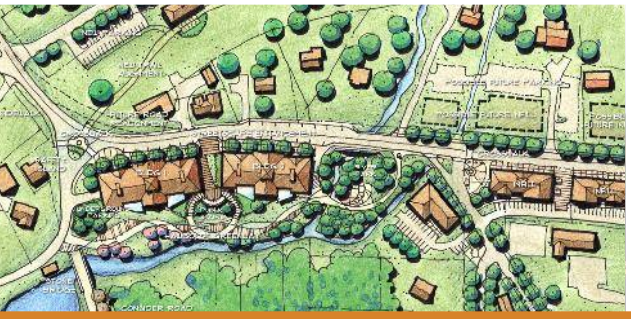

Planning Vision and Streetscape Design for Highway 3 at Chester Village

Municipality of the District of Chester

January 2011

FINAL REPORT

Submitted by:

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Executive Summary

0.1 Background

Recognizing the strategic importance of the highway corridor as the primary gateway into Chester, Council commissioned this planning vision and streetscape design study in the spring of 2010 to guide the growth of the corridor in a way that:

- creates a positive first impression of Chester,
- encourages further economic development in a planned fashion,
- emphasizes the highway as a *destination* instead of just a *conduit,*
- ensures the objectives of the Chester Integrated Community Sustainability Plan (ICSP) are met, and

The study will eventually inform the review and re-writing of the Chester Village Area Secondary Planning Strategy and will identify items to be considered in the Municipality's Capital Investment Plan.

This plan is as much an economic development plan as it is a planning and design guide. As any developer will readily admit, "without certainty, comes caution". The lack of a clearly articulated direction of design intent, site standards and community acceptance creates uncertainty for developers and land owners. One of the key goals of this study is to create greater certainty, and in doing so, encourage the right type of development for the Highway 3 corridor.

0.2 Vision

The vision for the corridor has been directly distilled from 2 public workshops, an online survey and a public open house. In its most basic form, residents want Highway 3 to be thought of again as North Street. A street that is a special place, an extension of Chester's high quality sense of place and an artery through a special community. The vision of the sprawling commercial strip-malls and generic franchises was rejected by almost all resident participants.

It is recognized that implementing design standards comes with some additional costs to developers; just as there are costs associated with adhering to zoning regulations. The benefits though, are that by creating a high quality destination, the returns for private developers will outweigh the incremental additional costs.

0.3 Design Guidelines

The design guidelines apply to all new development except single unit and two-unit residential development along Highway 3. The purpose of the guidelines is to ensure that future development reinforces the tradition of architectural and landscape excellence of Chester. New development will be required to conform to these guidelines prior to building permit approval. Renovations greater than 2,000 sq.ft, those that result in buildings greater than 2,000 sq. ft, or renovations of 2,000 sq.ft of space in total will also have to meet the new design guidelines.

It is unlikely that a pre-designed corporate box building will be approved without some level of custom design according to these design guidelines to 'fit' into Chester.

Although there has been some concern from commercial land owners and businesses that these additional requirements will slow or halt commercial growth, the use of design standards is standard practice in many parts of Canada and the US. Time and time again, municipalities and towns have found that design guidelines provide developers with a measure of security that their neighbours will be held to the same high standards. The use of design controls has actually helped in recruiting new businesses to an area.

The design guidelines (which relate to the Plan Principles found in Chapter 3) for Highway 3 are broken down into six categories:

1. Site Standards
2. Landscape Standards
3. Architectural Standards
4. Large Format Commercial Standards
5. Signage Standards
6. Lighting Standards

Each standard outlines the intent or goal of the standard to ensure that if there are issues with the interpretation of the standard, municipal staff and the developer can understand the overall intent of the policy.

0.4 The Plan

The goal of community design guidelines is to 'design with words' what the intended look, feel, arrangement and function of the Highway 3 corridor might be like in the future. These new policies will guide the growth and development of the corridor over the next 20-30 years, ideally arriving at an end result envisioned by the community when the visioning process began.

The Plan focuses on the spatial components of the policy including land use distribution, public space components (road topologies, transportation features, parks and open space connections).

Reorganizing Land Use Development Along Highway 3

The current pattern of clustered residential and commercial properties along Highway 3 should generally be preserved with a few slight changes to the zoning map to strengthen the clusters. The overall intent of the strategy is to:

1. Create a *Village Commercial* cluster between the Kwik-Way to the east and Victoria Street. In this cluster there will eventually be sidewalk on the south side of the street, pockets of on-street parking where feasible, cross-walks at key locations, banners and signage, and bike lanes on both sides of the road (paved road shoulders). This cluster would encourage mixed use development and higher density residential development. The road topology for this cluster is shown in Fig 3.10.

2. Create a *Rural Commercial* Cluster between Robinson's Corner and Victoria Road. This cluster, seen in the bubble plan on pg.30, would be characterized by cross-walks at key locations, banners and signage, and bike lanes on both sides of the road (paved road shoulders). Sidewalks would not be present on either side of the street. This cluster would be a mix of highway commercial and single family residential.

Public and Private Improvement Projects

There are a wide number of specific public and private improvements recommended on top of the design guidelines. The diagrams for each of the projects are illustration of possibilities under the proposed policies, not detailed proposals for development. The projects include:

1. The Robinson's Corner Development
2. The Chester Shore Mall Development
3. The VVictoria Road Development
4. The Duke Street Roundabout
5. The Shoreham Village Expansion and Park
6. The Stevens Road to Quickmart Area

0.5 Implementation

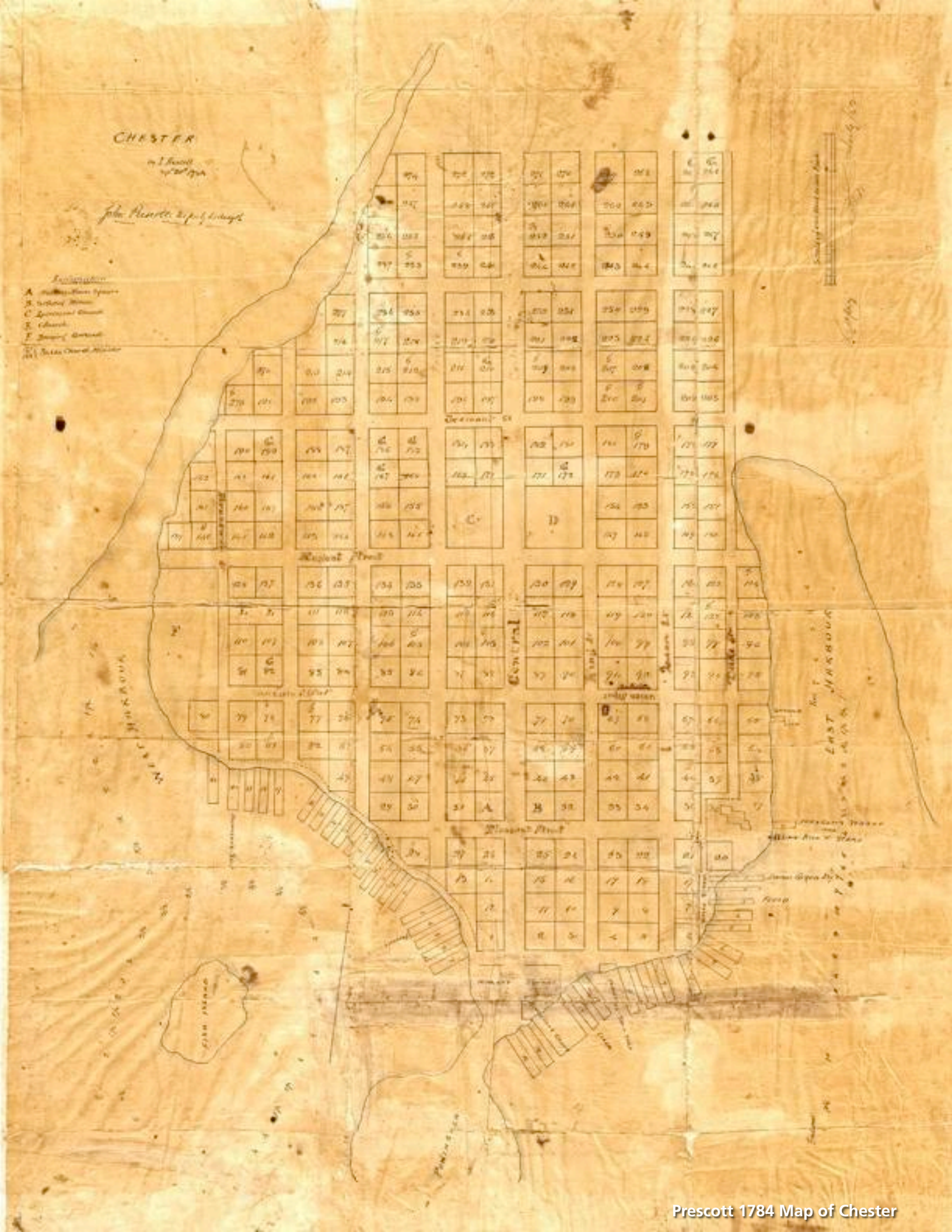
This report describes a long-term 20-year vision for both public and private lands along Highway 3. The private lands will be developed by private land owners using the new proposed design controls, changes to policy, and changes to zoning. To implement the new standards, the Municipality of the District of Chester will have to adopt this report and direct staff to integrate the new policy recommendations from this study into the Village Secondary Plan. This step will likely take one to two years and may require additional public input.

The 'public' components outlined in this report (roads, parks, trails, municipal parking lots, on-streets parking, etc.) will need to be implemented through a cost sharing arrangement between the Municipality and the the Province of NS through NSTIR. The details of those arrangements remain to be worked out with the two levels of government. Some of the open space and parks projects will be the responsibility of the Municipality.

Cost for Implementation

The total implementation budget for the 20-year Highway 3 Plan is approximately **$7.26 million** dollars (2011 dollars). If the Municipality and Provincial funding partners were able to contribute approximately $363,000 (2011 dollars) in capital or in-kind to the projects identified each year, all works could be completed within 20 years.

Some of the capital required may already exist within annual budgets for maintenance and renewal of the streets and other related infrastructure. We have included a 10% contingency to allow some flexibility during detailed design We have also added 15% for design and project management costs however, these will vary from 8% to 18% depending on the size, nature and the level of project management required. Exact costs will depend upon detailed designs and bidding climate prevailing at the time of implementation. All projects require detailed design to facilitate quality implementation.



Prescott 1784 Map of Chester

1.0 Origins

1.1 Introduction

The Village of Chester is one of a handful of *definitive* Maritime waterfront communities in Nova Scotia, characterized by historic architecture, a traditional downtown, a mix of seasonal and year round residents, a bustling pleasure craft harbour, and an active arts and craft community. Route 3 has brought people in and out of the community since the early days of the Nova Scotia highway system. In the 1784 plan for Chester, Route 3 is shown as a yet unnamed street at the northern-most boundary of the town. Later, in the 1903 McCallum Plan, the road is shown as "*North Street*"; a name which gradually lost its significance to the Provincial *Route 3*. In recent years, housing and development has leapfrogged the highway and the route now effectively runs through the Village.

Recognizing the strategic importance of the highway corridor as the primary gateway into Chester, Council commissioned this planning vision and streetscape design study in the spring of 2010 to guide the growth of the corridor in a way that:

- creates a positive first impression of Chester,
- encourages further economic development in a planned fashion,
- emphasizes the highway as a *destination* instead of just a *conduit,*
- ensures the objectives of the Chester Integrated Community Sustainability Plan (ICSP) are met, and

This study was commissioned as a comprehensive investigation of the desirable and sustainable future land use, appearance and function of the Highway 3 corridor from Robinson's Corner to Stevens Road. The RFP called for developing:

"... a plan for the Highway 3 streetscape from Robinson's Corner to the Stevens Road to create a strong vision for the future, a welcoming entry to the Village of Chester, and a balance between commercial and residential development consistent with the Integrated Community Sustainability Plan".

This report is the culmination of a 10 month, comprehensive public planning process. The process and findings are outlined in the following pages. The study will eventually inform the review and re-writing of the Chester Village Area Secondary Planning Strategy and will identify items to be considered in the Municipality's Capital Investment Plan.

This plan is as much an economic development plan as it is a planning and design guide. As any developer will readily admit, "without certainty, comes caution". The lack of a clearly articulated direction of design intent, site standards and community acceptance creates uncertainty for developers and land owners. One of the key goals of this study is to create greater certainty, and in doing so, encourage the right type of development for the Highway 3 corridor.

1.2 The "Undirected" Growth Scenario

There are good reasons to plan a Highway Corridor like Route 3 and there is evidence of *undi-*


Commercial Strip Sprawl


Corporate 'Generica'

rected highway corridors all over Atlantic Canada. The most typical form of unplanned highway development is strip-commercial sprawl, the proliferation of franchise businesses (often termed "Generica"), too much commercially zoned land, disregard for the pedestrian, the migration of anchor businesses (like banks and professional offices) from the downtown and loss of connectivity between the downtown and the highway corridor. Unplanned highway corridors create a poor first impression, favour cars over people, and suck the vitality from the towns they border.

Many communities have had to deal with the proliferation of franchise business (with self serving design standards) and big box retail stores. On top of the loss of sense of place and degradation of local vernacular, some studies have found that "*for every job a big box creates, one and a half local jobs are lost and the many of the jobs pay less and offer fewer benefits*" (Arendt, 2010).

Without community design standards, unplanned growth can seriously degrade the quality of traditional neighbourhoods; putting them at risk of having to accept minimum standards of development. Zoning provides some measure of security; albeit, the very minimum standards which often don't recognize the special qualities of place which make a community unique.

In contrast, *well planned* highway corridors:

- are destinations as well as conduits
- stimulate economic development because they are special places in their own right
- are accessible by pedestrians, bikes and cars
- have nodes of commercial growth between nodes of residential development (usually higher density residential)
- provide synergistic growth with the downtown
- are a visual and social extension of the town they border or bisect
- balance multiple community objectives instead of single, individual, objectives
- define a standard of development and don't accept lower standards

The use of *highway design standards* is central to planning these corridors.

1.3 Vision

The vision for the corridor has been directly distilled from 2 public workshops, an online survey and a public open house. In its most basic form,


Maine Coastal Highways

residents want Highway 3 to be thought of again as North Street. A street that is a special place, an extension of Chester's high quality sense of place and an artery through a special community. The vision of the sprawling commercial strip-malls and generic franchises was rejected by almost all resident participants.

Many of Maine's coastal communities have developed similar community design standards to protect local sense of place from generica. Newer franchises like Tim Horton's and MacDonald's have set aside their typical box design standards in favour of local community standards. The result is noticeable in communities who take the time to enforce and establish the new design standards. It is recognized that implementing design standards comes with some additional costs to developers; just as there are costs associated with adhering to zoning regulations. The benefits though, are that by creating a high quality destination, the returns for private developers will outweigh the incremental additional costs. Certainly these outcomes have been proven in many of the communities that implement similar design guidelines (like many New England villages). The consultants and steering committee are also confident in these outcomes and approach for Highway 3.

The vision for the Highway 3 corridor is for a balance between cars and pedestrians: site standards that put an emphasis on high quality landscape design: building standards that reinforce Chester's unique sense of place: green development controls that require sensitive site development: and the creation of a mixed use corridor that is a destination in its own right.

Currently, big box centres are spaced about 30 minutes away on both sides of Chester at exit 5 (Tantallon) and Exit 12 (Bridgewater). For now, exit 8 is not immediately on the radar for big box development, but when that day comes, these design standards will go a long way towards ensuring the integrity of the Highway 3 corridor.

Maine Coastal Highways

Study Purpose & Objectives

Chester's Highway 3 requires a strategic approach to build upon its existing social, physical, and economic condition. The primary goal of the **Highway 3 Plan** is to ensure high quality development standards to make Highway 3 a focus for investment and redevelopment. A balance of public investment in the streetscape and open spaces will leverage private investment in the corridor.

The strategy outlines various policies, and other initiatives designed to orchestrate decision-making regarding investments in infrastructure, development, programming, policy, and urban

Tim Hortons Atlantic Canada

Tim Hortons New England

design that reflect the current Vision for Highway 3 as distilled through the public consultation process. The strategy works to strengthen the existing assets, diminish the liabilities, redirect priorities, build consensus, create partnerships, leverage investment, and increase capacity for corridor rejuvenation.

The specific objectives of the Plan are to:

- identify the future residential and commercial development potential of the corridor;
- identify future infill potential;
- find ways to make the corridor car, people and bike friendly;
- identify green design principles to ensure the long-term integrity of Stanford Lake;
- develop action strategies and policies for guiding the community to maximize its potential as a vibrant regional business, cultural, and civic destination;
- ensure that incompatible forms of development are not permitted;
- develop a realistic implementation solution, which identifies: roles and responsibilities, specific targets, cost estimates for capital projects, prioritization and phasing of targets over time.

1.4 Study Process and Outcomes

This report was prepared by Ekistics Planning Design, in association with Able Engineering, and is the culmination of 10-month community planning and urban design process commissioned by the Municipality of the District of Chester.

The resulting Highway 3 Plan is reflective of the ideas and community dialogue heard throughout this project. The vision for the Strategy came into focus during a series of public workshops, where participants identified and agreed upon specific issues to address. The need for the Village and its stakeholders to come together and work collectively toward similar goals was seen as the best way to successfully address these issues and

move a vision forward. This collection of voices ultimately spoke to the need for a plan that would allow the various stakeholder groups to champion their ideas.

The consultants reviewed relevant planning documents, including SPS and LUB and the "Village of Chester Improvement and Development Plan" (March 2010 by Environmental Design and Management Limited).

This study was organized into three phases that were framed by a public engagement process, and designed to generate a new Vision for Highway 3 in collaboration with a wide range of stakeholders.

Phase 1: Consultation

In order to achieve the sense of realism and uniqueness necessary for implementation, a successful master plan must be based on the needs, wishes, and desires of the community. For the Highway 3 Plan, a four-stage consultation program was developed, consisting of stakeholder interviews, public and invited workshops, an open house working session and an online survey.

1. Interviews

The steering committee provided a list of approximately 20 stakeholders for the Consultants to interview. The interviews were completed throughout the month of May and June, in person, and over the phone. The interviewees were generally consistent in their observations, which are outlined below.

2. Workshops

The results of the interviews formed the basis for the public workshop questions. A merchant workshop (afternoon) and public workshop (evening) were held separately on Monday, May 31, 2010, at the Chester Legion, 14 Union Street. Both were very well attended. Seven people attended the merchant session from 3 p.m. to 5 p.m. and more than 35 people participated in the public workshop from 7 p.m. to 9 p.m. The overall response and activity generated during this process was generally positive. There was some opposing views on expanding the commercial zone into residential areas and generally some disagreement about the amount of commercial land currently available for development. Both sessions used the same format. Groups of six to eight people worked together to answer a series of questions. Each group was given about 45 minutes to prepare their answers, and then summary presentations were made to all in attendance.


Public Open House

The following thoughts and considerations summarize the thinking to date:

The Big Idea:

Transform "Highway 3" into "North Street" in the hearts and minds of the community. The 'big idea' is to shift people's perceptions of the study area from a highway (a conduit) through the community to an extension of the Village of Chester (a destination). The character of Highway 3 should reinforce the special vernacular of Chester; it should be recognizable and it should be unique.

Issues that need consideration:

1. There are clusters of residential properties that need some level of protection from commercial development. The loss of all residential on North Street will significantly diminish the first impression of Chester.
2. Businesses should be clustered together instead of strung through the entire corridor. This is required for visual, business and pedestrian environment reasons.
3. Walking and biking is dangerous in the study area. Pedestrians need the same consideration as cars, particularly in the "core".
4. The area is in danger of turning into an anonymous suburban strip if development is not properly planned.
5. The area does not currently reinforce the special quality of the Village of Chester.
6. The route divides the village and is as much a barrier as it is a conduit through the community.
7. Trail connections from the old rail line to Route 3 have not been maximized.
8. Route 3 feels like a highway and not an important village street.
9. Signage and some gateways 'expressions' are needed to demarcate the area.
10. Quality green spaces which are relevant community destinations are needed on Highway 3.
11. Coreification, densification, villageification… the public's three key words… Create and retain beauty.
12. The core from the Car Wash to Pig Loop Road should be "densified".
13. Robinson's Corner at Route 14 could be an area for highway commercial if it were carefully designed.
14. Shoreham Village needs a second entry/exit
15. A municipal parking lot is needed somewhere in the "core"
16. Design guidelines for buildings, landscape and signage are needed.
17. Green design principles should be developed.
18. Protect the Old Stone Bridge.


Public Open House, July 26

3. Open House

Using the information gathered during the first two phases of the study, the consultants held an open community design session from 1pm to 6pm on July 26, 2010. During this session, some of the detailed areas from the first 2 workshops were planned in more detail with the community. The session was extremely successful with a turnout of about 50 people through the day. Many of the plans and configurations shown in this final report are a direct result of the stakeholder open house session. The outcomes of the open house were presented back to the community at an open house presentation later that evening.

4. Online Survey

In efforts to gather the community's impressions about Highway 3, an online survey was created prior to the first workshop. A link to the survey was posted on the Municipality's website for the duration of the study. There were only 31 respondents who contributed. The full survey results can be found in Appendix A for further information.

Half the respondents were male and female,

generally good representation from every age group except the 10-30 year old age brackets (only 3 responses). 61% of the respondents called Chester their primary place of residence, 22% in Lunenburg County and the remainder in HRM or another location. Roughly 35% of the respondents work in Chester; 7% work on Route 3. Interestingly, almost all shop on Route 3 for various amenities such as gas, groceries, building supplies and pharmacy requirements multiple times throughout the week. Over 93% shop on route 3 with their car and 7% walk (none biked). Two thirds rated route 3 as unsafe for walking, the remaining one third rated it as moderately safe.

When asked about prioritizing improvements to route 3 in an open-ended question the results can be summarized:

Priority 1

- 66% said improved sidewalks
- 21% said paved shoulders
- other comments included more shopping, lower speed limit and clean up signage

Priority 2

- 40% said more sidewalks
- 30% said more bike lanes
- Other comments included property maintenance, enforce speed limits, rest stops, and footbridges for pedestrians over rivers.

Interim Presentation

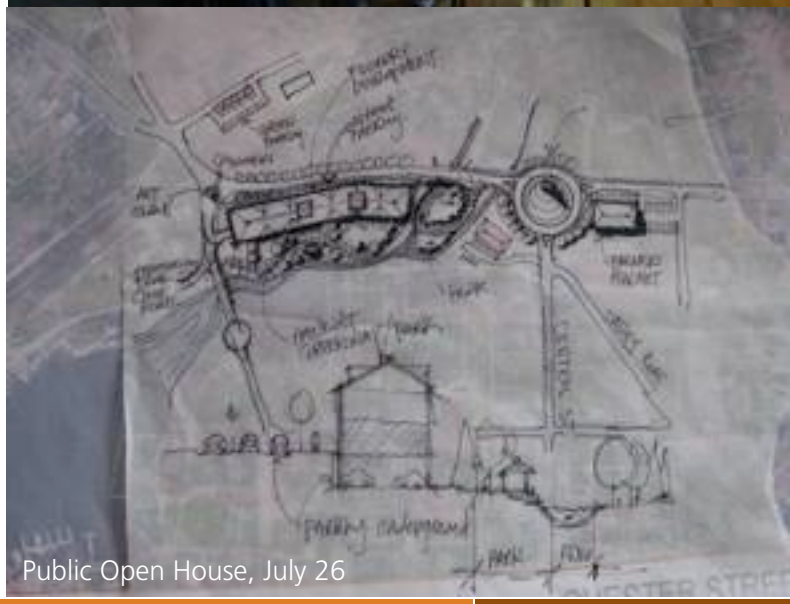
Three weeks after the public open house (August 17), the consultants presented an interim plan to the steering committee. Feedback from that session informed the outline for this report and the detailed recommendations for policy and projects.

Draft Presentation

The consultants presented a draft report to the public on September 22 and feedback from that meeting was incorporated into the final draft.

The final draft was presented to the steering committee (open to the public) on January 10 and the report was wholly endorsed by the committee for presentation to council.

Public Design Workshop May 31



Public Open House, July 26


Hibiscus

2.0 Design Guidelines

These guidelines apply to all development except single unit and two unit residential development along Highway 3. The purpose of the guidelines is to ensure that future development reinforces the tradition of architectural and landscape excellence of Chester. New development will be required to conform to these guidelines prior to building permit approval. Renovations greater than 2,000 sq.ft, those that result in buildings greater than 2,000 sq. ft, or renovations of 2,000 sq.ft of space in total will also have to meet the new design guidelines.

It is unlikely that a pre-designed corporate box building will be approved without some level of custom design according to these design guidelines to 'fit' into Chester. Many communities in Maine have undergone a similar process with great success, resulting in a significant reduction in corporate Generica littering the landscape.

Although there has been some concern from commercial land owners and businesses that these additional requirements will slow or halt commercial growth, the use of design standards is standard practice in many parts of Canada and the US. Time and time again, municipalities and towns have found that design guidelines provide developers with a measure of security that their neighbours will be held to the same high standards. **Special places don't happen by accident, they are carefully planned and willed to happen**. Municipalities that employ design controls have found that with certainty comes security and investment. The use of design controls has actually helped in recruiting new businesses to an area.

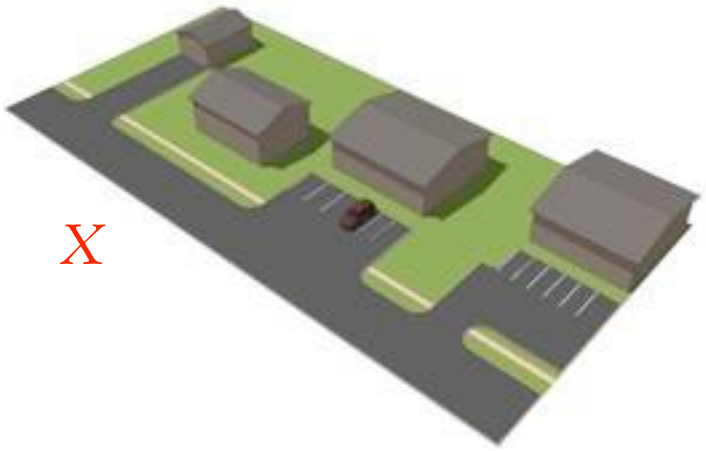
With certainty comes security and investment.

The design guidelines (which relate to the Plan Principles found in Chapter 3) for Highway 3 are broken down into six categories:

1. Site Standards
2. Landscape Standards
3. Architectural Standards
4. Large Format Commercial Standards
5. Signage Standards
6. Lighting Standards

Each standard outlines the intent or goal of the standard to ensure that if there are issues with the interpretation of the standard, municipal staff and the developer can understand the overall intent of the policy.

It is intended that these design guidelines be incorporated into the planning documents to be administered through planning approval and/or building permitting. Applicants are invited to schedule a pre-submission meeting early with the planning department to familiarize themselves with the requirements of these guidelines.



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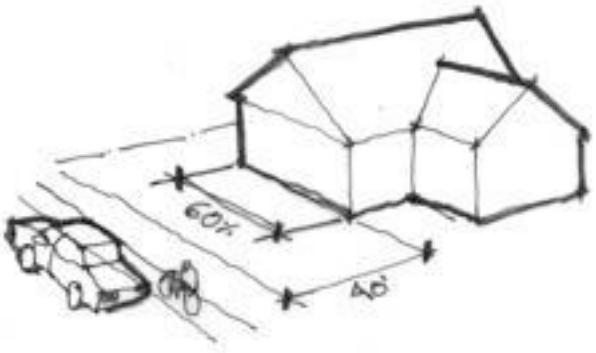
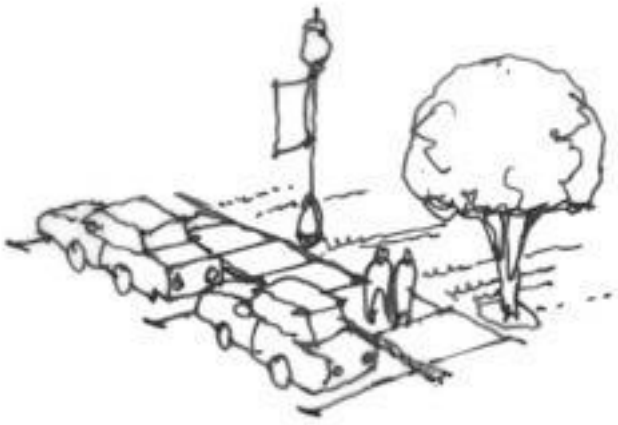




2.1 Site Standards

Intent:

Chester is a tightly knit, human scaled, walkable waterfront community. The site development of lots along Highway 3 should be consistent with the site standards, scale and pedestrian focus of the Village. Site development standards should reinforce a pedestrian and human scaled focus. Typical commercial strip style development will be restricted. Wherever possible, environmental planning principles should be employed to minimize the ecological footprint of all development.

Guidelines:

1. No parking shall be permitted between Highway 3 and the building front. Locate storage, service, loading areas and parking to the side and /or rear of the building. Entry driveways should not be placed within the buildings frontage if at all possible.

2. Locate buildings close to Highway 3 so that they are accessible and visible to pedestrians. To accomplish this, at least 60% of the building's frontage shall be within 40' of the Highway 3 Right-of-way (the front yard lot line). None of the building frontage should be more than 80' from the front lot line. Any additional buildings on the lot are exempt, so long as their footprint does not exceed the building closest to Highway 3.

3. Parallel on-street parking shall be permitted on Highway 3 so long as the developer is responsible for paying for changes on the road corridor (ditches and drainage, telephone pole relocation, reinstatement of shoulder) in coordination with NSTIR. The developer would also be required to build the on-street parking to the *Village Commercial Road Topology* (as outlined in this report). These spaces cannot be reserved for the sole use of the fronting owner but the calculation

can be used to satisfy the zone parking requirements.

4. Main entrances for buildings shall front onto Highway 3 and be connected to the highway via a minimum 6' wide walkway. The walkway is to be constructed of concrete, natural stone or pavers no greater than 8"x8" (or any combination thereof).

5. No more than 1 entry driveway per 200' of lot frontage shall be permitted. Owners should work to provide shared driveway access with neighbouring properties, where possible, to minimize the number of driveway entrances on Highway 3.

6. Driveway widths shall not exceed 24'.

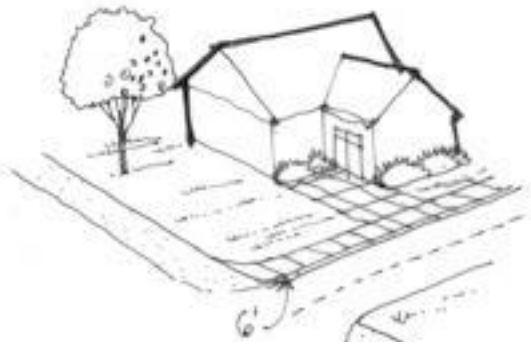
7. Transformers or trash service facilities shall not be located in the front yard of any building.

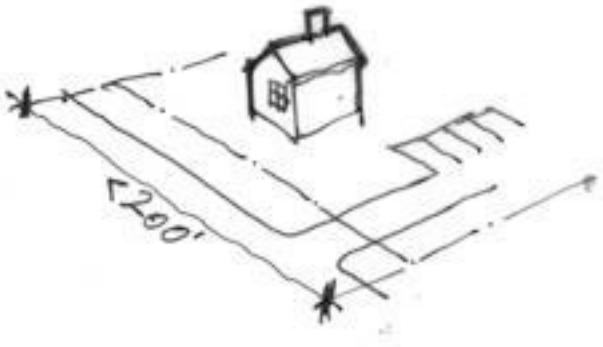
8. Any lot dedicated to *parking* instead of a building shall provide space for a community wayfinding kiosk and a landscaped area between the parking lot and the road. A minimum 8' of landscape setback is required between the parking lot and the front lot line. No less than one 50mm Caliper sized tree per 10 parking spaces is required to be located between the lot and the street, if possible.

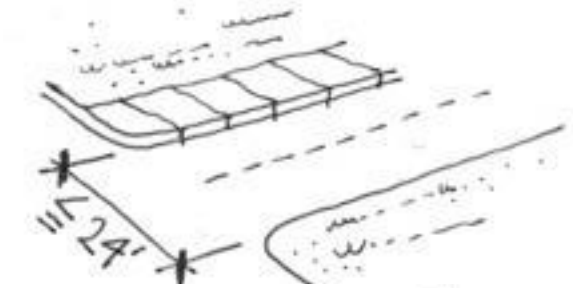
9. To minimize traffic problems, environmental impacts of idling and the promotion of sedentary lifestyles, Drive-throughs shall not be permitted anywhere in the study area.

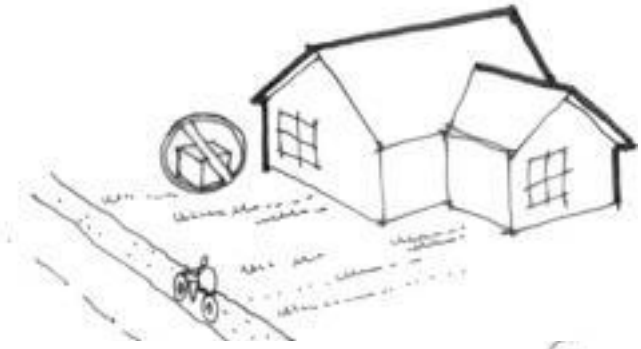
10. Sites shall be designed for no net change in runoff for the 2 year design storm(2Q24). The site plan should address strategies to mitigate a 20 year event.

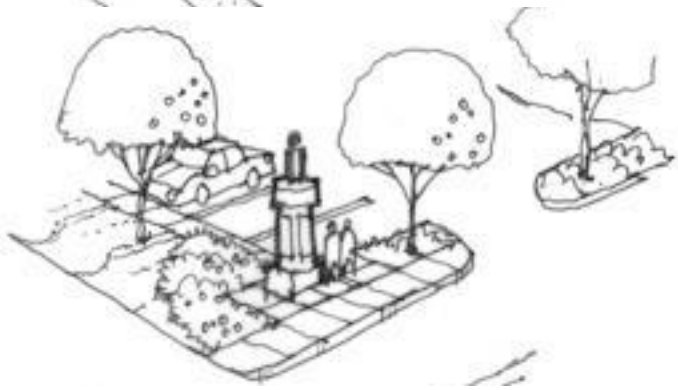
11. Painted parking stalls shall not exceed 18'x9' in dimension with the exception of required accessible stalls. Parking for small vehicles (8'x12') is encouraged and shall be counted

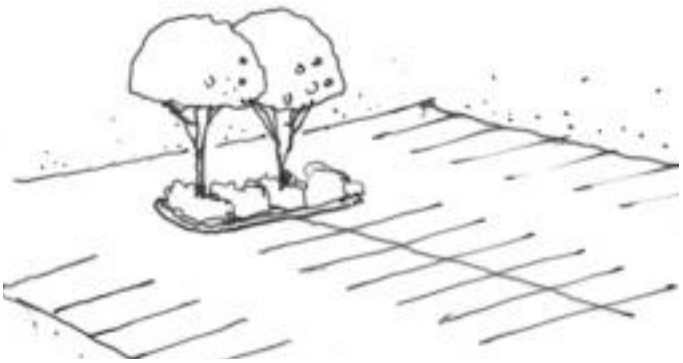












in the parking calculation. For every electric vehicle (EV) parking spot (electric plug-in provided), the parking calculation shall count each EV spot as 1.5 vehicles.

12. Parking lots larger than 30 cars require an oil-grit separator to control drainage.

13. One landscape parking island (no less than 240 sq.ft.) is required for every 30 parking spaces to break up the asphalt and reduce the urban heat island effect. Each island must contain at least one 50mm caliper tree.

14. All driveways between Highway 3 and the rear or side parking lot shall include a 6' minimum wide sidewalk from the front lot line to the front door.

15. Parking lots should sheet drain to landscaped areas or rain gardens wherever possible without concentrating flow or causing drainage problems on surrounding properties.

16. No site disturbances should be permitted within 25 feet of a watercourse or designated wetland. No site disturbances within 100' of Stanford Lake.

2.2 Landscape

Intent:

Chester's landscapes are some of the most prized in the Province providing a varied mix of 'naturalized' rugged landscapes and manicured 'designed' landscapes for full seasonal interest and variety. The landscapes of Chester are one of the elements that make the town distinct. In this light, the following guidelines will ensure that the landscapes of the Highway 3 study area reinforce the unique Chester vernacular.

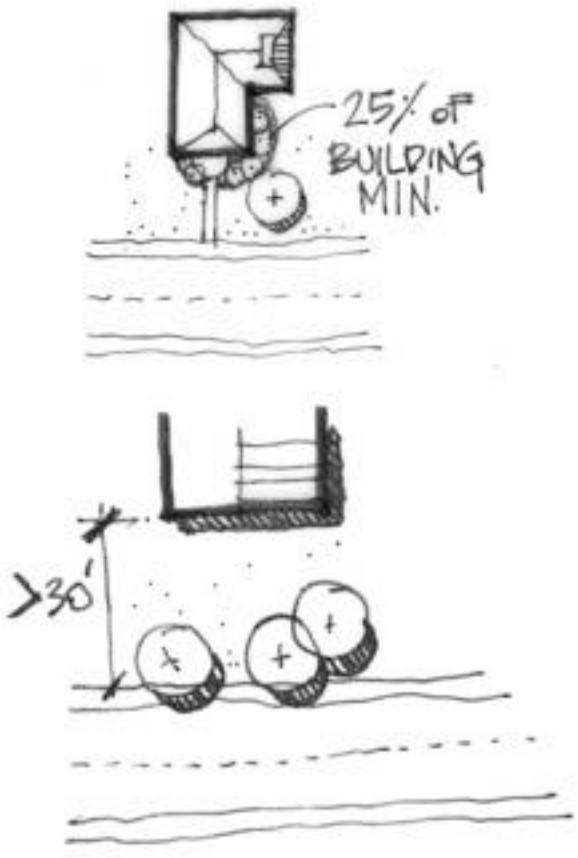
Guidelines:

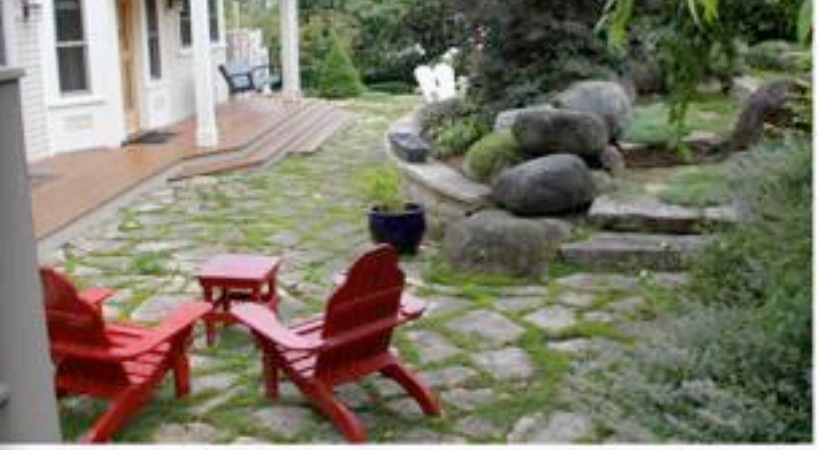
1. Site Layout, Grading and Planting Plans shall be submitted as part of the approval process for all building developments exceeding 2,000 sq.ft (total building floor area) or building additions that will result in a building that exceeds 2,000 sq. ft. All 3 plans must be prepared and stamped by a member of the Atlantic Provinces Association of Landscape Architects (APALA) or a person/firm from a municipal approved list.

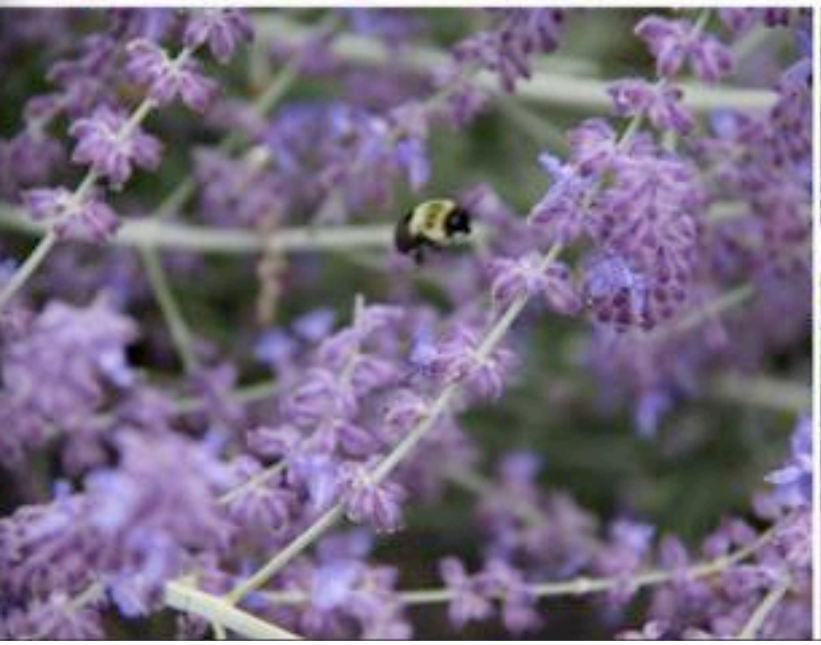
2. Fully landscaped beds shall be incorporated into the site design no less than 25% of the building footprint in area. 'Landscape beds' consist of plant material that grows-in hiding the mulch or soil within 3 years. Mulch or rock beds with little or no plant material or grass lawns are NOT considered 'landscape beds'.

3. Trees shall be required at a frequency of no less than one 50mm calliper tree per half acre of disturbed site.

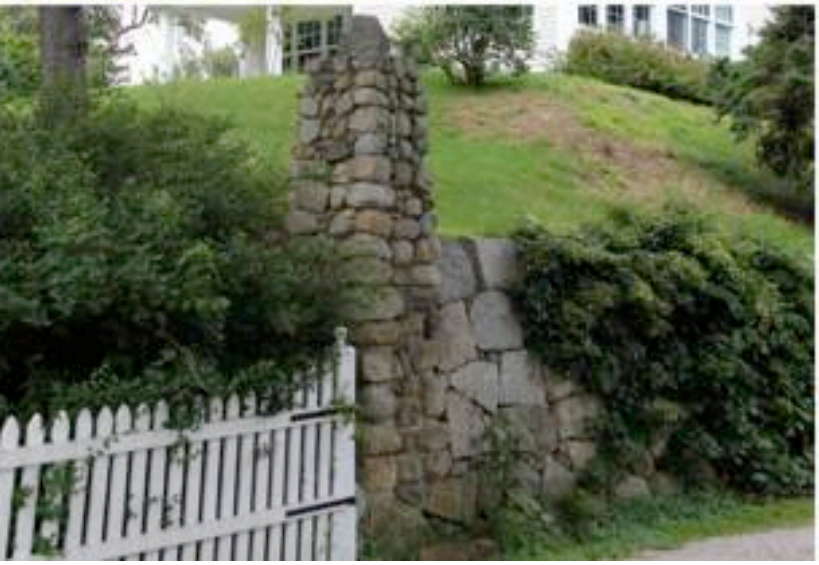
4. For any buildings set back 30' or more from the front lot line, one 60mm Caliper (min.) sized tree shall be required to be planted between the building and the street for every 30' of building frontage.












5. White "popsicle stick" picket fences and non-mortared granite stone walls are part of the landscape vocabulary for Chester. Fences or granite stone walls should be worked into the site form of any new development in the corridor. Fences or stone walls should be incorporated into the site design for a length of no less than 25% of the lot frontage length. Ideally the fences and/or walls should be incorporated into the main walkway design and be visible from Highway 3.

6. Lawn areas should be sodded or seeded with no less than 6" of high quality topsoil using a grass cultivar suited to the shade and salt level of the specific lot. Naturalized meadows or landscaped beds are preferred over maintained turf areas whenever possible.

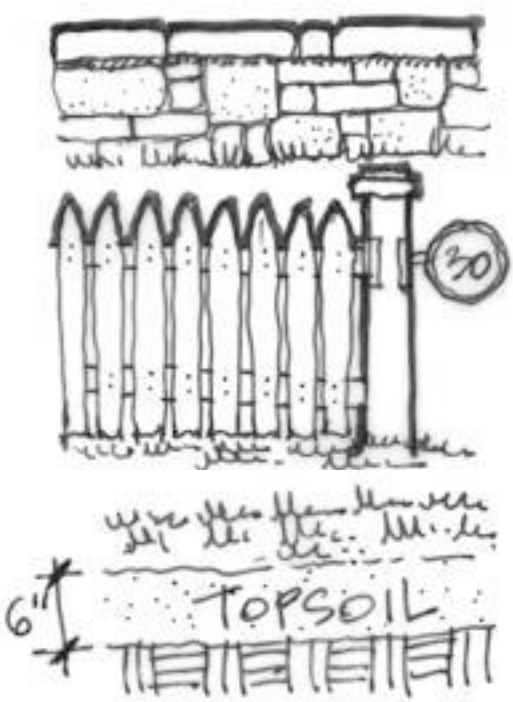
7. Low voltage landscape lighting should be included for all landscape beds in the front yard and must include a timer system that shuts off before 11pm. Low energy LED lighting is preferred.

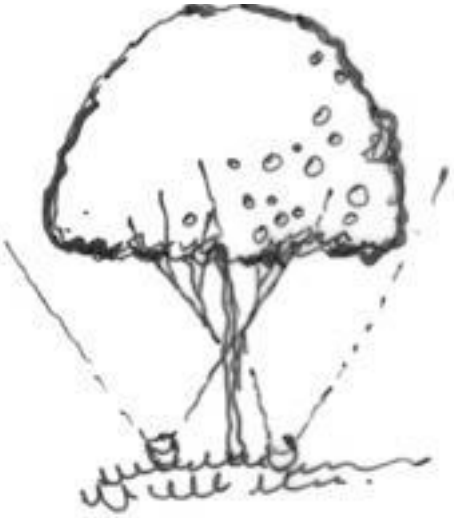
8. Each tree planted in the front yard should be up-lit with low voltage lighting.

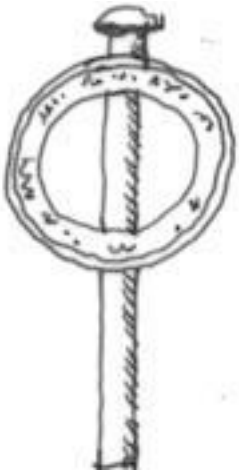
9. Landscape details (hard and softscape, hardware and finishings) reinforce Chester as a distinct waterfront community. Details and fixtures should be consistent with those playful and artful details found in Chester. Off-the-shelf standards should be avoided where possible in favour of local custom solutions.

10. All trees greater than 6" diameter (measured at 3' from the base) should be preserved wherever possible.

11. A bike rack shall be provided for all commercial developments with 1 bike space per every 2000 sq.ft. of commercial space.







2.3 Architectural

Intent:

Successful future development of Highway 3 must be built upon the charm and style that is the Village of Chester. These guidelines are meant to provide a framework for future developers while respecting and maintaining the character and sense of place of Chester. The intent of this section is to ensure that the building forms developed on Highway 3 are consistent with the high quality building forms found in the village. Buildings should have architectural features and patterns that provide visual interests at a pedestrian scale, reduce massive aesthetic effects, and recognize the character of the local area. The elements in the following standard should be integral parts of the building fabric and not superficially applied through trim, graphics, or paint. Architectural controls are not intended to create a "theme park" frozen in time. All existing architectural styles from the village, including modern, are applicable.

Guidelines:

Style:

The architectural styles in Chester are varied and traditional. Examples of some of the varied styles in Chester are found on page 17-18 and 22-23. The intent of the Style guidelines is to ensure that the style of new development or major renovations is consistent with the vernacular of Chester and not with a placeless 'corporate identity' (often referred to as "Generica").

1. For new buildings, the style shall be consistent with one of the prevalent styles of architecture already found in Chester. The building style must be recognizable and identifiable. Although present in Chester, the Bungalow style (single storey) is not permitted due to its commercial inappropriateness, nor are corporate box styles.
2. For renovations, the style of the addition shall either reinforce the existing style or be one of the styles already found in Chester.
3. Building components not visible from Highway 3 (e.g. the 'back'), can be built to a less stringent standard and do not require a discernible style so long as the style is coordinated with the front.
4. All buildings with a footprint greater than 2,500 sq.ft. should be designed and stamped by a member of the Nova Scotia Association Of Architects (NSAA). Any proposed signage must be shown on all elevations as part of the approval process (signage is subject to Part 15 of the LUB).

Typical Architectural Styles in Chester

Picturesque Architecture (1790-1840),

Include the following characteristics:

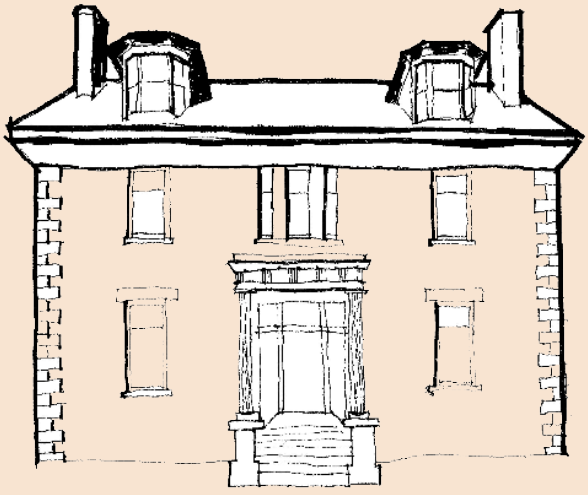
- wood, brick construction
- 1 ½ to 2 storey with hip or pitched roofs, dormers absent - 1/4 inset chimneys discreetly placed
- central doorway, rectangular transoms and sidelights, symmetrical side lights, French or bow windows, verandahs or open porches

In this architectural movement the landscape is more important than the architecture. Design of the building are found in the suburbs of towns and cities.

Palladian Architecture (1749-1830)

Have the following characteristics:

- wood, brick, or stone construction
- 1 ½ to 2 storeys
- low hip, low pitched or gable roofs
- dormers absent or undersized usually on the four facades of the roof
- wide chimneys often placed discreetly at rear, end wall chimneys
- centered doorway, fanlight, and symmetrical facades with polygonal or bow windows.



Scottish Vernacular (1830-1880),

English, German or Irish Vernacular buildings, in sub-class of the Neoclassical Architecture in Canada, include the following characteristics:

- wood, brick or stone construction
- 1 ½ to 2 ½ storeys
- steeply pitched gable roof without eaves or decoration
- dormers absent, undersized or five-sided Scottish, large central chimney, or end wall chimneys
- centered doorway, rectangular transoms and side lights, symmetrical facade
- detached, semi-detached or terrace houses
- Roman, Greek and gothic details in windows

Dutch / Georgian Colonial (1700-1830)

The defining characteristics of Georgian architecture are its square, symmetrical shape, central door, and straight lines of windows on the first and second floor.

- usually wood construction; square symmetrical shape
- 1 ½ to 2 ½ storeys
- low-hipped, gambrel, steeply pitched gable, salt-box roofs, middle pitched or hipped roofs
- dormers absent or undersized
- one central or paired chimneys
- centered doorway with symmetrical facade

Four Square (1895-1930)

The Foursquare was plain, often incorporating handcrafted "honest" woodwork (unless purchased from a mail-order catalogue). This style incorporates elements of the Prairie School and the Craftsman styles.

- wood, stucco, brick and occasionally in cement block construction
- 2 ½ storeys
- hipped or pyramidal roofs with a large dormer or four undersized dormers
- chimney discreetly placed
- centered or off-centered doorways, symmetrical facade, and one-storey porch often spans front of house

Maritime Vernacular (1830's-1900)

Its decorative features are minimal, largely limited to the pronounced corner pilasters. The most distinctive feature of this style is the facetted, or five-sided dormer. This component, along with the broader rectangular floor plan, was borrowed from the Scottish building tradition.

- New England antecedents
- usually 1 1/2 storey wood, brick or stone structure with almost square plan
- centred doorway with transom
- small plain dormers or Scottish 5-sided dormers or large triangular dormer integrated into roof line
- unadorned exterior with minimal trim
- shingled or clapboard exterior; extension added to rear or side

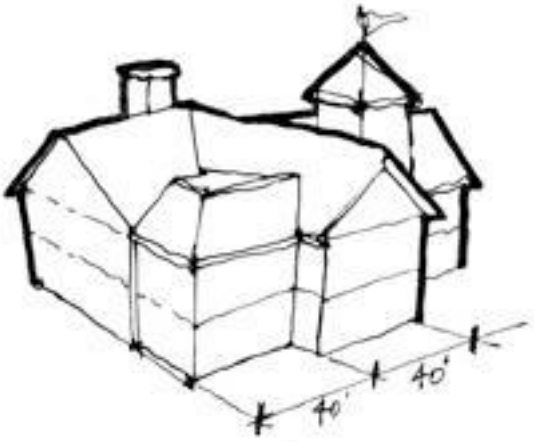
Scale:

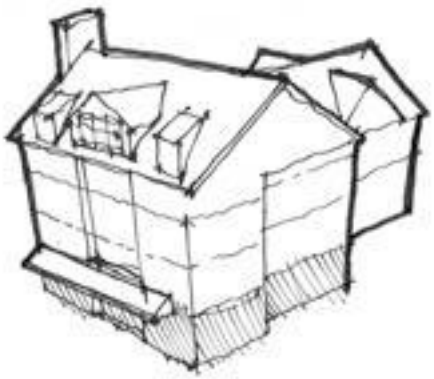
1. Large monolithic and monotonous buildings shall be broken down into a collection of architectural parts.

2. Any building dimension that exceeds 40' shall be broken into distinguishable 'architectural parts' using extending faces, changes in roof styles, changes in colour, and/or articulation in 'bays' to create an assemblage of architectural forms.

3. Buildings with a footprint greater than 4,000 sq.ft. shall incorporate a roof which gives the appearance of a second story using gabled windows, turrets or roof projections. The intent is to reduce 'pancake' or strip mall proportions.

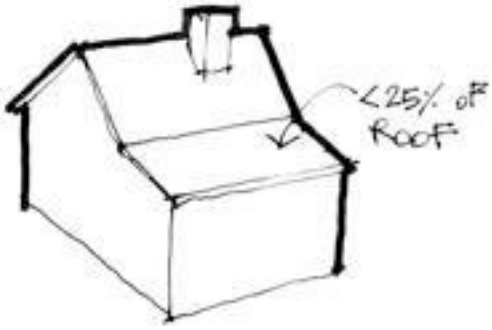
4. Buildings with more than 80% commercial ground-floor area could be permitted to exceed the existing 35' height guidelines up to 47' in order to encourage mixed use development in the study area.





Roofs

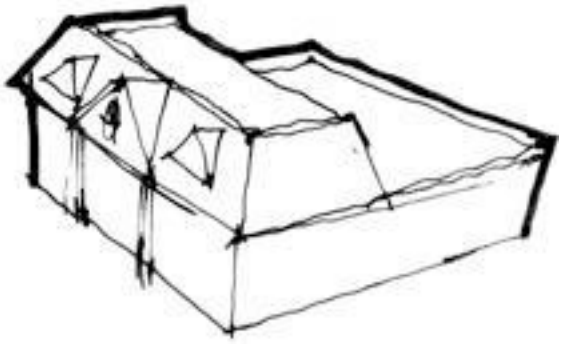
Most of the traditional housing forms in Chester incorporate peaked roofs with a minimum 8:12 pitch. Many of these have gable ends that face the street and eave overhangs. Gable and shed dormers are prevalent.

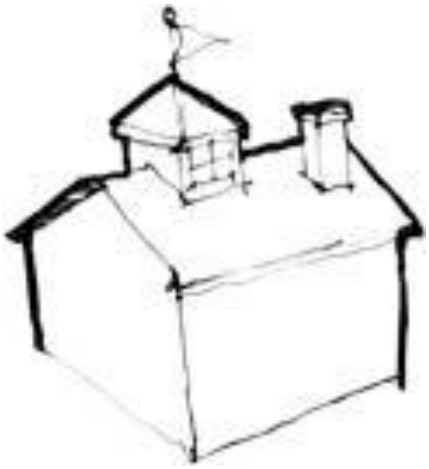


1. Roof pitches below 8:12 are permitted for no more than 25% of the roof area. The roof design should reinforce the architectural style of the building. Variations in roof lines should be used to add interest to, and reduce the scale of large buildings.

2. Cross gables, gable dormers and shed dormers are encouraged wherever possible on roofs.

3. Faux roofs (false roofs placed on facades to change the apparent proportions of the





building), should look like real roofs when viewed from any angle on Highway 3.

4. Eave and roof overhangs are encouraged particularly where they provide shelter over main entries.

5. Solar design is encouraged on all south facing roofs.

6. Chimneys and cupolas are common on traditional buildings in Chester. If the new building's style is traditional, chimneys and or cupola's are encouraged.

7. Mechanical equipment shall be contained within the roof. If this is not possible, a penthouse shall be designed to screen the equipment if it is visible from anywhere on Highway 3. The penthouse design should reinforce architectural style.

8. No water or electrical meters are permitted on the front of the building.

Colour and Materials

Chester's building colours tend towards light muted colours with darker trim, white or grey with darker trim. Most of the buildings are composed primarily of 4-5" exposure lap wood siding or shingles.

1. Building colour schemes should include either light muted body colours, or white/grey body colours.

2. Buildings should have no less than 50% of the exterior walls as clapboard or shingles with no more than 5" overlap exposure. This calculation excludes window areas. Unpainted cedar shingles are preferred when possible. The remaining siding material must be harmonious with the dominant siding material. Buildings of less than 2,500 sq. ft. should have a single siding material.

3. If bricks are used, historic, tumbled clay

bricks are preferred.

4. The use of fake stone, stucco, aluminium, or vinyl siding is prohibited. Any siding material that mimics a more expensive traditional siding material is prohibited (eg. stone tile, stick on brick, etc.) Exceptions would include good quality imitations, such as Hardie Plank.

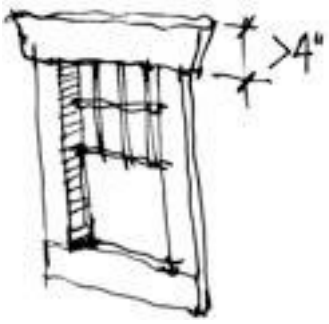
5. Water conservation measures, such as low flow plumbing fixtures and waterless urinals must be used in all buildings. Energy conservation measures, such as the provision of Energy Star rated appliances, must be used in all buildings.

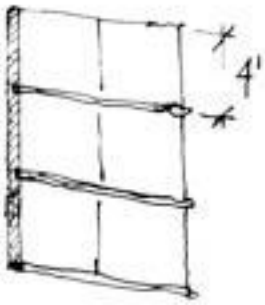
Windows and Door

1. The main entry of the building shall front on Highway 3 or within 10' of the front on either side unless there is more than 6' of grade difference between the street elevation and the finished floor elevation of the building.

2. All windows and doors should have no less than 4" of casing trim surrounding them. The head casing for windows is typically larger than side casing or apron.

3. For traditional styles, window muntins should be included which create glass opening that have a larger height to width ratio. For modern styles, glazing over 4' square should be broken up into smaller elements with integral exterior muntins rather than interior plastic muntins.













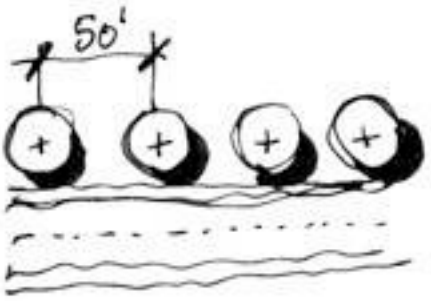


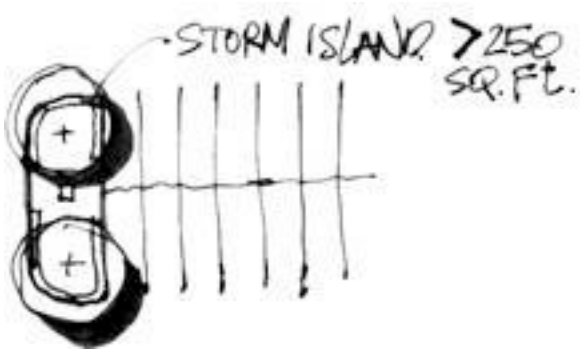


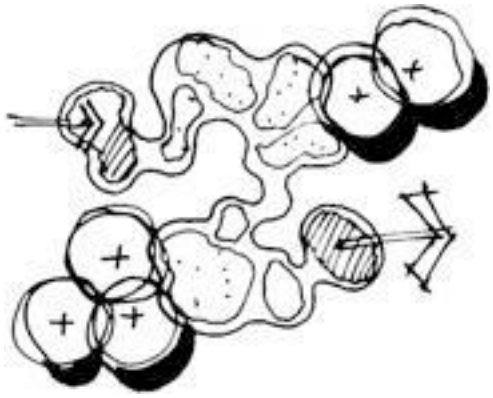










2.4 Large Format Development

Intent

Large format development (building space greater than 15,000 sq.ft) is not desirable on Highway 3 with the exception of (1) the current *Chester Shore Mall,* which could be expanded or enlarged to include new pad development sites, and (2) the Robinson's Corner area on the east side of Highway 3 / Highway 14 intersection. These guidelines apply both to new and to expansion of existing.

Site Development

1. Any new large format development (>15,000 sq.ft. commercial area) shall reserve commercial pad sites (<5,000 sq.ft. commercial area) along highway 3 equivalent to no less than 1/4 of the commercial footprint. The design guidelines outlined in this chapter apply to these commercial pad sites. The intent of these smaller pad sites is to conceal (to some degree) the parking lot for the large format commercial in the rear and provide active commercial frontage on Highway 3 unobstructed by parking.

2. Any new large format commercial developments shall be required to plant street trees along Highway 3 at a spacing of no less than one 3" caliper tree every 50'.

3. Parking lots shall include stormwater drainage islands to store and cool parking run-off. Stormwater islands area coverage should be no less than 3% of the overall parking area. They should be designed with landscaped parking islands no less than 250 sq.ft. per 40 cars. Each Island should have two 3" caliper trees.

4. One oil grit separator shall be required for every 50 cars.

5. A stormwater wetland or water feature shall be designed as part of the stormwater run-off control. The site should be designed to retain the 5-year storm. The stormwater feature should be designed as an accessible park feature instead of a inaccessible, fenced off detention facility.

Pedestrian Amenities

Pedestrian accessibility opens auto-oriented developments to adjacent neighborhoods, thereby reducing traffic impacts and enabling the development to project a friendlier, more inviting image. Public sidewalks and internal pedestrian circulation systems can provide user-friendly pedestrian access as well as pedestrian safety, shelter, and convenience within the commercial property.

To accommodate pedestrian flow:

1. Sidewalks (6' min width) shall be required along Highway 3 for the length of the development's frontage. Costs are to be paid by the developer and shall be built to municipal standards.

2. Continuous internal pedestrian walkways, no less than 8 feet in width, shall be provided from the public sidewalk or right-of-way to the principal customer entrance of all principal buildings on the site. At a minimum, walkways shall connect focal points of pedestrian activity such as, but not limited to, transit stops, street crossings, building and store entry points and shall feature adjoining landscaped areas that include trees, shrubs, benches, flower beds, ground covers, or other such materials.

3. Sidewalks, no less than 12 feet in width, shall be provided along the full length of the building along any facade featuring a customer entrance, and along any facade abutting public parking areas.

4. All major pedestrian walkway crossings shall be distinguished from driving surfaces through the use of durable, low maintenance surface materials such as pavers, bricks, scored concrete or stamped asphalt, in order to enhance pedestrian safety and comfort,

5. All commercial buildings greater than 15,000 sq.ft. should include an outdoor pedestrian plaza no less than 600 sq.ft. with at least 8 benches, 12 - 3" or greater caliper sized trees, shrubs, a garbage container and lighting.

6. A bike rack must be provided for all commercial developments with 1 bike space per every 2,000 sq.ft. of commercial space.

7. Weather protection features such as awnings or arcades in front of the main entrances and on each side of all customer entrances of the building, are encouraged to cover 1/3 of the length of the facade of the building.

Large Format Commercial Architectural Guidelines

1. The base, middle and top of the building facade should be expressed through the use of materials and detail design.

2. Blank or single material facades that extend the entire length of the building parallel to the public street are not permitted. Blank walls in other locations, which are visible to the public, should incorporate additional architectural detailing and/or signs, murals, sculptural, or graphic design

3. Facades longer than 75 feet should be subdivided through a combination of windows and projections and recessions in the building wall to create a consistent rhythm across the facade and establish divisions that express a hierarchy of entrances and identify individual businesses, where applicable.

4. At least 50% glazing should be provided on the at-grade primary building facades and areas that have public activity. Glazing should be actively used to provide storefront windows or merchandise displays. Faux glazing should never be used at street level.

5. Main entrances to buildings should be emphasized through canopies, awnings or taller, non-habitable building structures. The volume and height of such structures emphasize the prominence of entrances particularly at a corner location.

6. Colonnades, covered walkways and porticoes are recommended as a means of weather protection and adding articulation to the building elevation. These building projections should be allowed to project beyond the minimum front setback line, but should not extend beyond the front property line. This will also draw attention to entrances and aid in subdividing the facade.

7. Colonnades, covered walkways, porticoes and other substantial structures should be permanently roofed. Lighting and landscape elements should be incorporated into the design of these structures to promote their use.

8. Mechanical equipment should be contained within the roof. If this is not possible, a penthouse should be designed to screen the equipment if it is visible from anywhere on Highway 3. The penthouse design should reinforce architectural style.

2.5 Signage

Intent:

Signage within the village of Chester will fall into varied genres all with differing purpose. Collectively, the signage should be informative and embody the architectural and environmental flavour that surrounds it. The following signage guidelines either build on or modify Part 15 of the Land Use Bylaw.

1. Backlit signs and / or internally lit signs shall not be permitted.

2. In the Highway Commercial Zone, free standing pylon signs (65 sq.ft. area) shall not permitted for any development below 8,000 sq.ft. commercial area.

3. In the Highway Commercial Zone, free standing pylon signs (65 sq.ft. area) should not have more than 4 business names on it.

4. All fixed wall signage shall include some form of goose-neck lighting or uplighting if lighting is used for the sign.

5. Painted window signs are preferred over interior non-fixed window signs.

6. Wood carved projecting signs are encouraged for all commercial signs in the Highway 3 Area.

2.6 Lighting

Intent:

The mixed residential and commercial nature of Highway 3 means that commercial lighting must be designed to respect the residential neighbours while supporting safety and visibility.

Guidelines:

1. For Surface Parking:

    1.1. Dark Sky compliant fixtures must be used to minimize light spillage and over-illumination.

    1.2. All parking lighting should reduce direct glare on neighbouring residential properties.

    1.3. Parking lighting must either shut off by 11pm or should include motion sensors for night lighting.

2. For Buildings:

    2.1. Exterior lighting shall be downcast, and directed to eliminate glare onto residential properties.

    2.2. Exterior lighting shall meet levels required for emergency egress, in conjunction with highlighting desired architectural vernacular features.

    2.3. All signage lighting (free standing and on buildings) must be turned off by 11pm if it can be demonstrated that the light negatively impacts adjacent residential properties.


NICKI'S INN
CHESTER


CAMERON'S
FINE ART
&
ANTIQUES

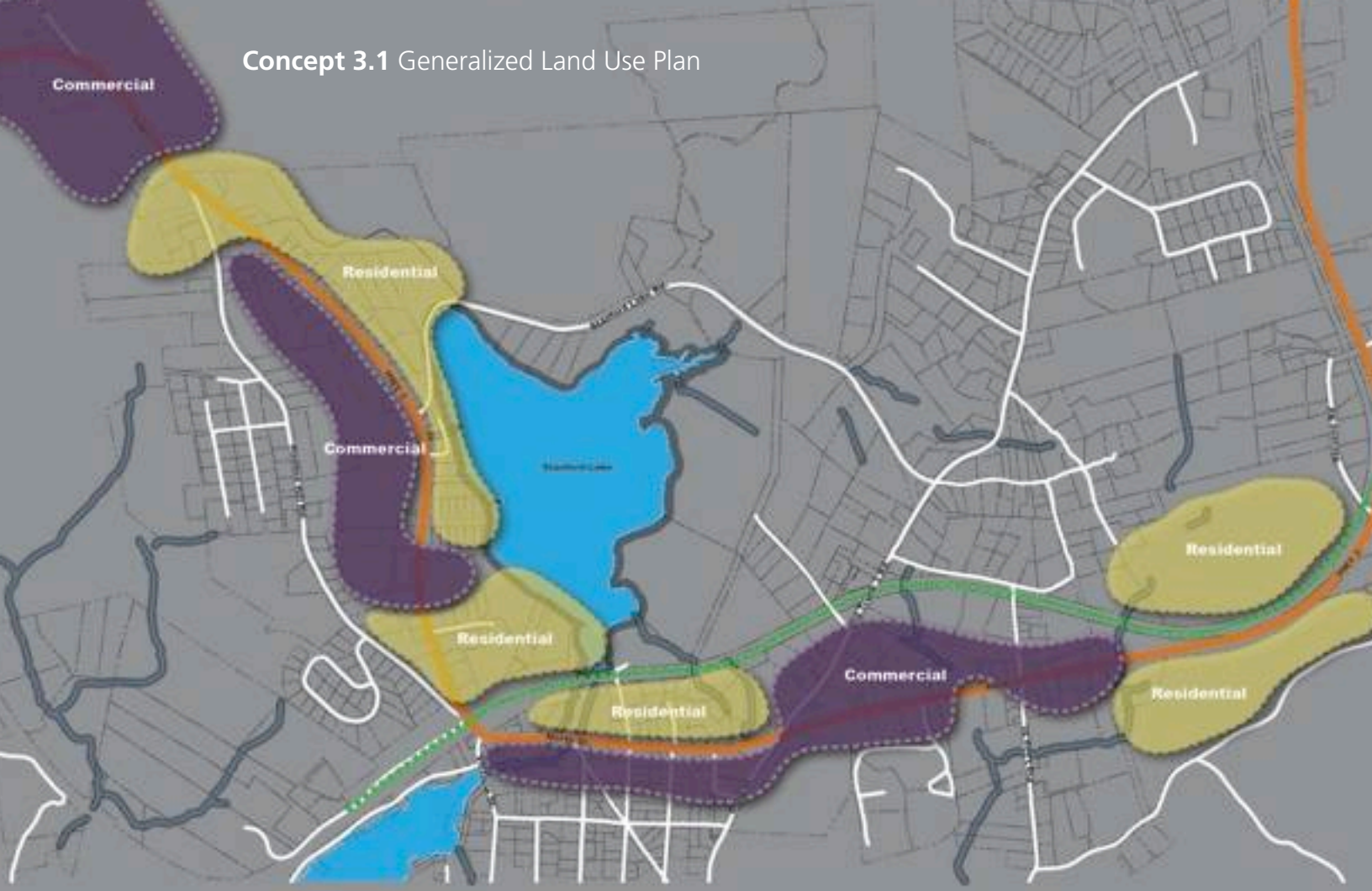

24


GALLERY & GIFTS

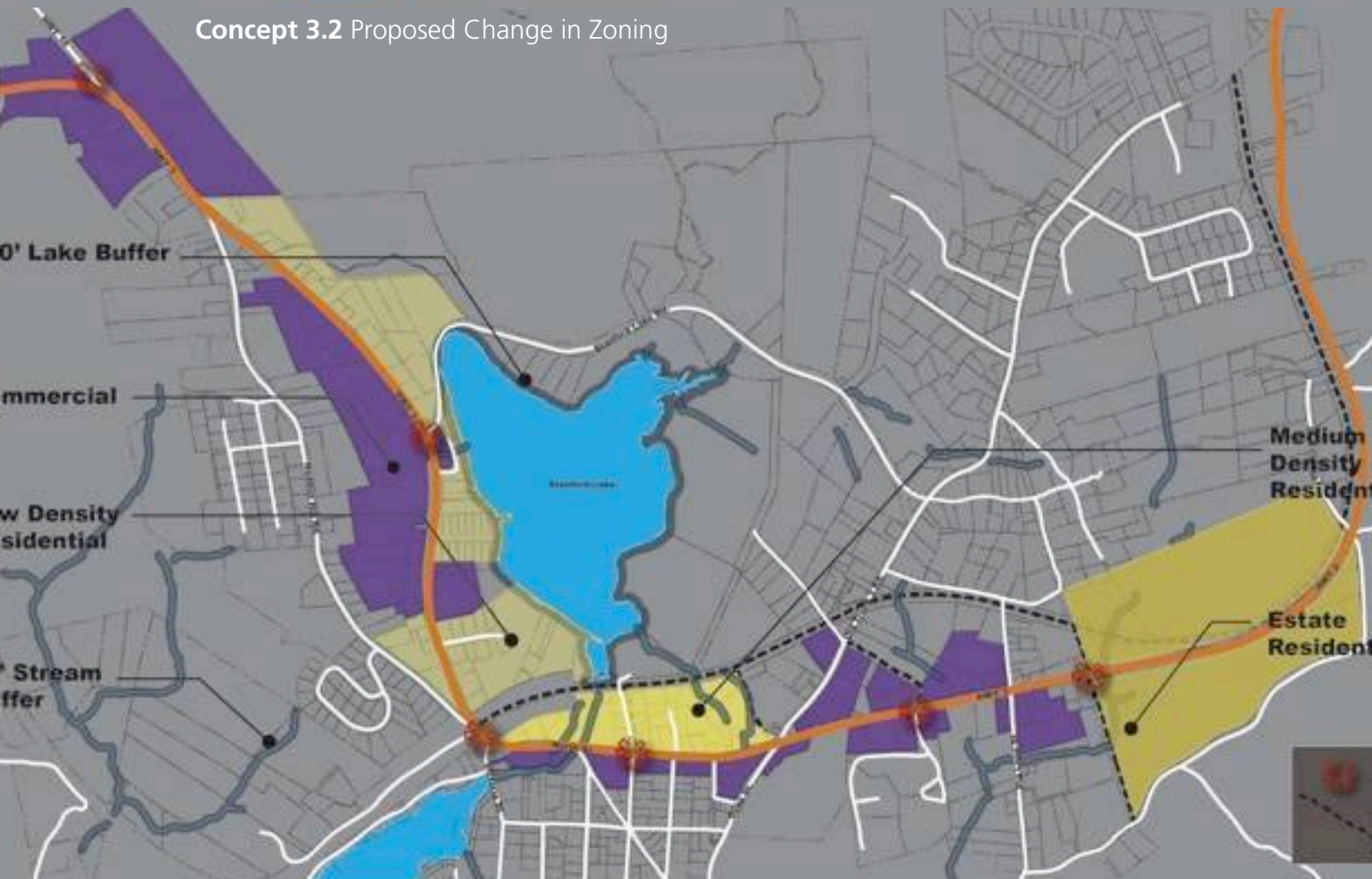

Hibiscus


3
EAST
Lighthouse Route
329
Blandford
Hubbards
3
WEST
Lighthouse Route
Chester
Tim Hortons
7 km
ON THE LEFT
DORIS'
18 Kms In
BAYSWATER
EAST COA
429-2307

Concept 3.1 Generalized Land Use Plan



Concept 3.2 Proposed Change in Zoning



3.0 The Plan

The goal of community design guidelines like those presented in the previous chapter is to 'design with words' what the intended look, feel, arrangement and function of the Highway 3 corridor will be like in the future. These new policies will guide the growth and development of the corridor over the next 20-30 years, ideally arriving at an end result envisioned by the community when the visioning process began.

This chapter focuses on the spatial components of the policy including land use distribution, public space components (road topologies, transportation features, parks and open space connections).

3.1 Reorganizing Land Use Development Along Highway 3

The current pattern of clustered residential and commercial properties along Highway 3 should generally be preserved with a few slight changes to the zoning map to strengthen the clusters. The overall intent of the strategy is to:

1. Create a *Village Commercial* cluster between the Kwik-Way to the east and Victoria Street. In this cluster there will eventually be sidewalk on the south side of the street, pockets of on-street parking where feasible, crosswalks at key locations, banners and signage, and bike lanes on both sides of the road (paved road shoulders). This cluster would encourage mixed use development and higher density residential development. The road topology for this cluster is shown in Fig 3.10.

2. Create a *Rural Commercial* Cluster between Robinson's Corner and Victoria Road. This cluster, seen in the bubble plan on pg.30, would be characterized by cross-walks at key locations, banners and signage, and bike lanes on both sides of the road (paved road shoulders). Sidewalks would not be present on either side of the street. This cluster would be a mix of highway commercial and single family residential. The road topology for this cluster is shown in Fig 3.11.

Zoning

There are some slight changes proposed to the zoning to strengthen the eventual build-out of the Highway 3 Plan.

1. The Robinson's Corner parcels should eventually be one of the commercial gateways between Highway 3 and Exit 8 that could support a larger commercial strip mall type development as well as a larger future residential development on the east side of the intersection. The current rural zone could be maintained as a holding zone where any commercial development over 30,000 sq.ft. must be developed through a development agreement.

2. The Chester Shore Mall should be infilled with pad development at the street

3. The LR Zone between King Street and Peterson Lane should be changed to HC.

4. The LR zone on the north side of Highway 3 between Smith Road (the old rail station) and the Old Trunk 3 Rd. should be considered for a higher density residential or mixed use designation. This could include creating a new medium density residential zone which currently doesn't exist, or rezoning the area HC which permits commercial or multi-unit development.

5. The RU parcels on the east end of the study area should eventually be considered for estate residential (ER) due to the wide range of permissible uses in the RU zone.

3.2 General Road Design

The main road through the study area is a Provincial Trunk Road, one that used to be the main road all along the South Shore, from Halifax to Yarmouth. It retains a significant degree of importance in the Provincial transportation network, being only second to the 100 series Highways (i.e. The 103) in importance for the movement of goods and capital, and for emergency service delivery. As such, work on this road that may compromise its capacity to manage traffic volumes, or compromise traffic safety is normally looked at with a jaundiced eye by the Provincial Department of Transportation and Infrastructure Renewal.

There are precedents in Nova Scotia to draw upon with respect to streetscape improvement of Trunk roads of this level, however. The one looked to most often is the successful work in St. Peters, Richmond County on Trunk 4. In that case, transportation capacity went relatively unaffected, and amenities for the people of the community have been added, over time, to create a Village atmosphere, along the Trunk. This is interesting in that it has been accomplished with a full flow of traffic through St. Peters, as the 104 road has not yet been built to by-pass the Village, and that it has happened since the advent of the 100 series highways in Nova Scotia. There are many other excellent examples of Trunk roads going right though towns and villages in Nova Scotia, but these have tended to develop organically, as the road originally connected these larger towns. As Villages like Chester grow, or plan for growth, it can be argued that they are only following a natural pattern of integrating the Trunk road into their street system.

Chester, like many Villages in Nova Scotia, does not own its roads and streets. This is both a significant advantage, in terms of funding that work, and a barrier to new development, in terms of getting permission to improve one's own community streetscape.

It must be assumed, in any of this proposed work, that any changes will be designed to Transportation Association of Canada (TAC) standards. This is what TIR will require.

3.3 Private and Public Improvements Along Highway 3

There are a wide number of public and private improvements recommended on top of the design guidelines from the previous chapter. The diagrams shown for the private properties in section 3.3 are illustration of possibilities under the proposed policies, not proposals for development.

Robinson's Corner

As noted in this report, exit 8 may eventually be a destination for a larger commercial development. Robinson's Corner is a dangerous intersection of Highway 3, Robinson's Corner Rd and Route 14. A roundabout has been proposed as a logical solution for this problem intersection. Such a facility would be built by NSTIR and possibly cost

shared with the Municipality and the adjacent land owner, who may require access from this intersection. During the planning stages, the developer should consider a connection with the Stanford Lake Road

The design of a roundabout here would be straightforward, as there would be room, it is assumed, to use some of the private lands to increase the right of way. The roundabout would serve as a western gateway to Chester and could be designed with that in mind.

Additional commercial sites are shown between Robinson's Corner Rd and Civic 4325 on the west side of Highway 3. There are 2 possible options for buildout in this area shown in the adjacent images:

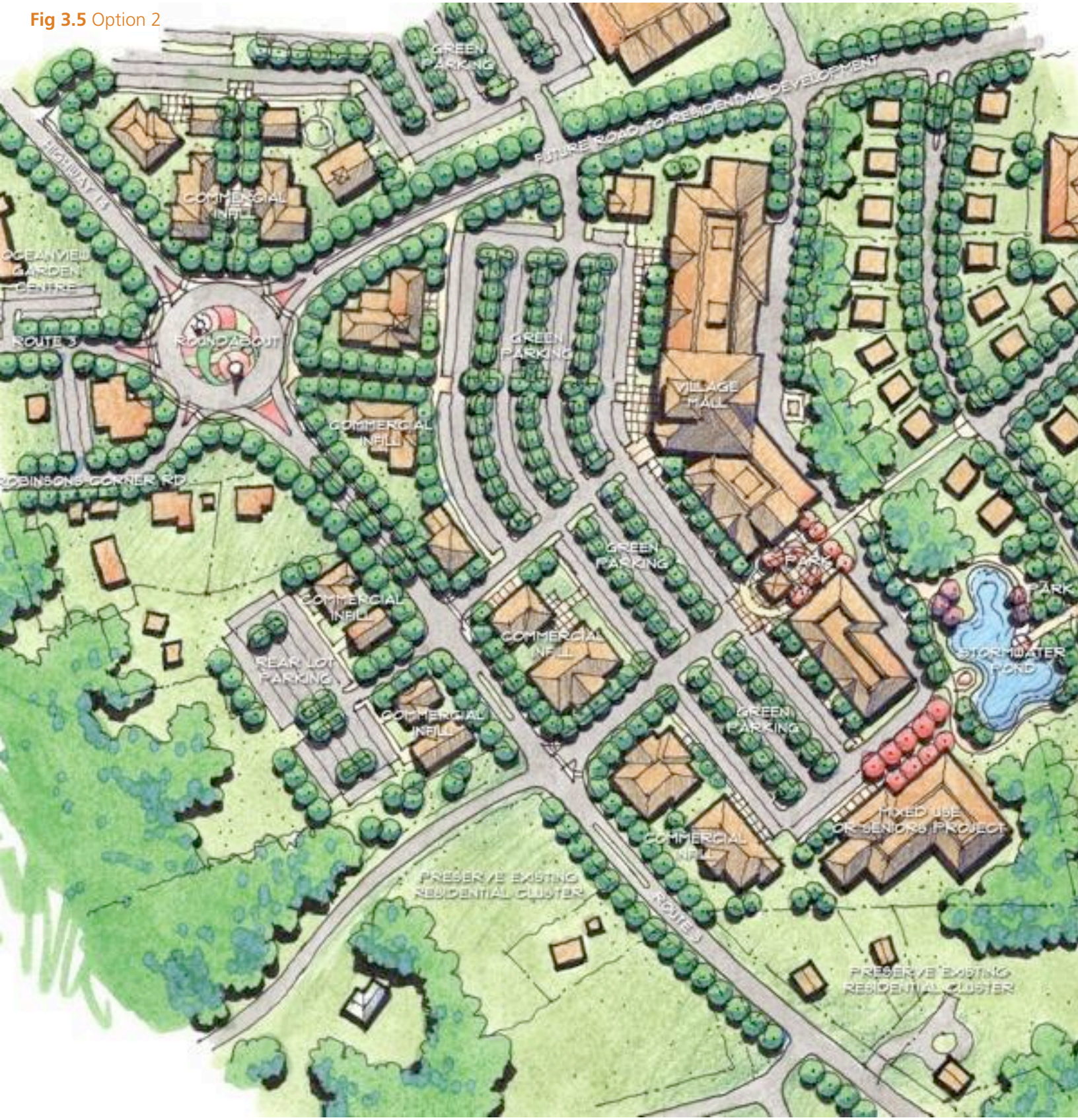
1. **Option 1 (Fig 3.4)**: The Highway 3 corridor is preserved for smaller pad commercial development according to the standards outlined in Chapter 2. Residential development to the east would be accessed via the roundabout and would back onto the commercial development.

2. **Option 2 (Fig 3.5)**: This is the only other location in the Highway 3 Study Area that could accommodate a larger commercial mall type development. In this case, the smaller pad commercial development would still be required along Highway 3 to reduce the visual impact of the larger parking lots, however, the larger commercial pads would be located behind the smaller pads and green parking lots would be placed between the two commercial areas. Key intersections into the development would be required to terminate at high quality public spaces. All stormwater run-off would have to be cleansed using a combination of green parking lots and stormwater management ponds. The developer would be required to build any new intersections as well as a sidewalk along the north-east side of Highway 3 and street trees along the development's length.

Fig 3.1 - 3.3: Robinson's Corner roundabout concepts

Fig 3.4 Option 1

Fig 3.5 Option 2



Chester Shore Mall

The Chester Mall has tremendous infill potential in the form of highway related pad development (built to the standards outlined in Chapter 2) and additional pad development on the north of the mall property. Over the longer term, a cross-walk should be installed at Mall entrance (on the north side) which would link the Mall to the intersection of Stanford Lake Road and Highway 3 via a short stretch of 6' wide sidewalk. The painted island north of the mall entrance could be consolidated into a curbed landscape boulevard which would be a refuge for pedestrians crossing Highway 3. The sidewalk would link the three commercial properties on the east side of Highway 3 south of the Stanford Lake Road. This sidewalk would need to be installed by coordinating existing parking lots for the 3 commercial properties.

Fig 3.6 Chester Shore Mall

Victoria Street Area Redevelopment (Fig 3.7)

Victoria Street crosses the old stone bridge on its way to meeting Trunk 3 at the relatively sharp corner next to the former rail right of way. This area could contain a wide variety of public and private development projects as noted below.

Public Projects

1. **Victoria St Pedestrian Island:** The Victoria - Highway 3 intersection is extremely dangerous with more than 100' of asphalt at the intersection. The introduction of a pedestrian island will act as a central refuge for pedestrians, a way to reduce the amount of asphalt and slow cars travelling south onto Victoria St., and as a gateway into the village proper. The island could be large enough to be landscaped with granite walls and a large central 'gateway' sculpture. The island would be connected to the 3 corners with cross walks

2. **Victoria St and the Old Stone Bridge** - The idea of traffic calming Victoria Street has the potential to significantly reduce safety issues at the corner of Victoria and Highway 3 and extend the maintenance life of the old stone bridge (the only one of its kind remaining in the Province). Several ideas have emerged from the workshops.

2.1. One idea is to look at shutting down Victoria Street between Walker Road and Main Street to vehicle traffic and making the road a pedestrian trail. This option would see removable bollards at both ends for fire access, and the road cut down from 24' width to a multi-use trail width of 12'. Interpretive view-decks could be located in the area of the stone bridge and the fringe could be planted and landscaped. This option works well with the trail proposed for the Hawboldt property. There are only two driveways that would continue to use that stub of the street. The other side, the access for Walker Road could continue directly to Trunk 3. This enables a real opportunity to develop the property adjacent, to the East along the stream, into a beautiful urban park celebrating the stone bridge. We also note that closure of the street at both ends of the bridge will result in the reduction of heavy truck traffic on village streets in that end of the community that are really not designed for either the load, or dimensions of those vehicles, and direct that unsuitable traffic to Valley Road which is much more capable of handling such traffic.

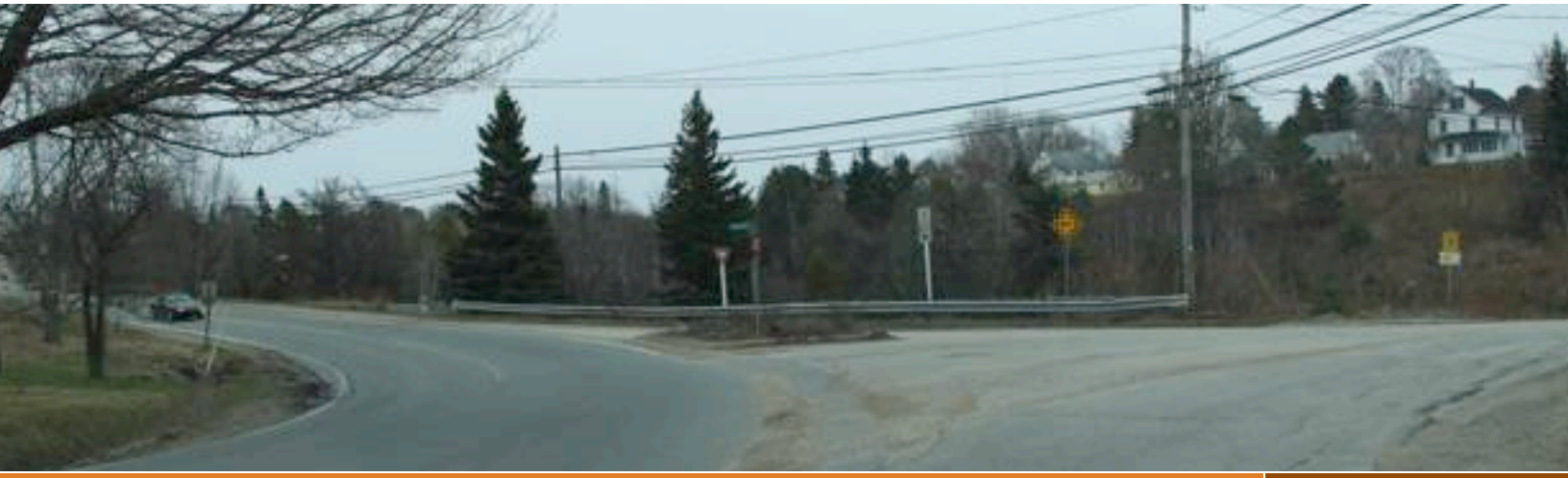
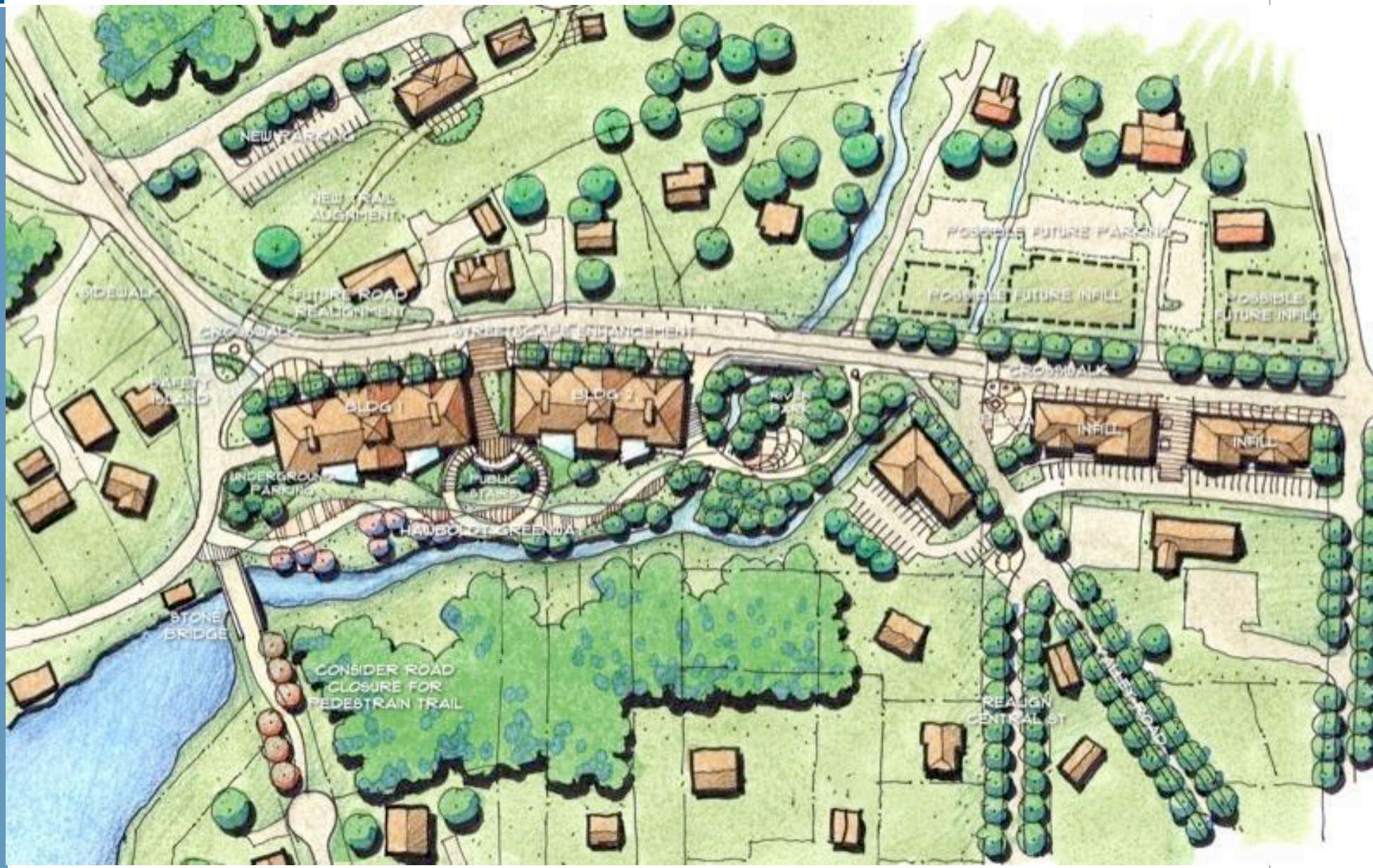


Fig 3.7 Victoria Street Area Redevelopment



2.2. Another idea would be to make Victoria Street one way (north) between Walker Road and Main Street. This would free up half the road for a pedestrian multi-use trail and would reduce the safety problem of cars making the Victoria Road turn from Highway 3 at 70-80km/hr. This idea will also reduce or eliminate heavy truck traffic.

3. **Highway 3 Realignment at Victoria Road**. Eventually, the sharp radius curve on Highway 3 (at Victoria Road) should be smoothed with a greater radius. Most of this land would be on the public rail lands but a small portion may require acquisition of a residential property across from Victoria Road. This new alignment would allow Victoria Road to properly T-into Highway 3. From the Provincial property mapping it looks like the road right-of-way is less than 66'. The Municipality should work with NSTIR to determine if the full 66' feet is required or if the Provincial property mapping needs to be updated.

4. **Valley Road and Central Road realignment** - There is less of a safety concern at this location, however an opportunity does exist to make this better for traffic purposes, while at the same time creating an opportunity for new development on the Trunk 3 frontage. Some of the workshop participants also indicated a possible modern roundabout in this location, however we believe that this intersection would be better served by taking Valley road to a new 90 degree intersection with Trunk 3, at a stop sign, possibly with in and out turning lanes for right out, and right in. The same type of approach would also be taken with Central Street, making it into a 90 degree intersection with Valley Road, farther back from Trunk 3. This solution creates two viable corner commercial lot opportunities on Trunk 3, and recognizes the traffic flow hierarchy on Valley Road and Central Street. The asphalt that is reclaimed from the east side of Valley Road should be turned into a civic plaza. This will be one of the key intersections to use wayfinding signage to get drivers off the Highway 3 and into downtown Chester. A cross-walk is proposed at this location to indicate the gateway into the downtown & to slow traffic from both directions. Overhead cross-walk lighting should be included. Note that any restriction of Victoria Street would require this re-alignment of the Valley Road intersection

5. **Make and Break Park**. The confluence of land between the two streams is an ideal location to interpret the "Make and Break Engine" and what the engine did for inshore fisheries around the world. The park would be connected by a small pedestrian Bridge to a multi-use riverfront trail on the south side of the Hawboldt property.

6. **Highway 3 Streetscape Enhancements** - Victoria Road forms the westernmost boundary of the "Village Commercial" road topology which would include sidewalks on the south side, street lighting, banners, bike lanes and onstreet parking where possible. The on-street parking would likely have to be coordinated with private properties as they are developed in the future. On-street parking costs will need to be shared between the Municipality and private property owners. The Municipality will need to develop a standard detail for on-street parking.

7. **Realign Chester Trail** - The current trail intersection with the Hadden Hill Road & Highway 3 is an extremely dangerous crossing. A pedestrian overpass was discussed; however, the cost would likely exceed $900,000. A more practical option would see the trail realigned from this intersection, with a sidewalk down to Victoria Road to the new pedestrian island crossing. From the north side of Highway 3, the trail would be routed back up to the old train station. ATV access

would remain where the current trail is located. A parking lot would be built as a trailhead in front of the train station.

Private Development

1. **Hawboldt Property** - The Hawboldt property could either be fully developed as an interpretive park, should the Municipality choose to buy and develop it, or perhaps more fitting, the property could be developed as a mixed-use anchor with a riverfront trail. The drawing shows that:

    1.1. an interpretive riverwalk is preserved along the river

    1.2. The street parcel is too long for one single building so it has been divided into 2 building sites, both with parking underneath. A public pedestrian plaza would be located between the two buildings with public access stairs down to the riverwalk.

    1.3. The two buildings would ideally be mixed-use with retail commercial on the ground floor and 2 or 3 stories of residential above. Each of the 2 buildings could easily accommodate between 12 and 18 residential units (1,200 sq.ft ea) above 7200 sq.ft of commercial space. 3 Storeys should be permitted, but if the 4th storey is considered, it must be integrated into the roof design to look like a 3 storey development.

    1.4. No at-grade parking lots are shown, however, there is ample room for on-street parking on Highway 3 so long as it is coordinated with the building fronts. This would provide parking for between 14-18 cars for the commercial component. These on-street spaces should be counted for the as part of the sites parking requirement. The developer would be required to build these spaces in addition to the pedestrian sidewalk and streetscaping

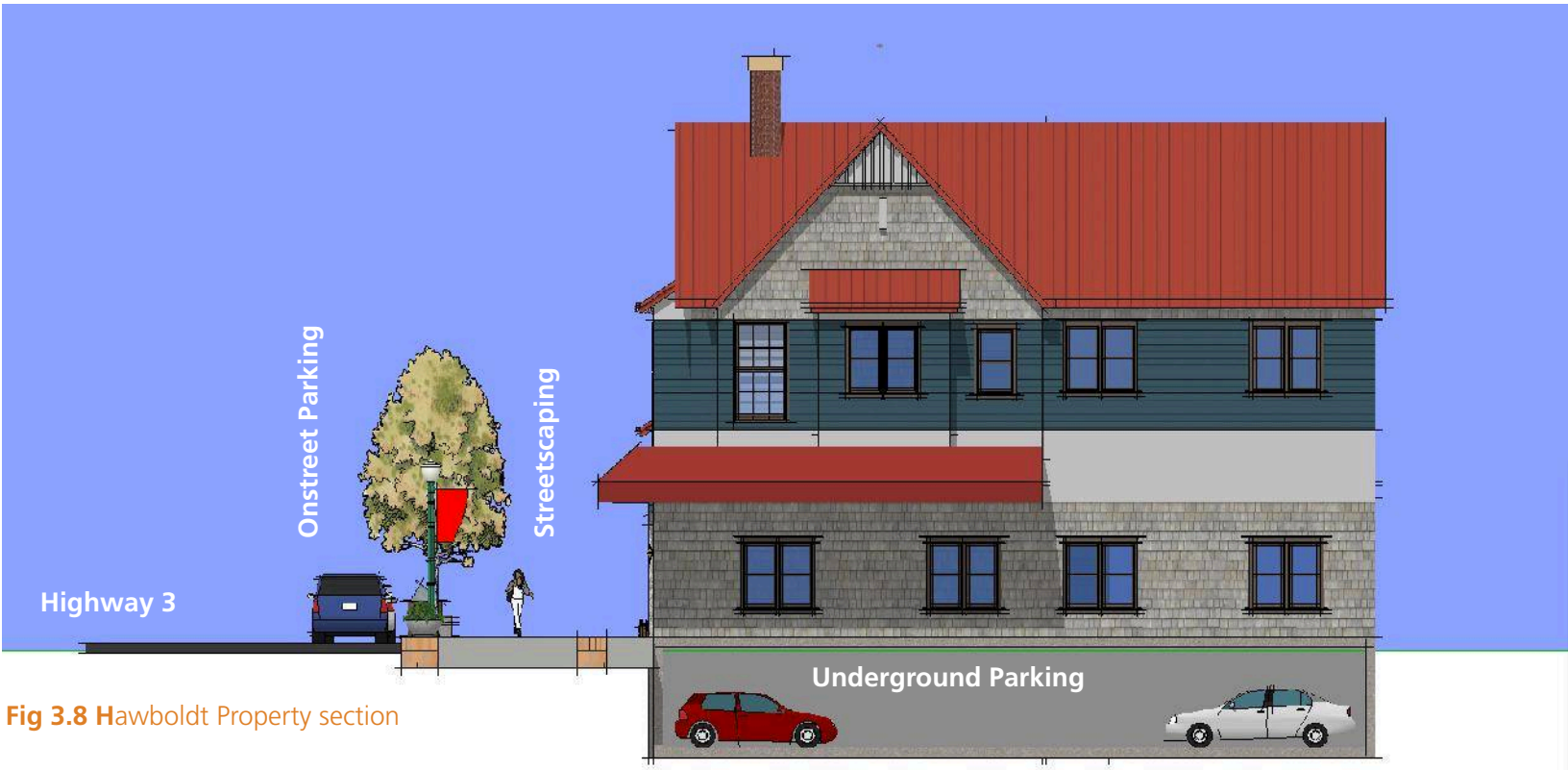


Fig 3.8 Hawboldt Property section

to make the street pedestrian friendly.

2. **Residential Properties North of Highway 3** - The single family homes north of Highway 3 are set back about 200' from the road in some places. Figure 3.7 shows how the front yard of these properties could be developed for medium density residential infill or mixed use infill with commercial ground floors and residential above. A strict 3 storey limit should be respected in this area. Parking would be located in the rear as shown. Ideally there would be room for on-street parking for these development.

3. **Valley Road Property** - The properties to the east of Valley Road are prime development sites for commercial or mixed use development. These sites are limited slightly by parking capacity and likely this will limit the height to 2 storeys or less. The plan shows 2 infill buildings. The western-most building could spill out into the public plaza making it ideal for a restaurant or some other use that would benefit from the plaza.

Duke Street Roundabout

The intersection of Duke Street with Trunk 3 remains perhaps the biggest existing concern in the minds of residents. We reviewed the existing intersection and agree that there are access issues along one side of it that compromise the safety of the intersection, and combined with existing travel speeds, the angle of the intersection, and the traffic volumes, agree that there is a need for improvement here. That said, there is a significant lack of available land in which to locate a solution that would satisfy all the frontage owners, while meeting TAC guidelines.

A modern roundabout design was prepared, and is show in Figure 3.9. It works with minimum geometric dimensions, however, we believe that its success for providing acceptable access to the

Fig 3.9 Duke St Roundabout

businesses on the east side would be enhanced, and the overall function of a modern roundabout design would be greatly improved if some land acquisition from the adjoining grocery store could be accomplished. A narrow point of property sticks out in the direction of the intersection, and only provides a sign location at present. If a modern roundabout where to be built here, the sign would conceivably function just as well if pulled back into that property, without affecting its current parking count.

Shoreham Village Plan (Fig 3.10)

The Shoreham Village area is one of the busier commercial areas along Highway 3 and was noted by business owners as a possible location for a public parking area. The following project components are suggested for this area.

Public Projects

1. The Pig Loop Road forms the eastern boundary of the "Village Commercial" road topology. In this area North Street would include sidewalks on the south side, street lighting, banners, bike lanes and on-street parking where possible.

2. Develop the Shoreham Village Park fronting on Highway 3 to include trails, interpretive elements, ponds, a gateway entrance feature, gazebo's and rest areas, trees and landscaping, boardwalks, etc. Most of this area is Provincially designated marsh or swamp (see Fig ?). Filling or altering the hydrologic regime would require a permit. The better option is to develop this area as a nature park recognizing the value of the wetlands. This park should be linked to the Chester Trail to the north as shown on Fig ? and to the arena lands to the south

3. Develop a dual purpose municipal parking lot in the area of Shoreham Park. The lot would service businesses on Highway 3 linked with improved sidewalks and paved shoulders for bikes; as well, the lot would serve as a trail-head for Shoreham Park and as a downtown gateway to the Chester Trail. Ideally, access should be secured directly from Highway 3 as shown.

4. Onstreet parking should be installed along with sidewalks and streetscaping in front of Shoreham Park.

5. Develop new multi-use trails from Shoreham Park up north to the Chester Trail and south to the arena and eventually downtown.

6. A cross-walk should be installed on Highway 3 at the Shoreham Village entry road.

Private Projects

1. Shoreham Expansion. There are ample potential expansion lots as shown on the plan. These plots avoid the wetlands and maximize frontage on the new proposed entry/exit road.

2. Shoreham second entry/exit. A second entry and exit will be required if additional units are built to relieve pressure from the Shoreham Village Road exit. A possibly connection to Pig Loop Road is shown

Stevens Road to Quickmart

The bucolic scenery of this stretch of Highway 3 is a long-term desirable gateway into Chester. Generally speaking, it is protected on the north side by the Chester Trail in perpetuity. However, on the south side, the land is zoned as Rural Use (RU) which permits almost any form of development. To preserve this character over the long-term, it may be more prudent to zone the land as estate residential.

Fig 3.10 Shoreham Village Area

3.4 Street Design Sections

The Trunk 3 cross section would maintain a TAC approved lane and right-of-way width associated with the traffic volumes, desired speed limit and level of service. There are two recommended road topologies recommended in keeping with the *Village Commercial* cluster and the *Rural Commercial* cluster outlined in this report.

Road Topologies

Village Commercial Road

This topology will eventually include a 6' sidewalk on the south side of the street from Kwik-Way to the Chester trail west of Victoria Street. It will also include on-street parking (8'x24'), where feasible on the south side, district light standards, cross-walks at key locations (see fig 3.1), banners and signage, bike lanes on both sides of the road (5' paved road shoulders) and a 12' lane. See Figure 3.11

Rural Commercial Road

The *Rural Commercial* topology extends between Robinson's Corner and the rail station. This road would be characterized by cross-walks at key locations (see Map 3.1), banners and signage, bike lanes on both sides of the road (5' paved road shoulders) and a 12' travel lane. Sidewalks would not be present on either side of the street except at large format commercial areas where they would be required of the developer. See Figure 3.12

Pedestrian Infrastructure

Sidewalks are desirable for most of the south side of Trunk 3, and can be provided either with a grassed median refuge, or a parking lane with a mass curb face sidewalk.

New crosswalks at intersections would be desirable, and in a few locations, crosswalks on the north side of Trunk 3 would also be preferable, again, where there is room. Key pedestrian crossings should be included at Robinson's Corner, Stanford Lake Road, Victoria Road, Valley Road, Duke Street, Shoreham Village Road and Pig Loop Road.

Connections to the Active Transportation trail, on the former rail line, from Trunk 3 should be maintained and reinforced.

Modern Roundabout designs proposed for the study area need to focus on, and ensure that pedestrian safety is provided for, especially at the Duke Street intersection, as a main goal, and reason for, the new work.

3.5 Infrastructure and Green Design

Access Management

One of the key concerns about every developing stretch of road is the careful control of access to that road. There will always exist a conflict between a landowner's desire to access a public road, and the safety of them doing it from their frontage. This is especially pertinent when two driveways are close together, and where multiple different business interests are mixed with residential or other access demands along that stretch. The problem becomes more difficult in an area that is transitioning from residential to commercial in nature.

If the road section offers the available width, then in some places, an on-street parking lane might be substituted for with a left turn lane, to provide safer access while maintaining traffic flow.

Some road access and site design issues that need to be controlled, and avoided are:

Fig 3.11 Village Commercial Road

Fig 3.12 Rural Commercial Road

Fig 3.13 Shoreham Village Park

- drive throughs with inadequate stacking length, such as that which causes traffic safety problems at the existing Tim Horton's shop,
- broad, wide parking areas with complete frontage access to the road, instead of a focussed single access point and internal parking circulation,
- multiple single driveways with close proximity of one another,
- driveways on the inside of sharp curves in the main road, and
- driveways with inadequate stopping sight distance for delivery trucks exiting the site.

In some places in the study area, as development proceeds, some more control at commercial driveways, if properly consolidated, may one day be warranted. Such a decision will be made on the basis of traffic volumes and demand. In the meantime, all commercial entrances should meet NSTIR's requirements for access.

Services & Infrastructure

Chester is not served by a central water supply. Most of the community relies on dug wells for drinking water, which makes land development in the community a process that needs to be undertaken with extra care. At the same time, long range plans exist for the development of a future central water supply. This plan should play an important role in the guidance of new development, such that it will not be compromised. New easements for future mains, and watershed protection practices should be pursued in support of this long term goal.

The existing water supply practices are dependent on the continued infiltration of rain into the subsurface, and therefore the types of practices related to Low Impact Development should be considered as necessary, not just desirable, in the design of new development in the community. More water running off property to the ocean, or to watercourses will mean less that will reach dug wells.

The sanitary servicing strategy for the community needs to be examined with respect to long term development and capacity, and whether the existing gravity/pump station collection system is capable of handling expansion outside the current limits, and whether the treatment plant site has room for more capacity. The continued reliance on this type of sewage collection and treatment needs to be compared and contrasted with decentralized options, where neighbourhoods share sanitary services, and treated effluent is reintroduced to the land.

One part of the existing collection system needs to be re-worked prior to any new investment along Trunk 3 near Shoreham Village. It appears that it will be possible to eliminate one pumping station along the road, simply by building a gravity line along Trunk 3 where a forcemain now runs.

A program of reviewing the condition of the existing sanitary sewer collection system to ensure old pipes are competent through video inspection, would provide good guidance on where other work might be required, and also identify areas where leaks into the system steal capacity from the community.

What is Low Impact Development?

Low Impact Development (LID) is a term used to describe a modern and responsible approach to controlling stormwater runoff and the subsequent pollution associated with it, both during development, and on into the future. LID focusses on cost-effective, small scale, practical strategies that replicate pre-development hydrologic conditions and therefore reduce the impacts of development. One of the easiest things to do is to address runoff close to the source, and this is one of the main principles embedded in LID. Done right, LID can enhance and protect the environment, and protect public health while saving both developers and local governments money.

We believe that the types of policies and prac-

tices advocated for by the Low Impact Development approach apply very well to the Chester area, and fit with the specific types of developments, and constraints to development, that exist here.

LID is supposed to be simple and effective. Instead of large investments in complex and costly engineering strategies for stormwater management, LID strategies combine open space, landscaping, natural hydrologic functions, and other techniques to result in a finished product that generates less runoff from developed land. While most engineering plans pipe water away to watercourses and storm sewers as quickly as possible, LID involves the use of small scale techniques to manage precipitation as close to where it hits the ground as possible. This involves strategic use of small scale controls that are designed to address specific pollutant load and stormwater timing, flow rate, and volume characteristics associated with a site, and a community. One of the primary goals of LID design is to reduce runoff volume by infiltrating rainfall water to groundwater, evaporating rain water back to the atmosphere after a storm, and finding beneficial uses for water rather than exporting it as a waste product. The result is a landscape that is equivalent to predevelopment hydrologic conditions, which means less surface runoff and less pollution damage to lakes, streams, and coastal waters.

LID Runoff Control Objectives:

- minimize disturbance
- preserve and recreate natural landscape features
- reduce effective impervious cover
- increase hydrologic disconnects
- increase drainage flow paths
- enhance off-line storage
- facilitate detention and infiltration opportunities

Adhering to LID design principles should cost less than conventional stormwater management systems to install and maintain, because there is less pipe and subsurface infrastructure involved. The associated vegetation also contributes "quality of life" assets by "greening the neighborhood", thus contributing to livability, value, sense of place, and aesthetics. The associated benefits include enhanced property values and redevelopment potential, greater marketability, improved wildlife habitat, thermal pollution reduction, energy savings, enhanced wetlands protection, and decreased flooding. LID is a simple approach with multifunctional benefits.

LID principles can be applied to constrained or open lands, in urban infill or retrofit projects, or in new developments. For communities with a combined sewer system, LID can reduce both the number and the volume of sewer overflows. Opportunities to apply LID principles and practices are everywhere - almost any feature of the landscape can be modified to control runoff. When integrated and distributed throughout a development, or an urbanizing catchment, these practices can substantially reduce the impacts of development.

Low Impact Development Principles and Practices

LID is based on a core set of principles based on the idea that stormwater management should not be seen as stormwater disposal and that many opportunities exist within a designed landscape to control stormwater runoff close to the source. Underlying these principles is an understanding of natural systems and a commitment to work within their limits whenever possible. Doing so creates an opportunity for development to occur with low environmental impact. The principles are:

- integrate stormwater management early in site planning activities
- use natural hydrologic functions as the integrating framework

- focus on prevention rather than mitigation
- emphasize simple, nonstructural, low-tech, and low cost methods
- manage as close to the source as possible
- distribute small-scale practices throughout the landscape
- rely on natural features and processes
- create a multifunctional landscape

LID Practices That can work in Chester

- Grass lined ditches and vegetated swales - salt tolerant species
- Rain gardens and bio-retention
- Infiltration strips and underground storage/ infiltration chambers
- Rooftop gardens and green roofs
- Tree preservation, topsoil preservation
- Stormceptors™/Spill traps
- Pervious/Porous pavements
- Engineered wetlands and settling/retention ponds

LID Practices Use Natural Functions to Trap and Treat Runoff.

1. Physical: increases interception, infiltration, and evapotranspiration; facilitates sediment removal, filtration, and volatilization; stabilizes soils to reduce sedimentation and erosion.

2. Chemical: facilitates adsorption, chleation, ion exchange, and organic complexing.

3. Biological: increases transpiration, nutrient cycling, direct uptake, and microbal decomposition.

LID Based Initiatives for Chester:

- Rehabilitate, enhance, and develop wetland by Shoreham Village (environmental management and flood prevention)
- Legislate watercourse buffers based on slope and soil type
- Develop sites to have pre and post runoff same peak and volume
- Induce infiltration of uphill runoff before it crosses roads or sites
- Reward measures that achieve Bio+hydrological excellence
- Maintain existing and new catchbasins by regular cleaning of sumps
- Work with TIR regarding ditch clearing, road salting practices
- Parking lots, industrial type uses to have oil and sediment traps
- Install filtering elements prior to ditch flow entering watercourses
- Rehabilitate stream by stone bridge with wetland type edges

Low Impact Development is much more than the management of stormwater -- it is a different way of thinking about how we plan, design, construct, and maintain development.

Retrofitting the Ultra Urban Environment

It is important to consider that there will be existing places in Chester, and practices that are of some environmental concern already. It is possible to consider retrofitting land developments with new stormwater management features based on LID principles. New parking lot paving can integrate induced infiltration areas, landscaping can add infiltration areas, and infiltration galleries, Stormceptors, and the like can all be added to existing development.

4.0 Implementation

This report describes a long-term 20-year vision for both public and private lands along Highway 3. The private lands will be developed by private land owners using the new proposed design controls, changes to policy, and changes to zoning. To implement the new standards, the Municipality of the District of Chester will have to adopt this report and direct staff to integrate the new policy recommendations from this study into the Village Secondary Plan. This step will likely take one to two years and may require additional public input.

The 'public' components outlined in this report (roads, parks, trails, municipal parking lots, on-streets parking, etc.) will need to be implemented through a cost sharing arrangement between the Municipality and the the Province of NS through NSTIR. The details of those arrangements remain to be worked out with the two levels of government. Some of the open space and parks projects will be the responsibility of the Municipality.

This implementation chapter focuses on the costs and priorities of the recommended *public* components of this report. Priorities have been recommended based on:

1. public sentiment and feedback regarding specific plan components (sidewalks in the core, paved shoulders for bike lanes, Victoria Road intersection safety, Chester Trail-Highway 3 crossing, municipal parking lot)
2. safety priorities for pedestrians and vehicles (Robinson's Corner, Victoria Road intersection, cross-walks in key locations, Duke Street intersection)
3. potential for economic development for both Highway 3 development and Village Development (wayfinding signage, Hawboldt Property development, Robinson's Corner, streetscaping, etc.)
4. Best probable funding opportunity and capital works priorities;

Other priorities that need consideration include:

- Potential for greatest positive impact,
- Ability to link to other open spaces and sites,
- Status of land ownership or construction readiness,
- Opportunity for partnerships with the private sector,
- Co-ordination with other on-going municipal projects, and
- Logical design and construction sequence.

Taking positive and visible small steps at the beginning is important to gather momentum for the larger vision. Initiatives with a high profile and ease of implementation should be given the highest priority, especially where cost is not prohibitive. Larger and more complex projects will require time and further study to work out all the details required for implementation.

4.1 Budget Estimates

The implementation strategy illustrates how the recommended public projects may be completed in three phases. Assuming that funding is available, the work indicated should be able to be completed within the 20-year vision. These estimates also assume program budgets will be adjusted accordingly for inflation and other unexpected cost increases. The cost estimates provided to the steering committee separate from this document summarize the total cost of implementation, and demonstrates a breakdown of how these costs may be distributed over three phases.

The total implementation budget for the 20-year Highway 3 Plan is approximately **$7.26 million** dollars (2011 dollars). If the Municipality and Provincial funding partners were able to contribute approximately $363,000 (2011 dollars) in capital or in-kind to the projects identified each year, all works could be completed within 20 years.

Some of the capital required may already exist within annual budgets for maintenance and renewal of the streets and other related infrastructure. We have included a 10% contingency to allow some flexibility during detailed design We have also added 15% for design and project management costs however, these will vary from 8% to 18% depending on the size, nature and the level of project management required. Exact costs will depend upon detailed designs and bidding climate prevailing at the time of implementation. All projects require detailed design to facilitate quality implementation.

Materials and quantities were derived from measurements taken from the georeferenced base mapping. This level of accuracy is sufficient for general budget planning; however, more accurate estimates will be required during the detailed design and construction stages before going to tender with proposed work. Actual costs may be plus or minus 15% and the contingency has been accounted for in the $7.26 million budget. All quotes reflect January 2011 'installed' prices, not including tax. With unstable petroleum prices, construction prices could increase rapidly in line with petroleum.

The budget estimate does not include costs for long-term easements, land purchases or private improvements. Miscellaneous items/costs are outlined in the various sub-area descriptions and these include allowances for grading, catch basin relocation and special features.

It is important to recognize that the drawings and designs in this document are conceptual only. A qualified design firm/team should be commissioned to prepare schematic and detailed design drawings and contract documents for each individual project. This additional cost has been accounted for in the cost spreadsheet.

The following budget summaries are broken down on an area by area basis.

4.2 Phasing Strategy

This report describes the long term vision for Chester. Implementation of the various plan components will occur over a 20 year build out period, and successful realization of the strategy is integrally linked to a comprehensive and realistic phasing program. A successful approach will address any challenges that may arise and will implement the various elements of the plan in logical and cost-efficient manner.

Forecasting a year-by-year phasing strategy is difficult without a strong sense of annual budgets. Priorities set by the Steering Committee can be influenced by the opportunities that arise from unforeseen funding sources, new developments and private sector initiatives.

4.3 Next Steps to Move towards Realization of the Vision

There are a number of important next steps required to move the elements of this plan forward. These include:

Municipal

1. Investigate the land use suggestions in this report and formulate policy to encourage the mixed use, open space and residential zoning strategy outlined in this report.

2. The Municipality should adopt the architectural, signage, site and landscape design guidelines for the Highway 3 Corridor and include them in the Secondary Plan.

3. The Municipality should encourage and support residential intensification in the areas outlined in the master plan. There may be some incentives that the Village could offer developers to focus residential expansion including assisting with components of road construction or other creative tax incentives.

4. The Municipality should undertake more detailed design work for the Victoria Street Road calming, and the Chester trail realignment.

5. The Municipality should start to investigate the feasibility of the two roundabouts outlined in this report with the NSTIR.

6. The Municipality should commission detailed design drawings for the new streetscape design once funding priorities are investigated.

7. The Municipality should work with merchants to develop a short term strategy for overcoming periodic parking shortfalls. This could include finding some additional spaces and working with property owners to maximize spaces for shoppers at the expense of staff parking. Over the longer term, the Municipality should investigate the feasibility of a civic parking lot in the Shoreham Village Area.

8. The Municipality should develop a civic art strategy for the entire village to make Chester one of the most memorable art communities in Atlantic Canada.

9. The Municipality should consider the implications of implementing the proposed changes on development just outside of the study boundary.

10. The Municipality may want to partner with the Regional Development Authority to develop an active business recruitment strategy for future businesses on Highway 3 and a facade incentive program.

11. The Municipality may want to partner with private property owners to realize the projects suggested in this study.

Provincial

1. The Province should work with the Municipality to set common priorities for implementing this report.

2. The Province should determine if additional lands need to be secured for the Highway 3 corridor in the area of Victoria Street.

3. The Province should review their capital works program to determine what projects are already slated for funding (ie. road repairs, etc.).

4. The Province should develop green road design guidelines as outlined in this report and support on-street parking in the locations suggested.

5. The Province should review the proposal for Victoria Street closure or one-way in light of

this report.

6. The Province should work with the Municipality to implement key cross-walks as recommended.

7. The Province should further study the implications of the two suggested roundabouts.

8. The Province should develop standards for paved shoulders and bike lanes.

Signage

1. The Municipality should commission a detailed civic Signage strategy following the general recommendations outlined in this study. Immediate priorities include better signage for parking, gateway signs, a community kiosk, downtown directional signage and street signs. The strategy should include schematic designs for every proposed sign in enough detail for fabrication and installation.

2. An interpretive program should be developed for the Village with interpretive panels or high tech podcasting tours. The program should highlight potential interpretive themes and topics, and interpretive approaches (panels, hands on exhibits, etc.).

Appendix A: Online Survey

1. Are you Female or Male? Create Chart Download

	Response Percent	Response Count
Female	51.6%	16
Male	48.4%	15
answered question		31
skipped question		0

2. How old are you? Create Chart Download

	Response Percent	Response Count
10-20	0.0%	0
20-30	9.7%	3
30-45	22.6%	7
45-55	32.3%	10
55-65	22.6%	7
65+	12.9%	4
answered question		31
skipped question		0

3. Where is your primary residence? Create Chart Download

	Response Percent	Response Count
Chester	61.3%	19
Lunenburg County	22.6%	7
HRM	6.5%	2
Show replies Other (please specify)	9.7%	3
answered question		31
skipped question		0

4. Do you work in Chester? Create Chart Download

	Response Percent	Response Count
Yes	35.5%	11
No	64.5%	20
answered question		31
skipped question		0

5. Do you work on Route 3 in Chester? Create Chart Download

	Response Percent	Response Count
Yes	6.9%	2
No	93.1%	27
answered question		29
skipped question		2

6. Do you shop on Route 3 in Chester? Create Chart Download

	Response Percent	Response Count
Yes	96.8%	30
No	3.2%	1
Show replies If yes, please list what you shop for		14
answered question		31
skipped question		0

7. How often do you shop in Chester? Create Chart Download

	Response Percent	Response Count
More than once a week	71.0%	22
once a week	16.1%	5
once every two weeks	9.7%	3
once a month	3.2%	1
every six months	0.0%	0
once a year	0.0%	0
answered question		31
skipped question		0

8. How do you get to Route 3 in Chester to shop? Create Chart Download

	Response Percent	Response Count
Walk	6.9%	2
Bike	0.0%	0
Car	93.1%	27
Show replies Other (please specify)		4
answered question		29
skipped question		2

9. Do you use the Chester Connection trail?

	Response Percent	Response Count
Yes	45.2%	14
No	54.8%	17
answered question		31
skipped question		0

10. What forms of activity do you participate in?

	Response Percent	Response Count
Sailing	41.4%	12
Biking	41.4%	12
Running	10.3%	3
Skateboard	0.0%	0
Hockey	10.3%	3
Skiing	13.8%	4
Curling	10.3%	3
Tennis	3.4%	1
Soccer	0.0%	0
Walking	89.7%	26
answered question		29
skipped question		3

11. How would you rate the safety and ease of walking on Route 3 in Chester?

	Response Percent	Response Count
Poor	67.7%	21
Moderate	32.3%	10
Excellent	0.0%	0
answered question		31
skipped question		0

What improvements would make the experience better on Route 3?		
Priority 1	**Priority 2**	**Priority 3**
sidewalks	bike lanes	less police presence
side walks		
sidewalks	bike lane	
More sidewalks		
sidewalks	middle turning lane	traffic calming
Bike lanes	Accessable sidewalks	Better traffic control at Hwy.3,Duke St. intersection
hgssd		
sidewalks	enforcement of speed limit	
moreshopping	morefood outlets	improved shoulders on highway
curbs	sidewalks	traffic control
1 metre paved shoulder on each side for bikes	sidewalks	more trail and benches along the water in Western Shore - that is a prime spot that should be developed so anyone can enjoy it. It's a world class view and "streetscape".
sidewalks	property maintance	move the street venders
wider shoulder/sidewalk		
lower posted speeds limits		
Paved Shoulders	Rest stops	
Less Dogs Droppings		
wider shoulder		
Clean up the signage near the Exits (particularly Exit 7 - it looks awful).	More sidewalks - we have a toddler and walking with a stroller is not enjoyable as it doesn't feel safe with cars speeding by.	
sidewalks	wider shoulders on highway	street lights on the west side to bldging supplies
side walks	bike lanes	enforcment of speed
Get rid of bushs in front on Morash Insurence, You cant see west bound traffic on route 3 when stopped at the end of the Old Trunk 3	Only allow parking on one side of route 3 mainly where the petro canada gas sation used to be	
sidewalk		
none		
side walks (from Victoria rd to Quik Way would be ideal. Very least from Victoria rd to Shoreham)	improve the intersection on Valley Rd to North St (more	intersection from North st (Highway 3) to Victoria should be marked better. Have seen cars turn off to go on Victoria and they are on the wrong side of the road!
Sidewalk on one side at least	Foot bridges on north side of North St. across cannel and brook as well as brook on Valley Rd..	Pedesterian crosswalk at Valley Rd.
paved shoulders		
better walking along highway,i.e. paved shoulder	crosswalks at high pedestrian traffic locations	
Sidewalks	Bike lane	
sideways	crosswalks	steet lights
paved highway shoulders	more sidewalks	more crosswalks
sidewalks	check speeding through this stretch of road	signage is not regulated -there needs to be better guidelines (historical or in character of the village

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