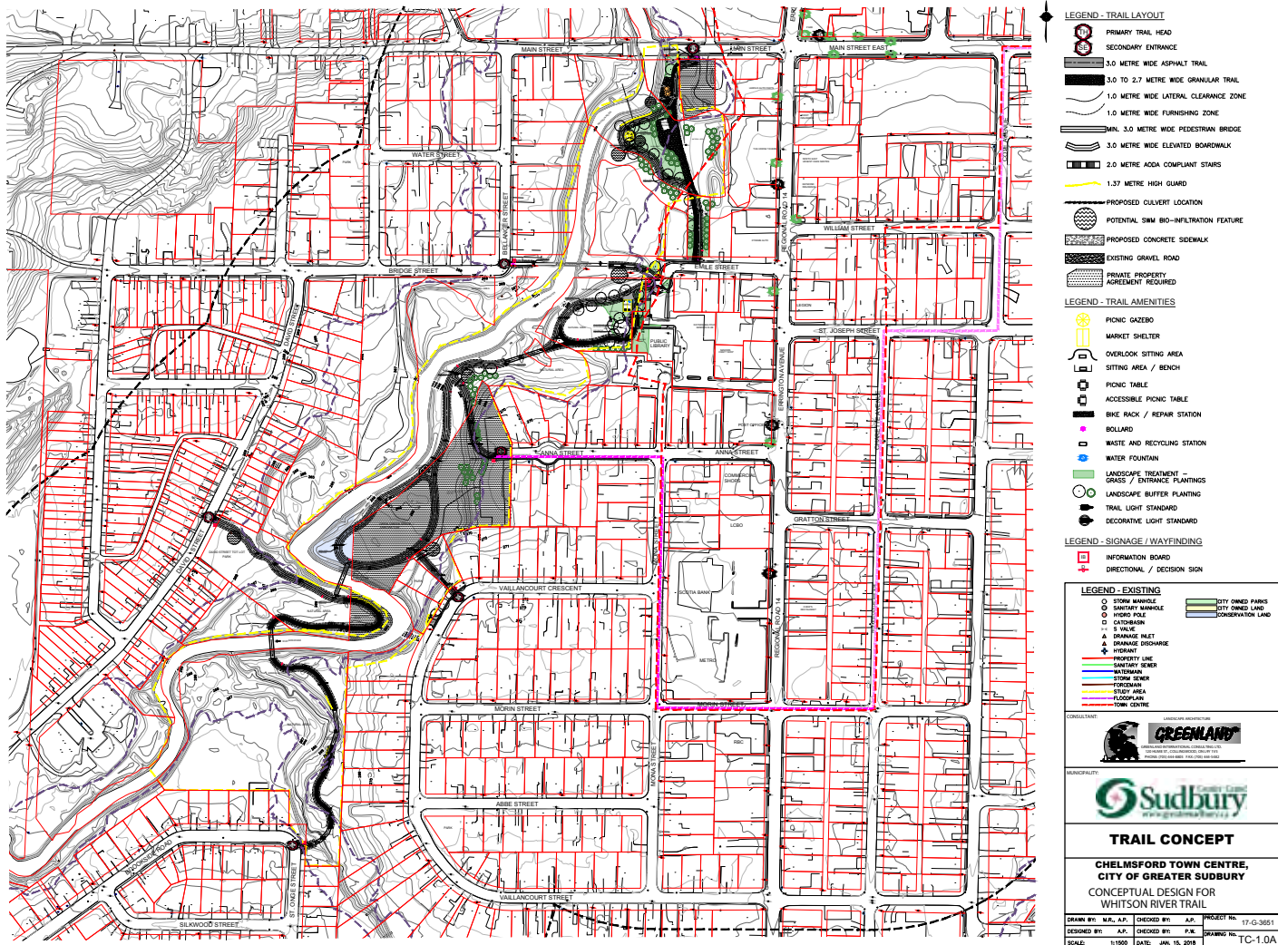
From the Town Centre Map

- Clean the creek, so can be used (eg canoeing in summer and skating in winter)
- A real “town hall” monthly or bi-monthly meetings
- Add a roundabout
- Repair mainstreet and sidewalks
- Grass in sidewalks
- Like park
- Do not like buildings on Main that are getting torn down and adjacent ones on poor condition
- Replace with greenspace or apartment building
- Like library
- Notes on former garage/welding shop just outside town centre boundary
- Vacant lot at corner of Morin and Errington - do something with this property, has been abandoned 20 years now.



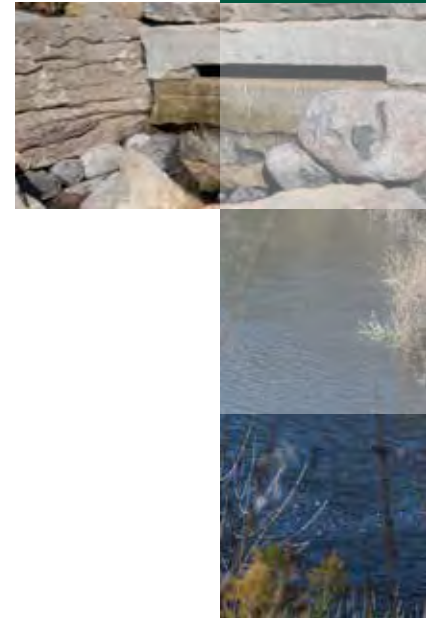
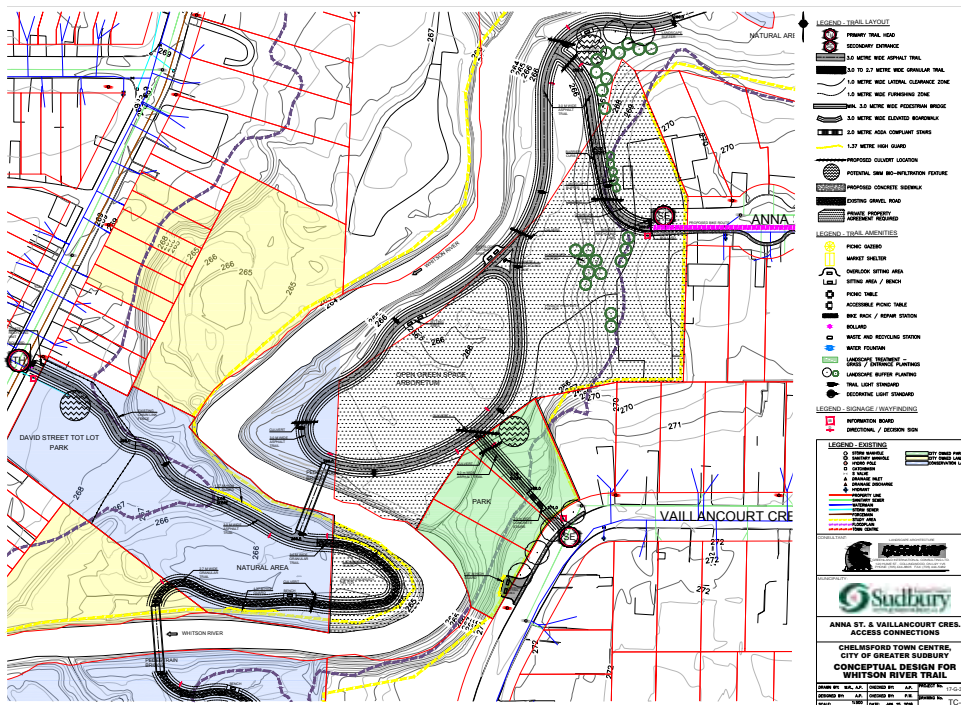
7.0 Appendix B

Whitson River Trail Conceptual Design

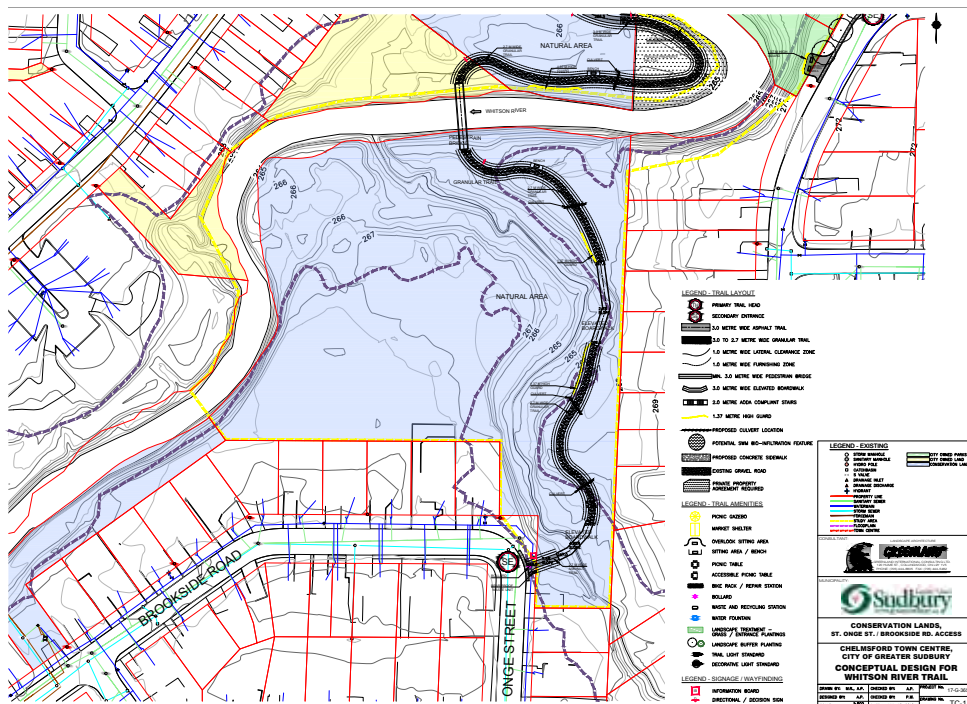


[illegible][illegible]

Anna Street and Vaillancourt Cres. Access Connections (TC-1.3)



St. Onge St./Brookside Rd. Access (TC-1.4)



Proposed Trail Amenities



PICNIC SHELTER



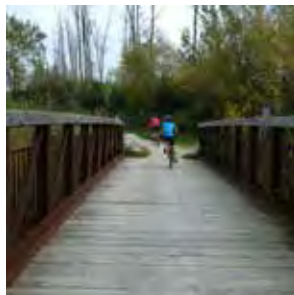
MARKET SHELTER



FITNESS STATION



FITNESS STATION



PEDESTRIAN BRIDGE



ELEVATED BOARDWALK



ON TRAIL SEATING AREA



OVERLOOK SEATING AREA



SIGNAGE - INFORMATION



SIGNAGE - REGULATORY



SIGNAGE - ON TRAIL

CONSULTANT			
LANDSCAPE ARCHITECTURE			
GREENLAND			
MUNICIPALITY			
Sudbury			
PROPOSED TRAIL AMENITIES:			
CHELMSFORD TOWN CENTRE,			
CITY OF GREATER SUDBURY			
CONCEPTUAL DESIGN FOR			
WHITSON RIVER TRAIL			
DRAWN BY:	A.P.	CHECKED BY:	A.P.
DESIGNED BY:	A.P.	CHECKED BY:	A.P.
SCALE:	NO SCALE	DATE:	NOV. 27, 2017
			PROJECT NO. 17-01
			DRAWING NO. TC



Proposed Site Furnishings



1. PREMIER BENCH - 6 FOOT

OR



2. METRO BENCH - 6 FOOT

OR



3. TRADITIONAL BENCH - 6 FOOT



ACCESSIBLE PICNIC TABLE



PICNIC TABLE WITH GAME BOARD



RECYCLING & WASTE UNIT



ANIMAL PROOF RECYCLING & WASTE UNIT



DECORATIVE BOLLARD

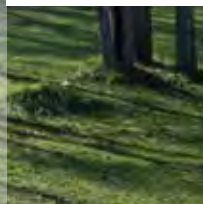


LOCKABLE PEDESTRIAN ACCESS GATE



BIKE RACK

CONSULTANT			
LANDSCAPE ARCHITECTURE			
GREENLAND			
MUNICIPALITY			
Sudbury			
PROPOSED SITE FURNISHING			
CHELMSFORD TOWN CENTRE, CITY OF GREATER SUDBURY CONCEPTUAL DESIGN FOR WHITSON RIVER TRAIL			
DRAWN BY:	A.P.	CHECKED BY:	A.P.
DESIGNED BY:	A.P.	CHECKED BY:	A.P.
SCALE:	NO SCALE	DATE:	JAN. 15, 2018
PROJECT NO.			17-01
DRAWING NO.			TC





8.0 Appendix C

There are approximately 38 occupied businesses within the Town Centre. These businesses include a broad range and mix of business types, including:

Businesses and Anchor Uses

- 5 restaurants/cafes/fast food outlets
- 7 beauty salons/hairstylists/spas/massage therapy
- 2 financial services/insurance/real estate offices
- 6 dental/medical clinics/offices
- 1 gift store(s)
- 1 professional offices
- 1 banks/credit unions
- 1 clothing stores
- 1 bargain/thrift/vintage stores
- 0 travel agencies
- 2 gasoline/automobile service stations
- 0 art galleries/museums
- 1 grocery store
- 1 post office
- 1 church
- 3 clubs (including legion hall)
- 5 other businesses

Civic Presence identifies those uses in the Town Centre that allow citizens to participate in or access public facilities. In the Chelmsford Town Centre they include:

Civic Presence

- 1 library – Citizens Service Centre
- 1 elementary school(s)
- 0 secondary school(s)
- 1 park(s)





Planning
Services
Division

Services
de
planification