

CHESTER VILLAGE AREA
HIGHWAY #3 STREETScape PLAN
Fact Sheet on Consolidated Amendments

Background:

- Highway #3 Streetscape Plan was developed from information received from the public and recommendations made by municipal staff and consultants, then accepted by Council in January 2011.
- To accommodate the proposed recommendations, changes to the existing Strategy and Land-Use By-Law for the Village of Chester were needed.
- The Planning Advisory Committee identified the areas that required changes and developed a list of amendments for recommendation.
- Council reviewed the amendments and held two public hearings to give residents and concerned groups an opportunity to provide input.
- Prior to the public hearings, the Director of Community Development contacted groups of interest (such as Chamber of Commerce, Village of Chester Commission, and Chester Merchants Group) to discuss the amendments at their regular meetings.

Summary and nature of amendments:

a) Amendments to Secondary Planning Strategy (SPS) accommodate:

- References to the Streetscape Study and Active Transportation Policy;
- Explanation of water supply progress;
- A storm drainage policy for new developments;
- New zoning boundaries;
- Restrictions to where mini and mobile homes are located;
- References to Highway #3 design guidelines and site plan approval area;
- A new Medium Density Residential Zone north of North Street;
- Redevelopment options for the former Hawboldt property; and
- A new policy for the Rural 2 Zone in East Chester that restricts area to existing agricultural use and encourages residential land-use in the future.

b) Amendments to Chester Village Area Land-Use By-Law (LUB) accommodate:

- Multi-unit conversions and accessory structures as they are included in the Highway 3 Streetscape Plan;
- Setbacks in the Highway 3 site plan area;
- Limits imposed in the Inner Architectural Control Area, including
 - Exclusion of mini and mobile homes;

- Exclusion of “internally lit signs”;
- An increase to the number of residential units in a commercial building from two to four;
- Design Guidelines for development in the Highway 3 corridor;
- Mandatory site plans for commercial developments along a section of Highway 3; and
- New maximum ground sign height level from 20’ to 12.5’;

c) Amendments also include rearranging the content of the SPS and LUB and changing titles, table of contents, and typographical content: otherwise known as “housekeeping”.

What Council did:

Council adopted the above amendments, allowing the implementation of the Highway 3 Streetscape Plan. The Chester Village Planning Advisory Committee will discuss density issues, which arose at the public hearing at future meetings.

Impact:

According to the Study and as a result of the design standards, the area along Highway 3 from Robinson’s Corner to Steven’s Road will gradually evolve into an area appealing to residents, business-owners, and visitors. Improvements will be esthetically (eg less visible parking lots), environmentally (eg more green spaces/rest stops), and actively (eg more “pedestrian-friendly”) pleasing.