



VILLAGE OF SLOCAN

Harold Street North Conceptual Design Plan Document Review

VISION FOR HAROLD STREET NORTH

Official Community Plan

VISION

The Village of Slocan is a welcoming, strong community of diverse people who take pride in the beauty of the village, pristine surroundings and harmonious existence with the natural environment. The Village of Slocan offers opportunities for a balanced, active and varied lifestyle.

Housing, recreation, public services, amenities, community activities and events are affordable, accessible, inclusive and intergenerational.

The vision for the Village of Slocan includes:

- a) A safe community;
- b) Pride in the aesthetics of the Village;
- c) A compact commercial core;
- d) A vibrant and beautiful Lakeshore; and
- e) A range of health and community services.

Economic Development Strategy and Implementation Plan

Findings (Some, not all)

- The top two industries that stakeholders identified as being future drivers were agriculture and green industry. Many stakeholders are supportive of tourism, however, are apprehensive about making tourism the key economic driver
- Stakeholders want to see improved support to local businesses and entrepreneurs
- Stakeholders indicated there is support for a shared office space

Potential Compatible Goals/Strategies

Strategy 2.3: Undertake an Investment Readiness Self-Assessment

Strategy 2.4: Coordinate the Preparation of a Resident Attraction Strategy

Strategy 4.1: Complete a Feasibility Study for a Regional HUB/COWORKING Network

Strategy 4.3: Establish a Program to Support Entrepreneurial Start-Ups

Strategy 5.3: Actively Lobby for Cell Service

Strategy 6.2: Create a Buy Local Agriculture Awareness Program (Slocan Grown)

Slocan Transition Plan

Vision

The Village of Slocan is a welcoming, strong community of diverse peoples and cultures. Our co-operative spirit sustains our pristine wilderness, our small town inclusive feel and our variety of unique local businesses. We take pride in our friendliness, the beauty of our village and surroundings, and our harmonious existence with our natural environment and our neighbours now and into the future.

Community Goals

- Citizens will be actively engaged in determining the future of the Village;
- Current business activity and offerings will be expanded to support residents in their work and endeavours to produce meaningful work and high quality goods and services;
- Local jobs will be maintained and more will be created;
- More food will be locally grown and locally consumed;
- Affordable housing will be available to all;
- A high quality of life will be enjoyed by all residents;
- Organizations and businesses will offer high calibre recreation and cultural experiences in the area;
- A welcoming, active Village Centre will be established; and
- The Village and its residents will be as self-sustaining as possible.

Project-Specific Municipal Vision

The municipality will diversify its tax base in order to be able to maintain or increase services to residents and create a sustainable future for the Village of Slocan.

The project efforts and report outcomes work towards achieving these community and municipal visions.

Municipal Goals

- Municipal revenues will be secured such that Slocan may lessen its dependence on the Springer Creek Mill tax revenue share;
- Existing businesses will be expanded and new businesses will be attracted to Slocan to diversify the tax base and enhance community economic assets and quality of life;
- The Village will work to attract residents to Slocan in order to significantly diversify the tax base, and community social and human assets; and
- The Village will work to increase the number of visitors to Slocan to benefit local businesses and showcase Slocan as the gateway to Valhalla Provincial Park.

POTENTIAL THEMES

- First Nations
- Ore Mining (1891)
- Sawmill
- Gateway to the Valhallas
- Small Town Lifestyle
- Local Food Security
- Eco-Tourism

REGULATORY SUPPORT

Built Form/Character

CATEGORY	DOC	SUPPORT	SOLUTION
Character	OCP	5.1.6 Encourage a compact, visually appealing, commercial core that provides a range of goods and services.	
	OCP	5.2.7 Ensure that the general form of new development is compatible with the quiet, small town and natural character of Slocan.	Limit building width - small, narrow buildings with many openings on front facade
	OCP	5.2.8.4 Promote new development or redevelopment that shall strive to be sustainable and sympathetic to the character of the community	Consider infill with patio/solar gain opportunities
	OCP	7 .1.3 Encourage the development of a compact, visually appealing commercial core that will function as a focal point for the community.	

CATEGORY	DOC	SUPPORT	SOLUTION
	SITE		Establish General Design Guidelines for infill / Building Character
Accessibility	OCP	5.2.8.7 Promote accessible building design and siting	Make sure all buildings are accessible for wheelchairs Propose “Stopgap” solutions for existing buildings with stairs
Village Centre	OCP	7.2.5 Promote the development of a Village Centre through the encouragement of core commercial development in the Harold Street Core Commercial Area.	
	STP	Objective 11 - Action 35: Officially designate the Harold-Fletcher Streets intersection as the village centre.	Harold St N isn't Village Center - how to be supportive.
	STP	Objective 11 - Action 36: Identify the Village Centre with a design theme and beautification efforts (area distinctly recognizable as Village centre)	We will generally identify the theme in this project, but further theme development should come with the OCP Review
	STP	Objective 11 - Action 37: Encourage location of retail and other business to the Village Centre.	
	STP	Objective 12 - Action 39: Link waterfront with Village Centre through wayfinding and landscaping.	Wayfinding and landscaping improvements area proposed
Mixed Use Form	OCP	7.2.7 In the commercial core, permit and encourage mixed use development consisting of secondary residential premises while ensuring street frontage is reserved for commercial uses.	
	ZBL †		Add Mixed Use Building to Definitions

CATEGORY	DOC	SUPPORT	SOLUTION
Site Design	OCP*	18.1.5.10 To create a more aesthetic and functional design that links each multifamily residential project with the streetscape, the following guidelines are recommended: a) Avoid long, narrow parcels with minimal road frontage (consolidate one or more parcels where necessary); b) Place parking areas away from the street frontage wherever possible; and c) Design porches and windows overlooking the street to increase personal interaction and safety.	Doesn't apply to downtown commercial Allow for residential apartments downtown with these guidelines
Accessory Residential	ZBL	4.18 Accessory Residential (1) An accessory residential unit, where permitted within this Bylaw, shall be subject to the following conditions: a) Maximum one (1) residential unit permitted per site; b) An accessory residential unit must have a separate entrance and separate living, sleeping, sanitary and kitchen facilities from the principal use; c) The minimum width of an accessory residential unit shall be 5.5 metres, and the minimum depth of an accessory residential unit shall be 5.5 metres; and d) An accessory residential unit shall be located in the same building above or behind the principal use and shall have a separate entrance from the outside.	
5.6 Multi-Family Residential Zone (R-3)	ZBL	5.6 .3 Setbacks (a) No principal building shall be located within 4.5 metres of the front , rear or exterior side lot lines or within 1.5 metres of an interior side lot line. (b) No accessory building or structure shall be located within 4.5 metres of the front or exterior side lot lines or with in 1.5 metres of the rear or interior side lot lines.	Consider relaxation in the downtown to allow for gradual transition to mixed use without requiring ground floor commercial to be filled immediately. Also may align with zero front setback of commercial buildings.
	ZBL	5.6.5 Site Coverage (a) Buildings and structures shall not cover more than 45 per cent of the site in total.	
	ZBL	5.6.6 Maximum Density (a) The maximum density shall be 49 dwelling units per hectare.	

CATEGORY	DOC	SUPPORT	SOLUTION
Single Detached Accessory Residence	ZBL	4.19 Secondary Suite or Single Detached Accessory Residence (1) Subject to compliance with requirements of the BC Health Act for sewage disposal and the BC Building Code, one secondary suite or one single detached accessory residence, is permitted as an accessory use to a single family dwelling. (2) No more than one secondary suite will be permitted per principal dwelling unit and is permitted within the principal dwelling unit only. (3) No secondary suite or single detached accessory residence shall be allowed without connections to septic or sanitary sewer system. (4) The maximum floor area of a secondary suite must not exceed the lesser of 90 m² or 40% of the total floor area of the principal dwelling. (5) Nothing in this bylaw shall relieve the owner or occupier of a secondary suite or single detached accessory residence from compliance with all applicable bylaws of the Village of Slocan or the British Columbia Building Code. (6) A secondary suite must not be strata titled.	
5.8 Core Commercial Zone (C-2)	ZBL	5.8.1 Permitted Uses Land, buildings and structures in the Core Commercial zone shall be used for the following purposes only: (a) Accessory Buildings and Structures ; (b) Accessory Residential ; (c) Assembly Hall; (d) Business, Professional, Administration Office; (e) Entertainment Facility (f) Financial Service; (g) Grocery, Food Service; (h) Health, Fitness, Recreation Facility; (i) Hotel, Motel, Tourist Accommodation ; (j) Licensed Establishment; (k) Personal Service Establishment; (l) Restaurant, Coffee Shop; (m) Retail, General Specialty Shop.	Need Mixed Use Added Need Residential Added or amendment to Multi-Family Zone 5.6 (see above)

CATEGORY	DOC	SUPPORT	SOLUTION
	ZBL	5.8.2 Minimum Site Area (a) The site area shall not be less than 614 square metres. (Amendment Bylaw 657, 2011)	REVIEW May prohibit small infill
	ZBL	5.8.3 Setbacks (a) No building or structure shall be located within 4.5 metres of the front or interior side lot lines when the C-2 lot abuts a residential zone. (b) When a C-2 lot abuts a non-residential zone, there shall be no required setback from the front, exterior side or interior side lot lines. (c) No building or structure shall be located within 4.5 metres of the rear lot line.	REVIEW Consider how to transition over time
	ZBL	5.8.4 Height (a) No building or structure shall exceed 12 metres in height.	Review height and check how it's defined in ZBL
	ZBL	5.8.5 Site Coverage (a) Buildings and structures shall not cover more than 90 per cent of the site in total.	Seems fine. Questions about how to deal with sewage with this high lot coverage
Housing Types	STP	Objective 9 - Action 31: Explore creative housing types (e.g. co-housing, container houses, prefabricated housing, straw bale homes)	Will include in our concept plan
Signage	STP	Objective 11 - Action 38: Encourage business participation in a new signage program.	Through BIA? General signage guidelines to be established through this plan. More detailed guidelines may be desired later.

Connectivity/Compatibility with Surrounding Neighbourhood

CATEGORY	DOC	SUPPORT	SOLUTION
Land Use	OCP	5.1.1 Encourage a land use pattern that provides for the health, safety, convenience and enjoyment of residents and visitors, while striving to recognize existing land use patterns and minimize future land use conflicts.	Mix of mixed use and residential.

CATEGORY	DOC	SUPPORT	SOLUTION
Multi-Family Residential	OCP	5.2.2 Generally direct new multiple family residential use to areas designated as multifamily residential and in areas near services, the school and in areas where conflicts with other uses will be minimized.	Update OCP
Commercial	OCP	5.2.3 Generally direct commercial uses to the commercial core centered on Harold Street.	
Residential Uses	OCP	6.2.10 Allow residential uses within the commercial core area that are secondary to or combined with commercial operations.	
Downtown Development Permit Area	OCP†		Amend OCP to create a Development Permit Area for the Downtown that includes general design guidelines
	OCP†	18.1.5.1 The size and siting of buildings that abut existing single and two-family developments should acknowledge and respect the nature of the prevailing neighbourhood ambiance near which they will be located. To achieve this, height and setback restrictions may be imposed as a condition of the development permit.	How to regulate in C-2 Area with existing SF residential?
Business Improvement Association	STP	Objective 2 - Action 2: Create a business Improvement Association (BIA)	Coordinate infill/revite with support from all.

Environmental (Stormwater, Shade, Energy, Shelter, Snow Clearing)

CATEGORY	DOC	SUPPORT	SOLUTION
Fire	OCP	5.1.3 Encourage public agencies and the public to minimize interface fire hazard.	Firesmart guidelines observed for landscaping
Green Technology	OCP	5.2.8.5 Ensure new and redevelopment uses green technology where possible.	show some buildings with solar panels
	OCP	15.2.2 Encourage the use of renewable energy technologies and alternate energy systems to reduce carbon emissions.	Electric charging stations
	OCP	15.2.5 Develop Village bylaws to implement environmentally sound principles in new construction and alteration of existing buildings.	Step based building code - provide information

CATEGORY	DOC	SUPPORT	SOLUTION
	OCP	15.2.6 Encourage use of local materials and natural/ green building techniques.	Use of wood / rock
	OCP*	18.1.5.11 Multi-family buildings are to be constructed using green technology and energy efficiency.	
Bear Aware (COVERED UNDER STREET FURNITURE SECTION)	OCP	9.1.2 Encourage bear awareness activities.	public art on garbages?
	OCP	9.2.6 Provide information and educational activities for bear awareness to Slokan and surroundings.	
Education	OCP	15.2.1 Engage the community by raising awareness of climate change, promoting community wide emissions reduction s and offering incentives to becoming carbon neutral.	information embedded into sidewalk? i.e. walking 4 blocks twice a day reduces XX tonnes of CO2...?
Idling	OCP	15.2.3 Consider regulatory bylaw s such as an anti-idling bylaw or alternate methods of encouragement, to reduce carbon emissions and improve air quality.	Incorporate into signage general guidelines
Water Conservation	OCP	15.2.7 Encourage the capture of rainwater and grey water to minimize waste water.	Show cistern on some buildings Stormwater mgmt designed into plan.
Wind (COVERED UNDER LANDSCAPIN G SECTION)	SITE	Wind howls up Harold in the afternoon	Design wind breaks at north end of Harold if it will be effective.
Snow Removal (SEASONAL CONSIDERAT IONS ON USE SECTION)	SITE	How to remove snow from streets and sidewalks	Will coordinate with comments from Slokan Public Works
Water pooling and flooding	SITE	Water puddles and pools on the east side of the street when it rains. The puddles get bigger and flood the road, and cross over to the west side where they run to the western edge of Harold and Delany where they flood out the corner property.	Improved street and stromwater infrastructure incorporated.

Existing Building and lot types

CATEGORY	DOC	SUPPORT	SOLUTION
Building Placement	OCP*	18.1.5.2 The location of structures should typically respect the pattern of established set-backs displayed by neighbouring properties, and be oriented to the front property line in such a way as to promote pedestrian access.	0m setbacks (mostly) in the downtown Range should be 0-3m.
Additions	OCP*	18.1.5.9 When any existing single-family residence or duplex residence is being redeveloped to a multi-family residential use by adding one or more dwelling units, such addition will be designed so that all of the units form a cohesive whole. In order to achieve cohesiveness: a) Both, the existing and proposed structures will be in the same architectural style; b) Variations between the roofline of the existing building and any proposed addition(s) will be no greater than 1.5 metres; c) Roof styles and pitches must be complementary; d) Architectural features such as sloping roofs and dormers should be incorporated into the design to unite the various parts of the structure; and e) The existing and proposed structure should be constructed using the same or complimentary exterior finishes, including roofing materials, windows, door styles and other finishing details.	
Single Family Residential	SITE	How to promote mixed use infill beside an existing single-family home?	Show through phasing and landscaping for privacy.

Existing Heritage Resources

CATEGORY	DOC	SUPPORT	SOLUTION
Heritage Buildings	OCP	10.2.3 Support the long term presence of existing public heritage buildings and sites.	ID Heritage buildings in plan
	STP	Objective 10 - Action 32: Establish a heritage renewal and beautification program	Also need guidelines for heritage-sensitive infill.

CATEGORY	DOC	SUPPORT	SOLUTION
Murals	STP	Objective 12 - Action 42: Create descriptive plaques for Village murals.	Potential to integrate murals into streetscaping? Sidewalks, utilities, garbages, fences, etc.

Important Views

CATEGORY	DOC	SUPPORT	SOLUTION
Landmarks	OCP	5.2.4 Recognize the location of existing public and institutional uses.	Consider new landmark locations or "landmark building locations"
Privacy Views	OCP*	18.1.5.3 New buildings should be designed and sited to minimize visual intrusion onto the privacy of surrounding homes and minimize the casting of shadows onto the private outdoor space of adjacent residential units.	
View Corridors	OCP*	18.1.5.5 Retention of public view corridors particularly views to the water should be encouraged.	Ensure views of the water are celebrated.
	SITE		

Infill/Intensification

CATEGORY	DOC	SUPPORT	SOLUTION
Multi-family housing	OCP	6.2.3 Multi-family residential land uses including townhouses, row houses, cluster housing, seniors homes, workforce housing, affordable housing, home based businesses, and bed and breakfast establishments shall locate in the "R-3" Multi-Family Residential Designation Schedule 'B' - Land Use Designation Map.	
	OCP	6.2.4 New Multi-Family development to be directed to areas near services, near the school and in areas where conflicts with other uses will be minimized and subject to a zoning amendment.	Show multi-family in the plan to encourage dense infill and cost benefit of density in paying for district sewage treatment plant

CATEGORY	DOC	SUPPORT	SOLUTION
Village Initiated Development	STP	Objective 7 - Action 25: Sell or lease strategic Village-owned properties in order to promote multi-family residential and/or mixed-use developments	Not many opportunities for this in the study area, but other areas have this potential
Infill	OCP	7.2.6 Encourage infill of the commercial core by directing the development of commercial and professional services to existing vacant lots in the core.	We will show infill buildings in the plan
Co-Working HUB	EDSI P	4.1 Complete a Feasibility Study for a Regional HUB/Co-working Network	This could be a village initiated build that houses this kind of thing
	STP	Objective 5 - Action 15: Create a regional business hub	
Eco-tourism adventure centre	STP	Objective 6 - Action 19: Develop Slocan as the eco-tourism adventure centre for the Valley and develop and distribute a community profile.	Potential "Gateway to the Valhallas" signage at Harold and Park
	STP	Objective 6 - Action 20: Establish Slocan as the "Gateway to the Valhallas" using promotions and signage.	
Sewage Infrastructure	STP	Objective 9 - Action 30: Explore alternatives to septic waste systems so that housing can be developed on single lots, instead of the currently required double lots.	Include caveat that infill as shown may not be possible without improved sewage treatment.

Landscaping

CATEGORY	DOC	SUPPORT	SOLUTION
Landscaping for MultiFamily	OCP*	18.1.5.4 Landscaping of multi-family residential sites should emphasize the creation of an attractive streetscape, as well as provide privacy between individual buildings and dwellings, screen parking areas and break up large expanses of paving.	General landscaping guidelines developed, but more detailed work needed
Natural Habitat	OCP*	18.1.5.6 Retention and protection of trees and the natural habitat is encouraged.	Where possible - show development that builds around some trees.
Fences	ZBL †	4.11 Fences and Landscape Screens (1) Landscape screens or fences may be sited on any portion of a lot. (2) Landscape screens or fences shall not exceed a height of 2.0 metres within the R-1, R-2, R-3 and C-2 zones.	Don't allow or limit fences and landscape screens in front yards and side streets to 1.0m max.

CATEGORY	DOC	SUPPORT	SOLUTION
Tree Species	STP	White Pine Fir Larch Hemlock Western Red Cedar	Good for natural landscaping, but not so much for street trees
Landscaping	STP	Objective 12 - Action 39: Link waterfront with Village Centre through wayfinding and landscaping.	
	STP	Objective 12 - Action 41: Improve general Village landscaping and planting	Jason will do
Street Trees	SITE	"We've got enough coniferous trees, how about some beautiful trees better suited for commercial streets?"	Desire for flowering species - like Vancouver Need hardy trees that can survive snow clearing, etc.

Parking Requirements

CATEGORY	PERMITTED USE	NUMBER OF REQUIRED PARKING SPACES	SOLUTION
Residential	Single Family; Two Family; Vacation Rental Unit	2 per dwelling unit	
	Single Detached Accessory Residence Mobile Home Accessory Residential Secondary Suite	1 per dwelling unit	
	Multi-family residential building	1.5 per dwelling unit	
	Home Based Business	2 per business	
	Bed and Breakfast	1 per sleeping unit	
Commercial	All Commercial Zone uses, except those uses listed separately	1 per 30m2 FAR	

CATEGORY	PERMITTED USE	NUMBER OF REQUIRED PARKING SPACES	SOLUTION
	Office, retail, financial services	1 per 30m2 FAR	
	Hotel, motel, tourist accommodation	1 per sleeping unit or dwelling unit in addition to parking required for accessory use	
	Restaurant, coffee shop, Licensed establishment	1 per 4 seats	
	Health, fitness, recreation facility	1 per 4 users based on max capacity	
Other	Day Care Facility	1 per facility	
	Assembly Hall	1 per 4 seats	
	Public Administration,	1 per 35m2 FAR	
	Community care, Social care, Hospital	1 per 4 beds/ dwelling units	
	Campground	2 spaces + 1 per campground	
Other	School	1 space per 10 students	

Parking Supply, Demand, Location, and Design

CATEGORY	DOC	SUPPORT	SOLUTION
Garbage	OCP*	18.1.5.8 Garbage receptacle areas and utility kiosks should be screened by solid fencing or landscaping or a combination of the two.	

CATEGORY	DOC	SUPPORT	SOLUTION
Parking	ZBL	4.21 Off-Street Parking (1) Parking Standards: off-street parking spaces for each building and use shall be provided in accordance with the following : a) Each required off-street parking space shall have convenient vehicular access to a street or lane. (Amendment Bylaw 657, 2017) b) Required off-street parking for residential uses, Hotel, Motel and Tourist Accommodation, Vacation Rental Units and Bed and Breakfast Accommodation shall be on the same site. c) Required off-street parking for uses other than those described in subsection (1)(b) shall be on the same site as the use, except that the required off-street parking may be located on a lot that does not form part of the site, provided that the off-street parking is within 200 metres of the site, and provided that the owner of the lot on which the off-street parking is located grants to the Village of Slokan and registers against title to the lot a covenant under section 219 of the Land Title Act requiring that the lot be used to provide the required number of parking spaces for the use which requires the parking, such covenant to be registered in priority over all charges and encumbrances of a financial nature. d) Required off-street parking for Core Commercial properties with a maximum site area of 614 square meters, other than those described in subsection (1)(c), may use street frontage, provided that the frontage street is not less than 30.5 meters in width. (Amendment Bylaw 657, 2017) e) Required off-street parking areas accommodating three or more vehicles shall have a surface which is continually dust free and shall have individual parking spaces, manoeuvring aisles, entrances, and exits clearly marked. f) All parking spaces shall have a clear length of not less than 5.8 metres, a clear width of not less than 2.6 metres and a clear height of not less than 2.2 metres. g) Where more than eight off-street parking spaces are required for a site, not more than 25% of the parking spaces may be small car parking spaces. h) Where parking spaces for persons with disabilities are required pursuant to the British Columbia Building Code, such spaces must be clearly identified as being for use only by disabled persons.	Allow on-street parking to be used in minimum number of parking spaces calculations, except for residential spaces. consider requiring employee spaces be off-street too Allow for shared parking calculations to play into calculation of parking space requirements.
Parking	ZBL	(2) Off street parking spaces may be equipped with electric vehicle charging equipment.	Incorporate electric vehicle parking into streetscape/on-street parking

CATEGORY	DOC	SUPPORT	SOLUTION
	ZBL	(3) In addition to off street parking spaces, bicycle storage and bicycle parking may be installed on or off site.	Provide bike parking - show some covered bike parking options.
Parking Requirements	ZBL	See Parking Requirement Table ABOVE	
Boat Parking	SITE	Boats parking in front of buildings/businesses	Use side streets Divert traffic from Harold to Slocan-Delany Route with parking options around Delany and Harold for boats Discourage boat traffic through streetscaping
Parking Areas	SITE	Vehicles park randomly in various places - on the sidewalk, on grass, etc.	Define parking areas with parking spaces and potentially a curb to discourage parking in areas other than those assigned for parking.

Pedestrian, Cyclist and Vehicular Access & Circulation

CATEGORY	DOC	SUPPORT	SOLUTION
Accessibility	OCP	5.1.7 Support an Age Friendly Community by promoting Age-Friendly Features in the development and maintenance of all Village facilities, services and communication to support all citizens to maintain active, healthy and productive lives.	Curb cuts + benches for resting + at grade entrances to buildings
	OCP	13.1.3 Promote accessibility to transportation services and networks for all citizens.	Incorporate a bus stop on the street Include one at the beach too?
	OCP	13.2.14 Support all efforts to be an accessible, disability-friendly and age-friendly community.	
Non-Motorized Access	OCP	5.2.8.3 Provide opportunities for walking, cycling and non-motorized boating as alternatives to carbon-fuel based transportation	Better sidewalks, bike parking and safe bike routes.

CATEGORY	DOC	SUPPORT	SOLUTION
	OCP	13.1.2 Establish and maintain a transportation network that will guide development and provide for the safe and efficient pedestrian, non-motorized and motorized circulation.	
	OCP	13.2.10 Promote viable and active transportation modes in the Village such as walking, cycling, non-motorized boating and public transit.	
	OCP	13.2.11 Encourage the development of facilities and infrastructure to accommodate active modes of transportation.	
Traffic	OCP	13.1.1 Provide a road system serving regional and local traffic patterns and ensure efficient traffic flows.	
	OCP	13.2.6 Village Arterial Roads are recognized as those providing through traffic movements between areas within the Village and across the Village.	Reroute boat traffic and camper traffic around Delany with adequate parking
Safe Sidewalks/ Paths	OCP	13.2.8 Create and maintain safe and attractive sidewalks or walkways within the Village for the safe and efficient movement of pedestrians particularly to access areas of community facilities and businesses.	Improve sidewalk width, character and comfort
	OCP	13.2.12 Consider the use of traffic calming methods, such as designated crosswalks, decorative boulevards and speed humps.	
Wayfinding	STP	Objective 8 - Action 28: Improve Village wayfinding, information and map signage.	Signage hierarchy
	SITE	Wayfinding signs are too small to read at vehicular speed	Improve signage hierarchy
Large Vehicle Route with Parking	SITE	If diverting large vehicles from Delany, we should provide appropriate parking with signage for how they get there.	Use wayfinding to guide large vehicles to appropriate parking areas away from Delany

Public Space and Flexibility for holding special events

CATEGORY	DOC	SUPPORT	SOLUTION
Local Food Security	OCP	5.2.8.6 Encourage land use that promotes local food security	Incorporate food production into streetscaping
	OCP	9.2.2 Support the development of community gardens and greenhouses on public land.	

CATEGORY	DOC	SUPPORT	SOLUTION
	ZBL	4.12 Uses Permitted in All Zones a) Bicycle Parking Areas; b) Community Gardens; c) Parks, Playgrounds and Trails;	
	STP	Objective 4 - Action 9: Grown and Consume more local food	
	STP	Objective 5 - Action 12: Investigate opportunities to encourage revived agriculture in the area.	
	STP	Objective 12 - Action 44: Encourage community and personal food and aesthetic gardens by promoting local garden box supply and gardening businesses.	
Inclusivity	OCP	5.2.9 Ensure that inclusivity and accessibility for all ages and abilities are considered in the planning, design and maintenance of buildings, parks and the public realm.	
Washrooms	OCP	10.2.4 Consider construction of additional accessible public washrooms.	Slocan has a ton of public washrooms already... Could be incorporated into a public building downtown (i.e. Coworking HUB, etc.)
Special Events in Parks	OCP	11.2. 7 Promote the use of public parks for community celebrations, festivals and gatherings.	Recommend temporary closures of Harold North for special street events Movable stage? i.e. CNU outdoor theatre idea?

CATEGORY	DOC	SUPPORT	SOLUTION
5.11 Parks, Open Space and Institutional Zone (P-1)	ZBL	5.11.1 Permitted Uses Land, buildings and structures in the Park, Open Space and Institutional zone shall be used for the following purposes only: (a) Accessory Buildings and Structures ; (b) Accessory Residential; (c) Assembly Hall; (d) Campground; (e) Community Care, Social Care Facility; (f) Dock, Boat Launching Ramp; (g) Health, Fitness, Recreation Facility; (h) Hospital; (i) Marina; (j) Park, Playground; (k) Public Administration; (l) School.	
		5.11.2 Minimum Site Area (a) The site area shall not be less than 900 square metres. (b) The minimum play lot area for a school shall be 0.4 hectare, exclusive of parking areas, for each fifty students or portion thereof.	
		5.11.3 Setbacks (a) No building or structure shall be located within 15.0 metres of the rear or an interior side lot line when the P-1 lot abuts a residential zone. (b) No building or structure shall be located within 4.5 metres of a front, rear, exterior or interior side lot line when the P-1 lot abuts a non-residential zone.	
		5.11.4 Height (a) No building or structure shall exceed 12 metres in height.	Consistent with C-2
		5.11.5 Site Coverage (a) Buildings and structures shall not cover more than 70 per cent of the site in total.	

CATEGORY	DOC	SUPPORT	SOLUTION
Music Festival	STP	Objective 10 - Action 33: Establish an annual music festival that coincides with another significant annual event in Slokan.	Front Porch (or back deck for commercial properties) Concert Potential public plaza could do this on the street.
Public Plaza	SITE	No public space currently	Design a public plaza as part of the concept.

Seasonal Considerations on Use

CATEGORY	DOC	SUPPORT	SOLUTION
Farmer's Market	OCP	9.2.3 Support establishment and operation of local farmer's market.	Could go in public plaza Potentially close down Harold North of Delany to host it here - it would activate businesses along Harold.
	STP	Objective 4 - Action 10: Improve the Sunday Farmer's Market.	
Snow clearing	SITE	How to clear snow from roads & Sidewalks	See sidewalks note.

Sidewalk/Streetscape

CATEGORY	DOC	SUPPORT	SOLUTION
Connectivity	SITE	Sidewalk connectivity is poor in some areas	Sidewalks to extend to edge of road Visual connectivity of sidewalks Defined crosswalks
Comfort	SITE	Sidewalks are too narrow	3.0m commercial sidewalk 1.8m residential sidewalk with room to expand to 3.0m on east side of Harold.

CATEGORY	DOC	SUPPORT	SOLUTION
Desire lines	SITE	Curved sidewalks aren't straight - detract from walkability	Straight is better unless avoiding a significant feature (tree, greenspace, piece of art, etc.)
Snow clearing	SITE	Consider snow clearing budget and village capabilities	JASON to integrate after discussing with TIM.

Street Furniture (Signage, Lighting, Street Furniture, Bike Parking, Public Art, etc.)

CATEGORY	DOC	SUPPORT	SOLUTION
Lighting	OCP*	18.1.5. 7 Site lighting in multi-family residential developments should be designed to provide personal safety for residents and visitors and be of the type that reduces glare and does not cause the spillover of light onto adjacent residential sites.	Dark Sky lighting
	SITE	Light standards are currently vehicle-oriented (high cobra heads) attached to power pole with banner	New pedestrian lighting standards - potential to incorporate local skills in distinctive light standards (wood working/forestry) Could be a combo vehicular + pedestrian light standard
	SITE	Suggestion for potential to include hanging flower baskets as a part of new light standards	Explore this option for light standards
Utilities	SITE	Overhead wires create power outage issues, challenges for street trees, character	Bury power lines and estimate costs in plan
Public Art	SITE	Banners painted by kids	Do new design competition to upgrade banners with input from artists or local school kids.
		Lack of other public art currently	Provide areas for future art installations and suggest with imagery
Benches	SITE	Look old	New proposed benches that incorporate themes
Garbage cans	SITE	Look old	Bear-proof garbage cans that look modern.

CATEGORY	DOC	SUPPORT	SOLUTION
Bike Parking	SITE	Provide 2 spaces and are in random places - not in high traffic areas where it's needed	locate larger bike parking areas - potential to provide covered bike parking in one spot.

* Note. This is for multifamily residential development in the DP Area. There are not DP Areas for Downtown.

† No Current support or adequate regulation in the Zoning Bylaw



VILLAGE OF SLOCAN

Harold Street North Infrastructure Analysis – 2018-07-11

Please review the key findings and comment on our key observations from the document review and interview. I would appreciate you commenting on any of the key findings or recommendations listed below by referencing the number. If the recommendations seem appropriate, don't feel that you have to comment.

KEY REGULATORY FINDINGS AFTER INFRASTRUCTURE ANALYSIS

1. What are your current snow clearing operations and methods? Any problematic areas? Any changes you foresee in the next 5-10 years? Anything we need to consider when looking at streetscape design for Slocan? Do you have a sidewalk snow clearer or is it only snowploughs? Is a sidewalk clearer a potential option?

Notes:

- Slocan gets large accumulations of snow. They currently use angled plows with a front end loader to push snow to the shoulder of the road. The sidewalks are currently plowed with a riding mower with a plow attachment. Sidewalk clearing can be problematic with large accumulations.
- The Village of Slocan is planning to purchase a new blade that will give the ability to move larger volumes of snow at a time. They plan to create designated snow storage sites away from business frontages and powerlines. (I have requested these locations from Tim)

Recommendation: The Village of Slocan to upgrade snow clearing infrastructure and revise snow clearing protocol

2. Are there any problematic maintenance areas Harold Street North between Park Ave and Delaney Ave? Can be road, drainage, etc.

Notes:

Appendix 02 - Infrastructure Analysis

- There is a 6" watermain on the West side of Harold that only goes halfway up the block and dead-ends. There is an existing shut off valve at the Variety Store. There will need to be a new section of pipe installed that ties into the existing line on Ward.
- Asphalt surfacing was encountered 2 feet below current grade when digging on an adjacent site. It is believed to be the old road surface, which is older than 30 years. This should be accounted for in costing exercises and designs moving forward.
- There are noted drainage issues (Fraser I believe you have captured where these all are). Many properties are actually at a lower elevation than the road grade, which can be problematic.
- Ward intersection had surface runoff issues and flooded the existing store. New asphalt paving has raised the grade and the store no longer floods but there are ponding issues.

Recommendations: Connect watermain network and remove dead end scenarios. Complete this work prior to any new surface paving to avoid disrupting new paving and additional costs.

Create absorbent landscape areas where water can infiltrate or tie into stormwater infrastructure to minimize the risk of surface run-off and flooding to residences and businesses.

3. What is your current annual cost for maintenance? Looking ahead for the next 5-10 years any anticipated changes?

Notes: (Tim will send ballpark figures)

- Boulevards are mowed by The Village
- Trees and shrubs are pruned by The Village of Slocan unless they need a professional arborist for bigger things like felling large trees.

Recommendation: N/A

4. When were the paving stones installed? Do you snow clear the concrete paver sidewalks? Do the paving stones require maintenance? Have people ever complained that they are a trip hazard?

Notes:

- Paving stones were installed 13 years ago
- They never quite fit or seemed right, too narrow, weird angles
- Issues with people parking on top of them
- The Village of Slocan has begun removing approximately 90 feet of existing paving stone sidewalk and will use road crush gravel as a temporary sidewalk until after a design is completed and funding is available for improvements.

Recommendation: The proposed Harold Street re-design will change the streetscape and pedestrian space. Minimize improvements until a cohesive design is vetted through the community and funding for improvements becomes available.

Appendix 02 - Infrastructure Analysis

5. We noticed cars parking over the sidewalk, is this a regular issue? How can we improve parking for this area? Where are large RV's and other vehicles parking when they come to Slocan? Where would be the best place for RV and boat parking?

Notes:

- Cars parking on the sidewalks is a regular occurrence
- Curbs and line painting to indicate parking stalls would be helpful
- Rolled curbs may make more sense for snow clearing and some businesses require a delivery truck access
- People currently park straight in perpendicular to Harold
- ***Parking for the Slocan Rail Trail trailhead is situated near the gazebo. The Village currently has an agreement with Springer Creek Forest Products to use a portion of mill site land (west of Harold Street) for beach parking and public access. The Mill Site is currently for sale and it isn't determined if the parking lot will continue to be available in the future.
- Keep parking for boats and large vehicles within a few blocks of businesses and beach front otherwise people don't really walk too far.

Recommendation: Incorporate curbs and formal parking stalls into design. Designate areas for large vehicle and boat parking in waterfront area, potentially including Harold Street.

6. Garbage bins are not currently bear proof. Any issues with wildlife? Any design considerations to account for?

Notes:

- The Village of Slocan is currently undertaking changing garbage bins to bear-proof bins at problematic locations.
- They have installed approximately 6 bear proof bins in total.
- They have installed brown Haul-All style bins
- They aren't the most aesthetically pleasing and a smaller, more aesthetic bear proof receptacle may be more appropriate for the project site

Recommendation: Incorporate new bear proof aesthetic receptacles into new design

7. Homes, businesses are primarily on septic, any maintenance issues or things to consider during design phase? If a small sewage treatment plant were to go in somewhere in Slocan, would it best be located close to Harold St?

Notes:

- Everything is currently on septic.
- Likely to upgrade to sewer someday which would likely run down the alleys

Recommendation: If The Village of Slocan is able to transition to sewer it represents an opportunity to upgrade the alley space to provide private parking.

8. What year were the wayfinding signs installed? What maintenance do the wayfinding signs require? Is the text legible from a vehicle? Do people complain about the signage?

Appendix 02 - Infrastructure Analysis

Notes:

- Wayfinding signs were installed 4-5 years ago as part of a Slokan initiative
- There was a signage committee established
- Legibility is an issue from vehicles although not many people complain about it as most are local
- No issues with maintenance

Recommendation: Potential long term improvements to signage legibility, branding, placement

9. Any issues with public safety or visibility in the project area?

Notes:

- Visibility can be problematic in winter with high snowbanks
- No issues with people hiding in bushes
- The Village waters and prunes vegetation (Tim to provide maintenance budget)

Recommendation:

10. Any known irrigation issues in the project area? What irrigation methods would be preferred moving forward Dripline or Sprinkler Irrigation? Any bylaws or structure to limit irrigation or water use?

Notes:

- Irrigation systems exist at the ball park (non-potable) and the school (potable)
- Irrigation lines run on the west side of Harold but were installed shallow and often pipes break due to traffic or parking on top of. The system has not been turned on in at least 12 years and is likely not worth salvaging.
- The Village currently waters trees and shrubs manually with a water truck
- Future irrigation is able to tap into the mainline
- There are no irrigation lines on the East side of Harold
- All residents are restricted to 2hrs in the morning and 2 hrs in the evening
- Commercial irrigation systems run at night

Recommendation: Potential cost and time savings long-term if new irrigation system is incorporated into redevelopment plan

11. How are the streetlights functioning, any issues?

Notes:

- Streetlights are adequate
- Some are owned by The Village, others are owned by Fortis
- Fortis maintains the streetlights

Recommendation: Pedestrian scale streetlights may be an option or more modern poles with banner arms etc may be important to residents and The Village

Appendix 02 - Infrastructure Analysis

12. Infrastructure Report Roads – Indicates 10-15 years remaining lifespan

Underground Infrastructure Asset Rating – 2-4 out of 10

Any issues in the project area or things to account for in the new design?

Notes:

- The road shoulders are older and in poor condition. In many cases the shoulder is broken asphalt, unpaved, or in poor condition
- Extending the waterline will disrupt the street and damage the paving
- The mainline is 7 feet below the surface and requires a wide trench

Recommendation: Mainline improvements should occur prior to re-paving and streetscape improvements

13. We will explore different stormwater options that include infiltration methods rather than the typical curb and gutter method. Any concerns with this from a snow-clearing/maintenance perspective?

Notes:

- Some concern over angles and bulb-outs
- Prefers to keep curb edge a straight line
- Understands that planting may be able to reduce some of the surface flow

Recommendation:

14. Any concerns with burying overhead electrical wires?

Notes:

- Concern over cost required
- Likely a council decision

Recommendation:

15. Any street trees that work really well in Slokan? Any street trees or species that are problematic? Are deer or other wildlife in town a problem for eating vegetation?

Notes:

- There are a number of deer in town
- The Village treats evergreen trees with a plant skydd treatment to repel deer from damaging
- Large trees can be problematic for snow clearing when they have low branches and hang down
- Avoid large root spread that can disrupt the pavement
- Barberry shrubs are effective at keeping people away due to their thorns

We've recorded these issues and will address them through our design.



VILLAGE OF SLOCAN

Harold Street North Conceptual Design Plan Key Findings

Please review the key findings and comment on our key observations from the document review and site visit. I would appreciate you commenting on any of the key findings or recommendations listed below by referencing the number. If the recommendations seem appropriate, don't feel that you have to comment.

KEY REGULATORY FINDINGS AFTER DOCUMENT REVIEW

1. Downtown not currently defined

Recommendation: Slocan should review this when they review their OCP

2. Development Permit Guidelines existing for multifamily residential, but there are no Downtown Development Permit Guidelines guiding infill/character

Recommendation: It would help the implementation of this plan if there were some Development Permit Guidelines guiding future development. Is this something Slocan is interested in establishing?

3. No Downtown theme/local architectural character defined

Recommendation: We will establish a general framework for the theme as best we can through this project, but Slocan may want to review options for a theme or character through a public process.

4. Competing goals with establishing Harold/Fletcher as Village Core

- a. Harold Street North is the functional downtown. Having areas competing as the village core may stretch resources thin. Better to focus on one area at a time and review every 5-10 years.
- b. With the lakefront and potential development of the old mill, commercial activity may be most desirable near the waterfront - activating the park. Again, there may be multiple competing interests.

Recommendation: See point #1 Above

5. Some zoning limitation allowing Mixed Use - I couldn't see how mixed use was allowed under the current zoning.

Recommendation: Add a definition for mixed use and include it as a permitted use in Zone C-2

6. Sewage Treatment may limit desired built form (i.e. 90% lot coverage)

Appendix 03 - Key Findings

Recommendation: Seek funding to explore potential district sewage treatment that could handle higher density. A solar aquatic system or small sewage treatment facility may be required to accommodate the density proposed in the OCP.

7. Business Improvement Association would help implementation/buy in of vision

Recommendation: Champion the establishment of a BIA - this will help ensure the vision for Harold St. North has buy in from everyone and is implemented in a way that compliments surrounding businesses.

8. Fences - no limit on front yard fence height in C-2 limits aesthetic quality of downtown

Recommendation: Fences tend to create a feeling of exclusion and are not pedestrian-friendly. Consider limiting the front yard height of fences to 4 ft. in the C-2 Zone or within the "Downtown."

9. Lots of emphasis on local food security and food production (possible theme?)

Recommendation: We will consider how to integrate this an other potential themes (see below) into our design.

10. Strong Objectives and Policies in documents about built form / compatibility with surrounding neighbourhood

a. Great policy bones to build upon

Recommendation: None - There is a lot of good language/policies in the documents provided that allow us to create an effective pedestrian-oriented design for Harold St. North. Great work!

KEY OBSERVATIONS AND NOTES AFTER SITE VISIT

1. Need to define parking areas

a. so cars don't park on sidewalk

b. boat parking is an issue

Recommendation: Define streets from sidewalks either through curbs or other design features.

Recommendation: Design of the street that discourages boat traffic on Harold, with supportive signage directing them down Slocan St. to Delany Ave to the boat launch area.

2. Parking Supply - need more spaces? Opportunity to use alleys for access. - Have areas for long-term parking (employees) and short-term parking (consumers/tourists).

Recommendation: Define parking areas and use the alleys to provide longer-term parking options at the backs of buildings.

3. Improved connection to the lakefront is a key

Recommendation: Design clear pedestrian network to Delany and provide general recommendations (but no design) for improved connectivity and continuity of street design along Harold St. North of Delany.

4. Signage and wayfinding

Recommendation: Suggest signage hierarchy and map appropriate locations in the plan.

5. Enhance Pedestrian Environment - small town feel

Recommendation: Suggest built form / facade design guidelines (very general)

Appendix 03 - Key Findings

6. Safe mobility for pedestrians, especially seniors and children, with a focus on the traffic to the beachfront.

Recommendation: Wider, better connected sidewalks, narrower street lanes to slow traffic, street bulb outs for shorter crossing distances, and the incorporation of intersection vision guidelines.

7. Garbages - Need to be bear-proof

a. Opportunity to make a work of art?

Recommendation: Source bear-proof garbages and brainstorm potential related art projects

8. Heritage - Revite coming for the Legion exterior

Recommendation: The revite will be incorporated into graphics/3D Model

9. Flooding Issues - water pooling + flooding properties on northwest block

Recommendation: Incorporate Stormwater treatment into design

10. Overhead wires and aesthetics - desire to bury electrical

Recommendation: Concept will bury lines, and estimate costs

11. Need street trees - electrical wires would be better buried

Recommendation: Develop a tree planting plan

12. Wind - screams up Harold in the afternoon when the wind picks up

Recommendation: Explore opportunities to create wind breaks at the north end of Harold St.

13. Residential Property - long term plan - blend in now, allow for transition to commercial

Recommendation: Phased design will show changes over time that protects residential properties privacy, while allowing for a transition to mixed use redevelopment in the future.

14. Pedestrian improvements

a. Sidewalk connectivity

Recommendation: Ensure good sidewalk connectivity and ensure when one sidewalk ends, there is a clear visual link to where it starts up again.

b. Sidewalks are too narrow to walk more than single file

Recommendation: Widen sidewalks - Wider sidewalks around commercial, and more narrow sidewalks in front of residential properties with room to expand width in the future.

c. straight is better

Recommendation: Straight sidewalks will make walking more enjoyable and snow clearing easier.

d. Encourage commercial traffic on the west side so east side can have privacy for residential properties

Recommendation: This will showed different phases with the final phase (20 yrs) with a wide commercial street-sized sidewalk on both sides of the street

e. Consider winter - snow clearing - sidewalks on one side only? - not really great IMO as we'll need sidewalks on both sides to support commercial activity

Appendix 03 - Key Findings

Recommendation: Jason (LARCH) will get snow clearing information from Tim (SLOCAN) and we will address this in our design once we know more about it.

ADDITIONAL CONSIDERATIONS (RECEIVED VIA EMAIL)

Slocan Council has pledged to move towards a 100% renewable future by 2050. This should be integrated into the final design.

Recommendation: We will integrate sustainable design best practices into the final design. This will include energy reduction, energy generation, water capture, landscaping, solar access, lighting, green roofs, local materials, etc.

No other comments received by July 12th, 2018.

We've recorded these issues and will address them through our design.

POTENTIAL THEMES

- First Nations
- Ore Mining (1891)
- Sawmill
- Artist Walk?
 - Artist-themed area subordinate to Village Center?
- Gateway to the Valhallas
 - opportunity for signage (gateway to Valhallas) at Park + Harold
- Small Town Lifestyle
- Local Food Security
- Eco-Tourism



SLOCAN HAROLD STREET CONCEPTUAL DESIGN PLAN

OPEN HOUSE PRESENTATION OF CONCEPT



JULY 23RD, 2018

Appendix 04 - Open House Boards

ASSETS, ISSUES, AND OPPORTUNITIES

ASSETS

No.	Description
01	The area has mature stands of existing trees. Keeping some of these through the development process and integrating existing mature trees into the design of new mixed use areas can create a unique character, and desirable places for potential residents and visitors.
02	Existing rest areas are a strong asset, especially for providing adequate rest areas for seniors.
03	Existing commercial businesses on Harold Streets are working well, and are strong neighbourhood anchors.
04	The well-maintained greenspace next to Flaco's is a great semi-private amenity.
05	New construction that matches existing development (setbacks, height, etc.) helps infill the block in a consistent way.
06	There are several strong views of the waterfront along Harold Street.

ADDITIONAL ASSETS

Slocan's existing small-town character is unique and should be celebrated through the proposed design

ISSUES

No.	Description
01	There is no signage or "entrance" to Harold Street Commercial area. Also, signage to Valhalla Provincial Park is not in place at this intersection.
02	View of the lake front is obstructed by curvilinear sidewalk and vegetation.
03	The sidewalk loses its pedestrian connectivity here. The sidewalk appears to just end, with no visual link as to where pedestrians can go next, especially when parked cars visually block the sidewalk further north.
04	Cars park over the "desire line" (where people want to walk, easiest and most logical route, etc.) for the sidewalk. This reduces pedestrian connectivity.
05	A lack of defined parking spaces results in cars parking on the sidewalk, reducing walkability.
06	Several businesses have stairs to access the building. This creates accessibility challenges for people with restricted mobility.
07	Jersey barriers are in place in front of several commercial businesses to prevent damage and define parking. They are effective but are generally viewed as unattractive and detract from the pedestrian realm.
08	There are several areas where water pools on the side of the road. The puddles grow and flow north and west over the road, resulting in localized flooding. A stormwater improvement is planned for the intersection of Harold Street and Delany Ave in the fall of 2018, that should eliminate water pooling and flooding on this corner. Improved stormwater management is needed along the entire street.
09	Northerly winds blow in off the lake and up Harold Street. Reducing the impact of wind would be a benefit.
10	The intersection is very wide and safe pedestrian access to the beach is made difficult with a higher level of traffic, larger crossing distances and a lack of sidewalks or pathways.
11	Overhead wires create challenges for streetscape design. They limit the ability to plant trees along the street. During storms power is often disrupted by trees. Preference during the walking tour was to bury lines underground.
12	Setbacks for residential properties are larger than existing commercial buildings. Estimated approximately 6.0m minimum.
13	This plan will have to consider how to allow for single-family residential to remain "as is" while encouraging a higher density commercial mixed use area.
14	Tall fences can affect the quality of the pedestrian environment and discourage walking by creating a large blank wall along the streetfront. The challenge will be how to preserve privacy for residences, while improving walkability of the street.
15	Large boats and RVs are using ample parking areas in front of other businesses and homes to park, and stop in at the Slocan Village Market. This is causing conflict between neighbours and visitors.

ADDITIONAL ISSUES

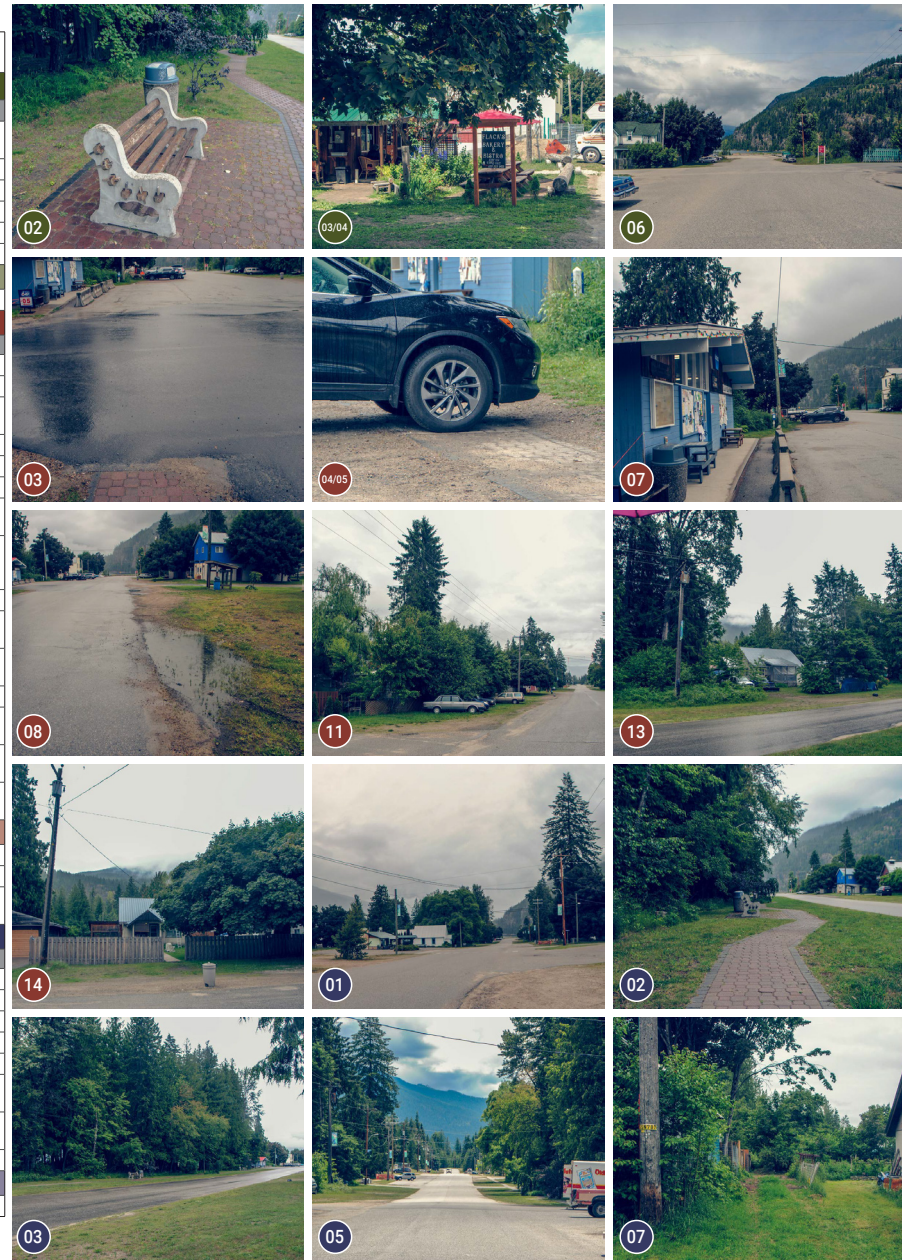
Garbages should be upgraded to be bear-safe
Snow clearing of both roads and sidewalks should be considered in the design. Snow will be stored on the street.
Current road grade is on top of old road grade. This puts most businesses below the road grade resulting in flooding and other issues. Cost estimates will have to incorporate the sub-road removal as well.

OPPORTUNITIES

No.	Description
01	Opportunity for signage/gateway feature directing visitors to Valhalla Provincial Park and announcing arrival into "downtown."
02	The existing sidewalk could be straightened and widened to improve the quality of the walk for pedestrians.
03	Large undeveloped parcel has the potential for suitable infill.
04	Building infill opportunity on this vacant lot.
05	Large 30m (100 ft) road right-of-way means there is a lot of room to accommodate pedestrian, cyclist, vehicle and parking needs.
06	The connection from Harold Street to the Beach area is an important community link. There is an opportunity to strengthen the connection to the beach through placemaking and wayfinding.
07	Potential to direct large vehicles (RVs, trailers, boat trailers, etc.) off Harold Street to the lake front to minimize parking and traffic issues caused by larger vehicles requiring more space.
08	Unused and underused alleys could provide access to additional parking for properties along Harold Street.

ADDITIONAL OPPORTUNITIES

The design will accommodate deciduous street trees.



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ISSUE
2018/07/02
RE-ISSUE
2018/07/23

DRAWN BY
FB, JJ
SHEET SIZE
24 X 36 inches

PROJECT
Village of Slocan - Harold Street
North Conceptual Design Plan
PROJECT NO.
SLOC-HS-MCDP-2018

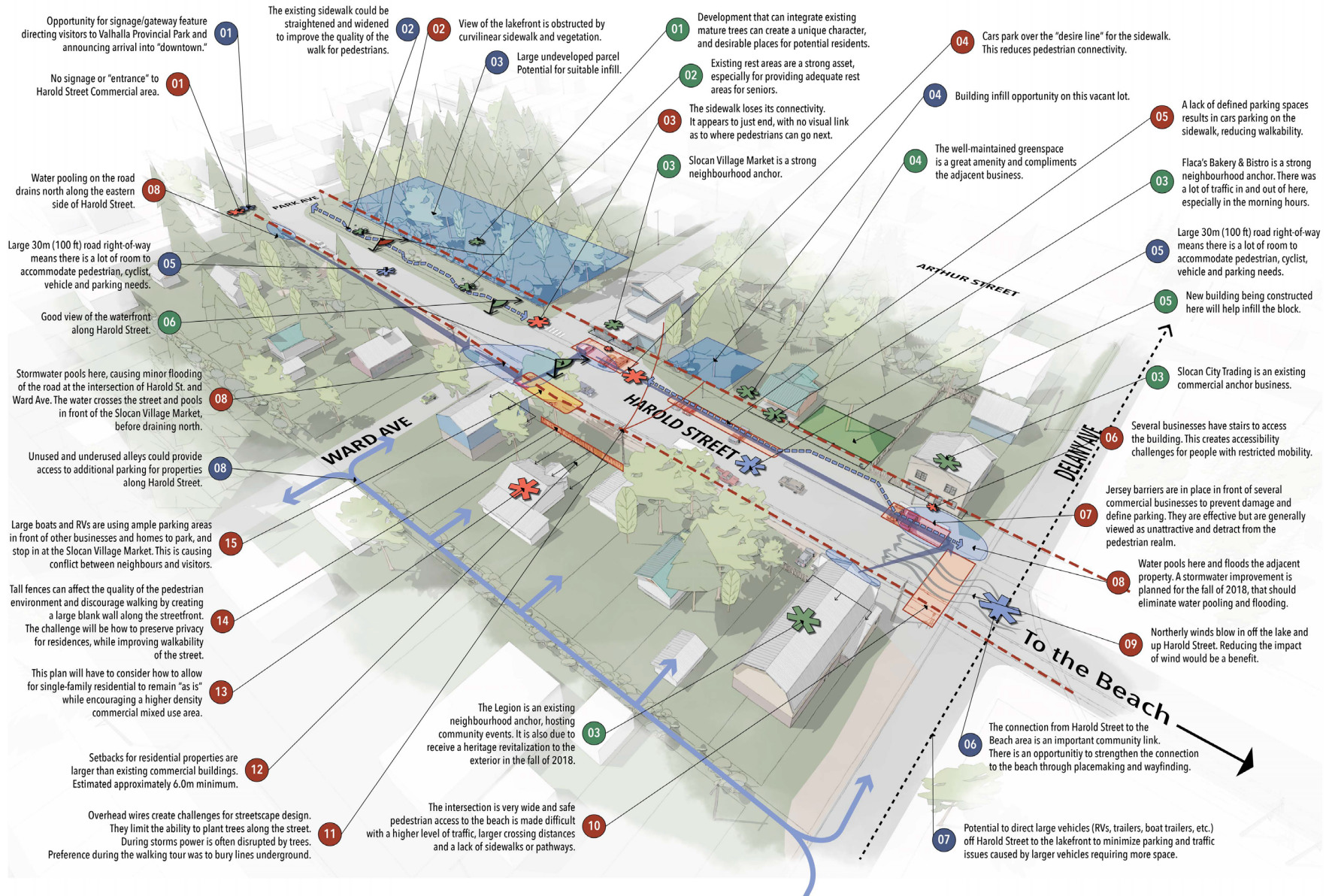
DESCRIPTION
ASSETS, ISSUES, AND
OPPORTUNITIES



ANALYSIS

01

Appendix 04 - Open House Boards



CLIENT
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ISSUE
2018/07/02

RE-ISSUE
2018/07/23

DRAWN BY
FB, JJ

SHEET SIZE
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PROJECT
Village of Slocan - Harold Street
North Conceptual Design Plan

PROJECT NO.
SLOC-HSNCDP-2018

DESCRIPTION
**URBAN DESIGN
ANALYSIS**



ANALYSIS

Appendix 04 - Open House Boards

HAROLD STREET NORTH VISION

Harold Street North will evolve into the community hub and commercial centre for the Village of Slocan. Building upon its rich environment, culture, and economy, Harold Street North will develop a strong identity through thoughtful and appropriate placemaking, improved pedestrian space and amenities, and a strong connection to the waterfront.

KEY RECOMMENDATIONS

BUILT FORM/CHARACTER

- Establish general infill and commercial facade guidelines to ensure that new development fits in with what's already there, and creates a visually attractive streetscape. This would include restrictions on facade width, building height, and distribution of facade openings (window and door placement guidelines).
- Include accessibility improvements to existing buildings providing access for people with disabilities.
- All new buildings should be mixed use.
- Establish signage guidelines through an Official Community Plan update.

CONNECTIVITY/COMPATIBILITY WITH SURROUNDING NEIGHBOURHOOD

- Create a landscaping buffer between properties on Harold and surrounding residential areas.

ENVIRONMENTAL

- Incorporate sustainable design cues into design (solar lights, solar panels, passive architecture, electric charging stations, green roofs, local materials, solar shades, stormwater management, rainwater cisterns, etc.)
- Ensure firesmart guidelines are incorporated into landscaping

EXISTING BUILDINGS AND LOT TYPES

- Develop a phased design that shows how the street can allow existing single-family residential to remain while transitioning to a mixed use/commercial village core.
- Remove vegetation and tall fences from front yard lot lines, incorporate on each lot, but not permitted along lot lines. Max 1.1 meter fence height in front yard.
- Develop privacy guidelines for existing residential properties.

EXISTING HERITAGE RESOURCES

- Incorporate interpretive signage where appropriate.
- Support heritage revitalizations of existing buildings.

IMPORTANT VIEWS

- Propose landmarks and landmark buildings to draw the eye and create visual interest in the built form.
- Establish locations and frame views of the waterfront.

INFILL/INTENSIFICATION

- New buildings should be placed between 0-3.0 meters (maximum) from the front lot line to match existing buildings. *Except where a public plaza is proposed.

LANDSCAPING

- Incorporate street trees along the street to create a nice ambience and visually draw people to the area.
- Potential to include local food production into the streetscape design.
- Use landscaping to reduce the effects of northerly winds.
- Incorporate green stormwater management into the design to improve stormwater capabilities and enhance the street with attractive (and functional) landscaping.
- Use native species in landscaping where possible.

PARKING SUPPLY, DEMAND, LOCATION & DESIGN

- Better define on-street parking on Harold Street North so vehicles don't park on sidewalks. Angled west side, parallel east side.
- Allow on-street parking to count towards the calculation of required parking spaces with new businesses, and allow a shared use parking calculation.
- Open up existing alleys and use them to provide access to parking areas behind buildings for longer-term parking for residents and employee parking.
- Provide opportunities for large vehicle parking on Delany Ave so visitors can still access local businesses within a short walk.

HAROLD STREET NORTH GUIDING PRINCIPLES

- Emphasize the improvement of the pedestrian realm. Make the area more inviting and attractive to both residents and tourists.
- Emphasize the small town character.
- Provide a framework for a theme/character guidelines that utilize local influences (First Nations, Ore Mining, Forestry, Gateway to the Valhallas, Small Town Lifestyle, Local Food Production, Eco-Tourism and Sustainability) to be established and refined by Slocan residents through an Official Community Plan update.
- Incorporate Sustainable Design into the plan (stormwater, energy reduction, energy production, local building materials, etc.)
- Improve the accessibility and walkability of Harold Street North through Age Friendly design principles.
- Improve parking and reduce maintenance costs through defined parking spaces.
- Flexible Public Space will be designed to accommodate a special events.
- Street Furniture and landscaping will be designed to be wildlife-proof that are attractive, functional, and fit with the overall design.
- The plan will be implemented in phases as budgets allow, and should reflect the final vision with a phased implementation plan.

PEDESTRIAN, CYCLIST AND VEHICULAR ACCESS & CIRCULATION

- Show curb cuts, urban braille at intersections, ensuring accessibility for all users. Prefer no bulb outs for snow clearing.
- Discourage boat and RV traffic from traveling down, and parking on Harold St. N through street design. Reroute them along Slocan Street and Delany Ave using appropriate wayfinding and signage.

FLEXIBLE PUBLIC SPACE & SPECIAL EVENTS

- Incorporate a public plaza space into the design at the Legion.
- Shared Street concept on north block of Harold?
- Plaza should have public washrooms. Consider decommissioning some of the other existing washrooms?
- Show a movable stage/theatre screen (CNU?)

SEASONAL CONSIDERATIONS ON USE

- Incorporate shade areas with benches, seating areas, etc.
- Integrate covered areas (awnings, colonnades, sheltered bike parking and bus stops, etc.) to protect from the rain.
- Consider snow removal in the design. The Village of Slocan should plan to upgrade snow clearing infrastructure and revise snow clearing protocol with new equipment.

SIDEWALK/STREETSCAPING

- Improve sidewalks with the following design strategies:
 - Widen sidewalks in commercial areas (west) to approximately 3.0m to allow for spillover commercial activities and 1.8m next to residential areas (east) while providing enough space to expand it to 3.0m in the future.
 - Straighten sidewalks to avoid curvilinear paths that get deteriorated by desire lines.

STREET FURNITURE

(Signage, Lighting, Street Furniture, Bike Parking, Public Art, etc.)

- Improve sign legibility with signage and wayfinding improvements.
- Show pedestrian scale lighting or dual (vehicular/pedestrian) lighting with dark sky lighting /LED / Full cutoff lighting principles, and allow for additional enhancements (banners, hanging baskets, art, etc.)
- Design in bear-proof garbage/recycling/composting cans into the streetscape.
- Propose new benches in line with general theme.
- Incorporate bike parking (covered where possible) into design.
- Intersection bollards with decorative art features.

INFRASTRUCTURE

- Bury electrical lines under the sidewalk/street and provide a rough cost estimate. But design has to work if lines aren't buried.
- Assume sewage treatment plant will happen with sewage lines running down the alley.
- The underground water main should be replaced and connected prior to completing any street enhancements/paving.
- Integrate irrigation system into design concept with rainwater cisterns underground and connection to water line as a backup.
- Incorporate rolled curbs and defined parking spaces.



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PROJECT
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North Conceptual Design Plan
PROJECT NO.
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DESCRIPTION
VISION, PRINCIPLES & KEY RECOMMENDATIONS



ANALYSIS

HAROLD STREET NORTH KEY DESIGN STRATEGIES

Harold Street has great "bones", and is capable of becoming Slokan's main commercial street in a way that integrates local character, environment, economy, and culture. From our initial analysis, here are some key design strategies for Harold Street.

WIDER SIDEWALKS

Wider sidewalks make walking more enjoyable and comfortable. 1.8m - 3.0m sidewalks are typical in village cores. Wide sidewalks also allow space for seating, signage, landscaping and other street furniture.



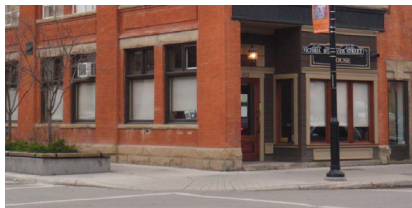
1-2 STOREY MIXED USE INFILL

New buildings should match the existing 1-2 storey mixed use form. The buildings should help better define the street and street wall aiming for a width-to-height ratio of 2:1 or 3:1 at a minimum.



INVITING BUILDING FACADES

Buildings should be inviting to pedestrians with ground floor windows and doors providing visual connection from the street into the interior of buildings. Inviting building facades make walking more comfortable, safe, and desirable.



STRAIGHT SIDEWALKS

Straight sidewalks avoid creating "desire lines" getting people where they want to go more quickly, enhancing their walk. Straight sidewalks also improve walking for visually impaired people, and make snow-clearing easier.



0 - 3.0M BUILDING SETBACKS

Front building setbacks should be no further than 3.0m to define the street wall and match existing buildings. Setbacks of 3.0m should provide a semi-private space (restaurant patio, landscaped area, etc.).



NEW PUBLIC SPACE

A public plaza is proposed next to the legion to host community events in the public realm. This space will become the heart of the commercial area, and host many outdoor community events.



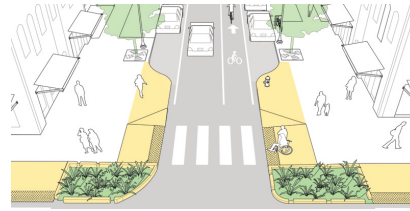
DEFINED PARKING SPACES & ALLEY ACCESS

Parking spaces should be defined to maximize parking availability, and make backing out into traffic safer. Existing alleys should be cleared and made accessible for behind-building parking and servicing.



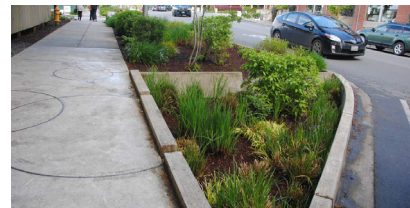
SAFER PEDESTRIAN ROUTES

Sidewalks should be separated from street traffic with an adequate buffer area and/or curb. Intersection and mid-block "bulb outs" make the crossing distance shorter, and safer. With a wide 30m (100') right-of-way, bike lanes fit easily.



LANDSCAPING

Landscaping should incorporate native species and use street trees to define the pedestrian realm. Street trees create a pleasant pedestrian environment, absorb water and pollutants, provide shade, and enhance the overall area.



FUNCTIONAL & ATTRACTIVE STREET FURNITURE

Street furniture should be placed in strategic locations and meet the needs of pedestrians (benches, signage, garbage, etc.). It should also incorporate local materials and character elements.



ENHANCE VIEWS

Provide opportunities to stop and get a view of the lakefront. This includes at intersection crossings and rest areas. Street trees and buildings can help "frame" the view to the waterfront.



PHASING

Phasing should consider future infrastructure replacement (water lines and roads). The north west portion of Harold should be done first with water line improvements. The northeast and south portions can follow later if needed.



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Village of Slokan
Harold Street
Slokan, BC V0G 2C0
villaged@slokan.ca

ISSUE
2019/07/02

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2019/07/23

DRAWN BY
FB, JJ

SHEET SIZE
24 X 36 inches

PROJECT
Village of Slokan - Harold Street
North Conceptual Design Plan
PROJECT NO.
SLOC-HS-MCDP-2018

DESCRIPTION
**CRITICAL STREETSCAPE
DESIGN ELEMENTS**



DESIGN

Appendix 04 - Open House Boards



PHASE 01 - NORTHWEST BLOCK & SOME OF NORTHEAST BLOCK (BY 2022)

Paired with the water line replacement, this phase would focus primarily on strengthening the west side of Harold as a commercial street. Improvements include:

- Widen and straighten existing sidewalks;
- Continue sidewalk along northeast sidewalk. Leave space between the sidewalk and property lines to buffer existing single-family homes, and for a future bike lane;
- Build curb and establish parking spaces. 45 Degree angled on west side, and parallel on east side;
- Create stormwater infiltration landscaped areas;
- Establish streetscaping (benches, garbages, street lights, etc.);
- Create curb bulb-outs and paint crosswalks;
- Pave area in front of the Legion in anticipation of a future plaza;
- Establish boat and trailer parking on side streets, away from Harold St. N; and
- Establish street trees on both sides of the north block of Harold St. N.



PHASE 02 - NORTHEAST BLOCK & SOUTH BLOCK (BY 2028)

Phase 02 will continue the streetscape plan to the south block and establish additional streetscape elements on the northeast block. This includes hardscaping and the establishment of a plaza adjacent to the Legion. Streetscape improvements will be spurred by the development of the southwest block.

It is assumed that some single-family buildings will transition to a mixed use commercial style as the commercial street is less conducive to single-family residential use. Phase 02 work includes:

- Hardscaping of the northeast block around existing trees, signage and lights and installation of streetscape elements (benches, garbages, bike racks, etc.)
- Full streetscape of south block with established parking, hardscaping, stormwater infiltration areas, street trees, and street furniture;
- Installation of wayfinding signage directing pedestrians around Slocan and to the waterfront;
- Installation of a raised planter bed adjacent to the plaza.
- The plaza will be used for community events (music festivals, movie nights, farmer's markets, etc.); and
- Install a new bus stop with solar energy capture and establish the first phase of a community garden.



PHASE 03 - FINAL DETAILS (BY 2038)

The final phase will see further infill throughout the block. The final phase will be marked mostly by the establishment of a bike lane along the east side of Harold Street. Given the large (30m or 100 ft) right-of-way, establishing a bike lane can accomplish many of the safety and pedestrian improvements desired by residents.

The bike lane also establishes a safe route for children, residents and visitors to get to the waterfront. The final phase includes:

- Establishment of the bike lane along the north side of Harold Street;
- Finalization of the community garden;
- Further design of the plaza;
- Further building infill;
- Development of gateway buildings at Harold St. v Park Ave.



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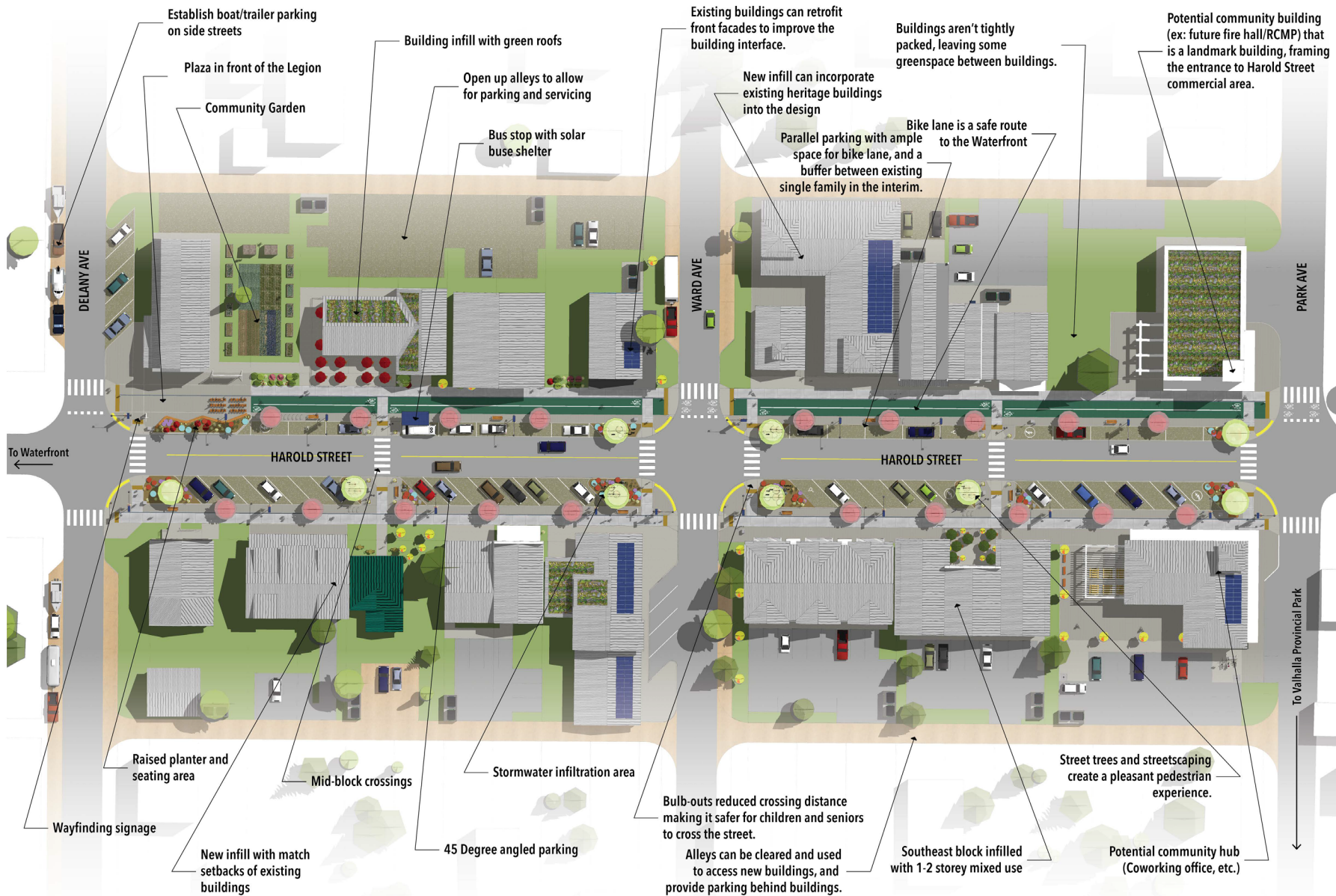
PROJECT
Village of Slocan - Harold Street
North Conceptual Design Plan
PROJECT NO.
SLOC-HS-MCDP-2018

DESCRIPTION
**POTENTIAL PHASED
DESIGN**



DESIGN

Appendix 04 - Open House Boards



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2018/07/23

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PROJECT
Village of Soan - Harold Street
North Conceptual Design Plan

PROJECT NO.
SLOC-HSNCDP-2018

DESCRIPTION
FINAL PLAN



DESIGN

Appendix 04 - Open House Boards



CLIENT
Village of Soan
1000 Soan Street
Soan, BC V0G 2C0
village@soan.ca

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24 X 36 inches

PROJECT
Village of Soan - Harold Street
North Conceptual Design Plan
PROJECT NO.
SLOC-HSNCDP-2018

DESCRIPTION
**VIEWS OF THE FINAL
DESIGN**



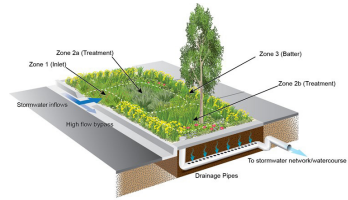
DESIGN

HAROLD STREET NORTH SUSTAINABILITY INITIATIVES

Slocan Council has pledged to move towards a 100% renewable future by 2050. The following sustainability elements have been included in the design:

INFILTRATION GARDENS

Infiltration gardens are landscape features designed to treat stormwater runoff from hard surfaces prior to entering underground infrastructure. Engineered soil beds allow runoff to slowly infiltrate while plants uptake water and remove pollutants.



PERMEABLE PAVING

Permeable pavements are alternative paving surfaces that allow stormwater runoff to filter through voids in the pavement surface into an underlying stone reservoir, where it is temporarily stored and/or infiltrated.



TRENCH DRAINS

Linear trench drains accommodate surface flow to direct water to infiltration beds and underground infrastructure.



SOLAR LED LIGHTING

Efficient, dark sky friendly, full cut-off LED lighting combined with photo-voltaic solar panels. Innovative light poles now include the capability to incorporate charging stations and wifi hotspots.



VEHICLE CHARGING STATIONS

There are a growing number of electric vehicle charging stations throughout British Columbia with the most of any Province.



GREEN ROOFS

Green roofs can reduce the negative impacts of development while providing numerous environmental, economic, and social benefits. They can reduce runoff, conserve energy, increase longevity of roofing membranes, sequester carbon, and increase biodiversity while providing visual interest and aesthetics.



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FEB JJ

SHEET SIZE
24 X 36 INCHES

PROJECT
Village of Slocan - Harold Street
North Conceptual Design 1.8m

PROJECT NO.
SLOC-HS-MCDP-2018

DESCRIPTION
SUSTAINABILITY INITIATIVES



DESIGN

CHARACTER ELEMENTS & LANDSCAPE

Continuing with sustainability and celebrating the unique sense of place in Slocan, the following character and landscape elements have been included in the design:

ACCESSIBLE PARKING & AGE FRIENDLY DESIGN

Accessible parking stalls, textured surface treatments for the visually impaired, smooth consistent surfacing



NATIVE & WELL ADAPTED SPECIES

The use of native species in conjunction with appropriate and well adapted vegetation species that are drought tolerant and low maintenance. Special attention should be given to avoiding species that are known wildlife attractants.



USE OF LOCAL MATERIALS & HERITAGE SYMBOLOGY

The use of local materials such as timber, stone, and metals combined with symbols tying to Slocan's history should be utilized in site furnishings, branding elements, and wayfinding signage to celebrate Slocan's unique history and culture.



PRELIMINARY PROJECT BUDGET

The following breakdown represents a preliminary, high-level budget for the proposed streetscape improvements. This conceptual design and preliminary budget is intended to assist the Village of Slocan to obtain grant and other funding to initiate detailed design and the construction of the proposed improvements.

CATEGORY	DESCRIPTION	PERBLOCK	TOTAL
Demolition & Miscellaneous	» Removal, demolition of existing asphalt paving and concrete (where necessary), concrete pavers, site furnishings, and street trees.	» \$25,000	» \$50,000
	» Miscellaneous including mobilization / demobilization, erosion and sediment control, and traffic control.	» \$10,000	» \$20,000
Surfacing	» Asphalt paving	» \$150,000	» \$300,000
	» Permeable paving	» \$115,000	» \$230,000
	» Unit and installation costs of brushed concrete, concrete pavers, concrete header curbs, new asphalt, wheelchair ramps, and line painting.	» \$250,000	» \$500,000
Stormwater	» Installation of catch basins and relevant materials.	» \$55,000	» \$110,000
Electrical & Lighting	» Unit and installation costs of new light poles and bases, conduit, junction boxes, and underground wiring.	» \$75,000	» \$150,000
	» Electric vehicle charging station	» \$6,500	» \$13,000
Site Furnishings	» Unit and installation costs of seating, tables, trash/recycling receptacles, tree grates.	» \$55,000	» \$110,000
Softscape & Trees	» Unit and installation costs of street trees and plantings, feature boulders, soil containment systems for street trees, bark mulch, and design-build of irrigation system.	» \$60,000	» \$120,000
	» Soil containment vaults for street trees and stormwater (option)	» \$30,000	» \$60,000
Totals		» \$831,500	» \$1,663,000

Note: All estimates are approximate, based on conceptual design drawings, exclude GST, and haulage. Estimate is +/- 25% and should include a 20% contingency.



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PROJECT
Village of Slocan - Harold Street
North Conceptual Design Plan
PROJECT NO.
SLOC-HSNCDP-2018

DESCRIPTION
CHARACTER & PRELIMINARY BUDGET



DESIGN

Harold Street North Conceptual Design Plan – Open House Meeting Minutes



VILLAGE OF SLOCAN

HAROLD STREET NORTH CONCEPTUAL DESIGN PLAN

OPEN HOUSE MINUTES

July 23rd, 2018



Prepared for the Village of Slocan

503 Slocan Street
PO Box 50
Slocan, BC

July 27, 2018

1 of 3

Appendix 05 - Open House Meeting Notes

Harold Street North Conceptual Design Plan – Open House Meeting Minutes

IN ATTENDANCE:

PROJECT TEAM IN ATTENDANCE

Fraser Blyth – Selkirk Planning & Design (SPD)

Jason Jones – LARCH Landscape Architecture + Authentic Mountain Design (LARCH)

VILLAGE OF SLOCAN MEMBERS IN ATTENDANCE

Michelle Gordon – Chief Administrative Officer, Village of Slocan

Jessica Lunn – Mayor, Village of Slocan

OTHER MEMBERS OF COUNCIL HERE?

MEETING MINUTES

6:00 open house board review

6:15 presentation

- Fraser – Acknowledgement of Ktunaxa, Sinixt, Okanagan Nation Alliance, and Shuswap Territory
- Cost for burying powerlines has not been included in cost estimate for conceptual design
- Cost for sewer system – not in conceptual design – potentially down alley
- Fraser described the 5 project phases to date and spoke to design strategies and phasing on the boards.

6:45 discussion + Feedback

- Straight sidewalks and breathing room in front of businesses appreciated by business owners and attendees
- Overall concept design is very appropriate to the Village Slocan and is exciting to see
- Store to the Legion is the busiest section especially for parking (approx. 20-30 cars, straight in parking in the summer)
- Discussion regarding angled parking being on East side of Harold Street
- Discussion regarding a roundabout at north end of Harold Street – Participants generally supportive of a roundabout at this location
- Wellness Centre and Cenotaph is intended to be a public gathering space
- Alleys are only 12 feet wide and not paved
- Septic systems are generally to the back of houses/businesses and prevent parking on top
- In 2011 there was a “Sustainable Solutions” initiative that included public engagement. It is nice to see that this design is consistent with the previous sustainability initiative but bringing things to a current and more designed approach.
- Discussion on angled parking on side streets and Village properties, Mill site
- Traffic flow is primarily from the South
- Intersection at the Legion is dangerous
- If roundabout is considered at north end, keep vegetation low for public safety and to maintain views to the waterfront
- Discussion on providing RV and boat trailer parking on side streets. Signage required to direct users to correct locations.
- Gateway feature discussed “Gateway to Valhalla, direct to large vehicle parking, direct to beach, direct to downtown”

Appendix 05 - Open House Meeting Notes

Harold Street North Conceptual Design Plan - Open House Meeting Minutes

- Discussion regarding angled parking on both sides of street
- Question whether bike lane is necessary, most people use alleys and side streets for cycling. A lot of the bike traffic comes from the rail trail
- Mid block crossings were well received
- Wide sidewalks are needed on both sides of the street. Seniors currently walk on the street in winter because it is the only level clear surface. There will be more seniors this year. Important connections to the store, post office
- Discussion on other traffic calming requirements on adjacent streets i.e. Slocan

7:30 adjourned

DATE July 23, 2018

SIGN IN

NAME	CONTACT (optional)
ELAINE MARASEK	
HENRY MARASEK	
Barbara Curry Mulcahy	bcmulcahy@hotmail.com
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John E. Pettigrew	501 Harold St.
Jordan Knott	601 Home St.
Nina Knott	601 Home St.
Michelle Gordon, Village	355-3377
Devin Lindsay	3unaft@gmail.com
Joel Belletier	
Madeleine FERRIERE	
Rebecca Hill	407 Delany Ave
PATRICK ASHION	MOUNTAIN VALLEY
Margan Deighan	STATION@TEWS.NET
Courtney Hulbert	masshilldesign@gmail.com
Savika Wilson	CourtneyHulbert007@gmail.com
GRISS STONE	grissstone23@gmail.com

Commented [FB1]: MICHELLE, we may want to blur out people's email addresses if this is going to be made public. Let me know.



SLOCAN HAROLD STREET CONCEPTUAL DESIGN PLAN

FINAL DESIGN CONCEPT

Appendix 06 - Final Design Concept Plan

ASSETS, ISSUES, AND OPPORTUNITIES

ASSETS

No.	Description
01	The area has mature stands of existing trees. Keeping some of these through the development process and integrating existing mature trees into the design of new mixed use areas can create a unique character, and desirable places for potential residents and visitors.
02	Existing rest areas are a strong asset, especially for providing adequate rest areas for seniors.
03	Existing commercial businesses on Harold Streets are working well, and are strong neighbourhood anchors.
04	The well-maintained greenspace next to Flaco's is a great semi-private amenity.
05	New construction that matches existing development (setbacks, height, etc.) helps infill the block in a consistent way.
06	There are several strong views of the waterfront along Harold Street.

ADDITIONAL ASSETS

Slocan's existing small-town character is unique and should be celebrated through the proposed design

ISSUES

No.	Description
01	There is no signage or "entrance" to Harold Street Commercial area. Also, signage to Valhalla Provincial Park is not in place at this intersection.
02	View of the lake front is obstructed by curvilinear sidewalk and vegetation.
03	The sidewalk loses its pedestrian connectivity here. The sidewalk appears to just end, with no visual link as to where pedestrians can go next, especially when parked cars visually block the sidewalk further north.
04	Cars park over the "desire line" (where people want to walk, easiest and most logical route, etc.) for the sidewalk. This reduces pedestrian connectivity.
05	A lack of defined parking spaces results in cars parking on the sidewalk, reducing walkability.
06	Several businesses have stairs to access the building. This creates accessibility challenges for people with restricted mobility.
07	Jersey barriers are in place in front of several commercial businesses to prevent damage and define parking. They are effective but are generally viewed as unattractive and detract from the pedestrian realm.
08	There are several areas where water pools on the side of the road. The puddles grow and flow north and west over the road, resulting in localized flooding. A stormwater improvement is planned for the intersection of Harold Street and Delany Ave in the fall of 2018, that should eliminate water pooling and flooding on this corner. Improved stormwater management is needed along the entire street.
09	Northerly winds blow in off the lake and up Harold Street. Reducing the impact of wind would be a benefit.
10	The intersection is very wide and safe pedestrian access to the beach is made difficult with a higher level of traffic, larger crossing distances and a lack of sidewalks or pathways.
11	Overhead wires create challenges for streetscape design. They limit the ability to plant trees along the street. During storms power is often disrupted by trees. Preference during the walking tour was to bury lines underground.
12	Setbacks for residential properties are larger than existing commercial buildings. Estimated approximately 6.0m minimum.
13	This plan will have to consider how to allow for single-family residential to remain "as is" while encouraging a higher density commercial mixed use area.
14	Tall fences can affect the quality of the pedestrian environment and discourage walking by creating a large blank wall along the streetfront. The challenge will be how to preserve privacy for residences, while improving walkability of the street.
15	Large boats and RVs are using ample parking areas in front of other businesses and homes to park, and stop in at the Slocan Village Market. This is causing conflict between neighbours and visitors.

ADDITIONAL ISSUES

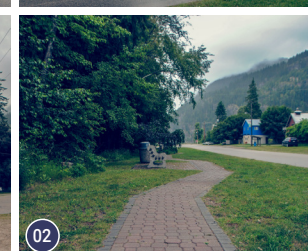
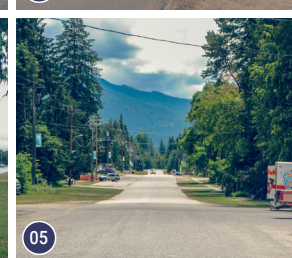
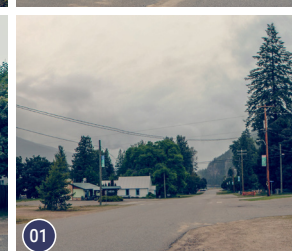
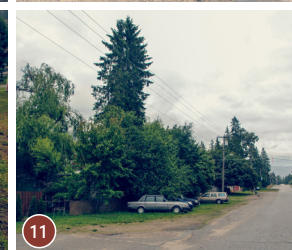
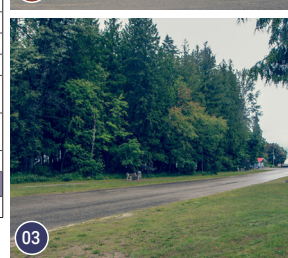
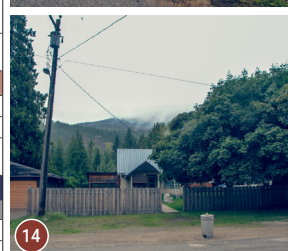
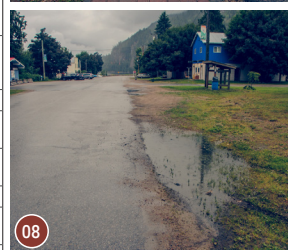
Garbages should be upgraded to be bear-safe
Snow clearing of both roads and sidewalks should be considered in the design. Snow will be stored on the street.
Current road grade is on top of old road grade. This puts most businesses below the road grade resulting in flooding and other issues. Cost estimates will have to incorporate the sub-road removal as well.

OPPORTUNITIES

No.	Description
01	Opportunity for signage/gateway feature directing visitors to Valhalla Provincial Park and announcing arrival into "downtown."
02	The existing sidewalk could be straightened and widened to improve the quality of the walk for pedestrians.
03	Large undeveloped parcel has the potential for suitable infill.
04	Building infill opportunity on this vacant lot.
05	Large 30m (100 ft) road right-of-way means there is a lot of room to accommodate pedestrian, cyclist, vehicle and parking needs.
06	The connection from Harold Street to the Beach area is an important community link. There is an opportunity to strengthen the connection to the beach through placemaking and wayfinding.
07	Potential to direct large vehicles (RVs, trailers, boat trailers, etc.) off Harold Street to the lake front to minimize parking and traffic issues caused by larger vehicles requiring more space.
08	Unused and underused alleys could provide access to additional parking for properties along Harold Street.

ADDITIONAL OPPORTUNITIES

The design will accommodate deciduous street trees.



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Slocan, BC V9G 2C0
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SHEET SIZE
24 X 36 inches

PROJECT
Village of Slocan - Harold Street
North Conceptual Design Plan
PROJECT NO.
SLOC-HS-MCDP-2018

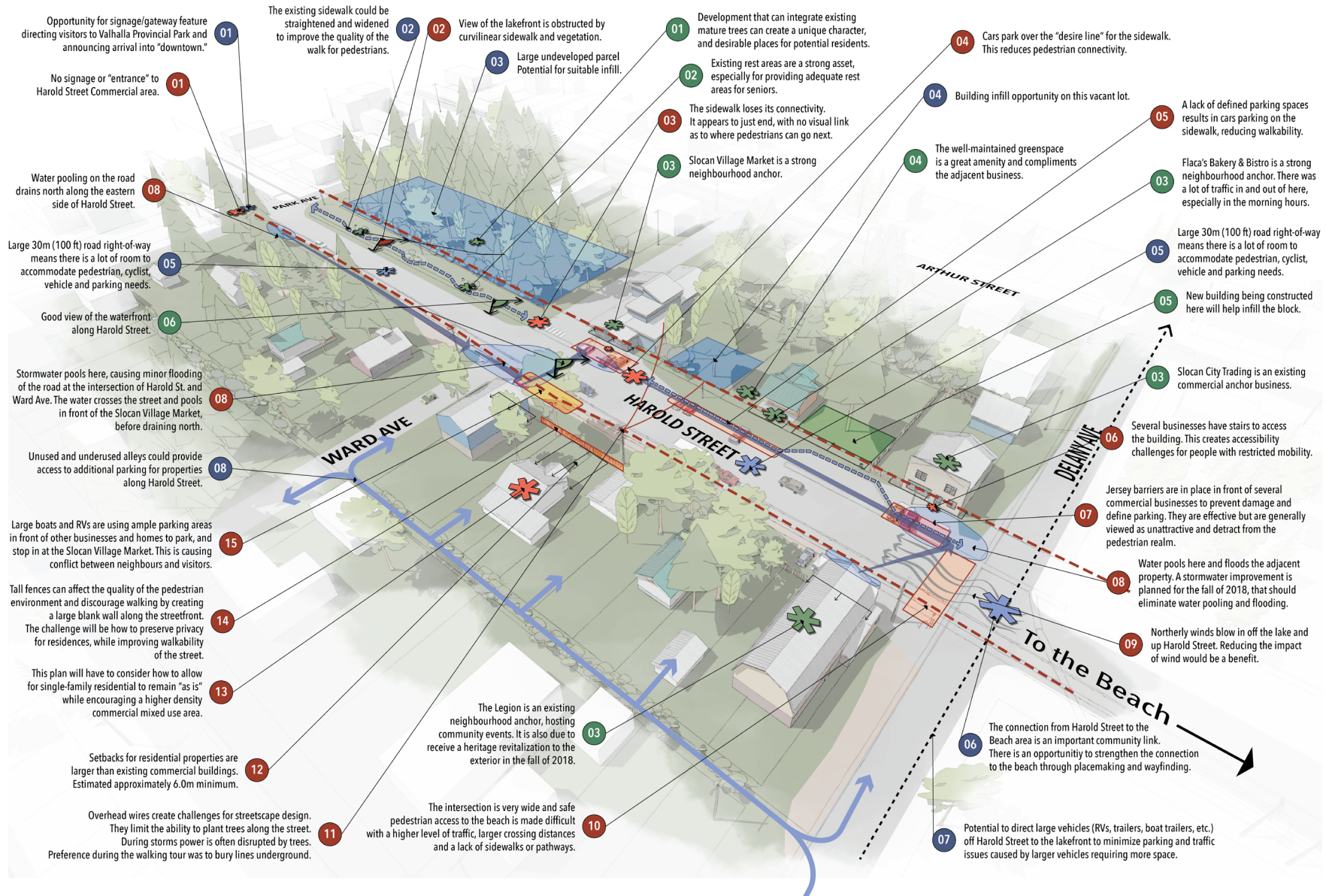
DESCRIPTION
ASSETS, ISSUES, AND
OPPORTUNITIES



ANALYSIS

01

Appendix 06 - Final Design Concept Plan



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Village of Slocan
1000 Main Street
Slocan, BC V0G 2C0
villaged@slocan.ca

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PROJECT
Village of Slocan - Harold Street
North Conceptual Design Plan

PROJECT NO.
SLOC-HSNCDP-2018

DESCRIPTION
URBAN DESIGN ANALYSIS

SELKIRK PLANNING DESIGN

LARCH

ANALYSIS

02

Appendix 06 - Final Design Concept Plan

HAROLD STREET NORTH VISION

Harold Street North will evolve into the community hub and commercial centre for the Village of Slocan. Building upon its rich environment, culture, and economy, Harold Street North will develop a strong identity through thoughtful and appropriate placemaking, improved pedestrian space and amenities, and a strong connection to the waterfront.

KEY RECOMMENDATIONS

BUILT FORM/CHARACTER

- Establish general infill and commercial facade guidelines to ensure that new development fits in with what's already there, and creates a visually attractive streetscape. This would include restrictions on facade width, building height, and distribution of facade openings (window and door placement guidelines).
- Include accessibility improvements to existing buildings providing access for people with disabilities.
- All new buildings should be mixed use.
- Establish signage guidelines through an Official Community Plan update.

CONNECTIVITY/COMPATIBILITY WITH SURROUNDING NEIGHBOURHOOD

- Create a landscaping buffer between properties on Harold and surrounding residential areas.

ENVIRONMENTAL

- Incorporate sustainable design cues into design (solar lights, solar panels, passive architecture, electric charging stations, green roofs, local materials, solar shades, stormwater management, rainwater cisterns, etc.)
- Ensure firesmart guidelines are incorporated into landscaping

EXISTING BUILDINGS AND LOT TYPES

- Develop a phased design that shows how the street can allow existing single-family residential to remain while transitioning to a mixed use/commercial village core.
- Remove vegetation and tall fences from front yard lot lines, incorporate on each lot, but not permitted along lot lines. Max 1.1 meter fence height in front yard.
- Develop privacy guidelines for existing residential properties.

EXISTING HERITAGE RESOURCES

- Incorporate interpretive signage where appropriate.
- Support heritage revitalizations of existing buildings.

IMPORTANT VIEWS

- Propose landmarks and landmark buildings to draw the eye and create visual interest in the built form.
- Establish locations and frame views of the waterfront.

INFILL/INTENSIFICATION

- New buildings should be placed between 0-3.0 meters (maximum) from the front lot line to match existing buildings. *Except where a public plaza is proposed.

LANDSCAPING

- Incorporate street trees along the street to create a nice ambience and visually draw people to the area.
- Potential to include local food production into the streetscape design.
- Use landscaping to reduce the effects of northerly winds.
- Incorporate green stormwater management into the design to improve stormwater capabilities and enhance the street with attractive (and functional) landscaping.
- Use native species in landscaping where possible.

PARKING SUPPLY, DEMAND, LOCATION & DESIGN

- Better define on-street parking on Harold Street North so vehicles don't park on sidewalks. Angled west side, parallel east side.
- Allow on-street parking to count towards the calculation of required parking spaces with new businesses, and allow a shared use parking calculation.
- Open up existing alleys and use them to provide access to parking areas behind buildings for longer-term parking for residents and employee parking.
- Provide opportunities for large vehicle parking on Delany Ave so visitors can still access local businesses within a short walk.

HAROLD STREET NORTH GUIDING PRINCIPLES

- Emphasize the improvement of the pedestrian realm. Make the area more inviting and attractive to both residents and tourists.
- Emphasize the small town character.
- Provide a framework for a theme/character guidelines that utilize local influences (First Nations, Ore Mining, Forestry, Gateway to the Valhallas, Small Town Lifestyle, Local Food Production, Eco-Tourism and Sustainability) to be established and refined by Slocan residents through an Official Community Plan update.
- Incorporate Sustainable Design into the plan (stormwater, energy reduction, energy production, local building materials, etc.)
- Improve the accessibility and walkability of Harold Street North through Age Friendly design principles.
- Improve parking and reduce maintenance costs through defined parking spaces.
- Flexible Public Space will be designed to accommodate a special events.
- Street Furniture and landscaping will be designed to be wildlife-proof that are attractive, functional, and fit with the overall design.
- The plan will be implemented in phases as budgets allow, and should reflect the final vision with a phased implementation plan.

PEDESTRIAN, CYCLIST AND VEHICULAR ACCESS & CIRCULATION

- Show curb cuts, urban braille at intersections, ensuring accessibility for all users. Prefer no bulb outs for snow clearing.
- Discourage boat and RV traffic from traveling down, and parking on Harold St. N through street design. Reroute them along Slocan Street and Delany Ave using appropriate wayfinding and signage.

FLEXIBLE PUBLIC SPACE & SPECIAL EVENTS

- Incorporate a public plaza space into the design at the Legion.
- Shared Street concept on north block of Harold?
- Plaza should have public washrooms. Consider decommissioning some of the other existing washrooms?
- Show a movable stage/theatre screen (CNU?)

SEASONAL CONSIDERATIONS ON USE

- Incorporate shade areas with benches, seating areas, etc.
- Integrate covered areas (awnings, colonnades, sheltered bike parking and bus stops, etc.) to protect from the rain.
- Consider snow removal in the design. The Village of Slocan should plan to upgrade snow clearing infrastructure and revise snow clearing protocol with new equipment.

SIDEWALK/STREETSCAPING

- Improve sidewalks with the following design strategies:
 - Widen sidewalks in commercial areas (west) to approximately 3.0m to allow for spillover commercial activities and 1.8m next to residential areas (east) while providing enough space to expand it to 3.0m in the future.
 - Straighten sidewalks to avoid curvilinear paths that get deteriorated by desire lines.

STREET FURNITURE

(Signage, Lighting, Street Furniture, Bike Parking, Public Art, etc.)

- Improve sign legibility with signage and wayfinding improvements.
- Show pedestrian scale lighting or dual (vehicular/pedestrian) lighting with dark sky lighting /LED / Full cutoff lighting principles, and allow for additional enhancements (banners, hanging baskets, art, etc.)
- Design in bear-proof garbage/recycling/composting cans into the streetscape.
- Propose new benches in line with general theme.
- Incorporate bike parking (covered where possible) into design.
- Intersection bollards with decorative art features.

INFRASTRUCTURE

- Bury electrical lines under the sidewalk/street and provide a rough cost estimate. But design has to work if lines aren't buried.
- Assume sewage treatment plant will happen with sewage lines running down the alley.
- The underground water main should be replaced and connected prior to completing any street enhancements/paving.
- Integrate irrigation system into design concept with rainwater cisterns underground and connection to water line as a backup.
- Incorporate rolled curbs and defined parking spaces.



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PROJECT
Village of Slocan - Harold Street
North Conceptual Design Plan
PROJECT NO.
SLOC-HSNCDP-2018

DESCRIPTION
VISION, PRINCIPLES & KEY
RECOMMENDATIONS



ANALYSIS

HAROLD STREET NORTH KEY DESIGN STRATEGIES

Harold Street has great "bones", and is capable of becoming Slocan's main commercial street in a way that integrates local character, environment, economy, and culture. From our initial analysis, here are some key design strategies for Harold Street.

WIDER SIDEWALKS

Wider sidewalks make walking more enjoyable and comfortable. 1.8m - 3.0m sidewalks are typical in village cores. Wide sidewalks also allow space for seating, signage, landscaping and other street furniture.



1-2 STOREY MIXED USE INFILL

New buildings should match the existing 1-2 storey mixed use form. The buildings should help better define the street and street wall aiming for a width-to-height ratio of 2:1 or 3:1 at a minimum.



INVITING BUILDING FACADES

Buildings should be inviting to pedestrians with ground floor windows and doors providing visual connection from the street into the interior of buildings. Inviting building facades make walking more comfortable, safe, and desirable.



STRAIGHT SIDEWALKS

Straight sidewalks avoid creating "desire lines" getting people where they want to go more quickly, enhancing their walk. Straight sidewalks also improve walking for visually impaired people, and make snow-clearing easier.



0 - 3.0M BUILDING SETBACKS

Front building setbacks should be no further than 3.0m to define the street wall and match existing buildings. Setbacks of 3.0m should provide a semi-private space (restaurant patio, landscaped area, etc.).



NEW PUBLIC SPACE

A public plaza is proposed next to the legion to host community events in the public realm. This space will become the heart of the commercial area, and host many outdoor community events.



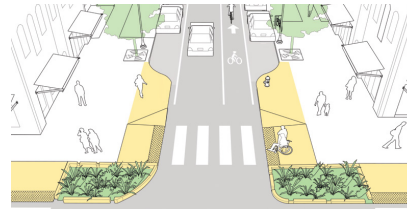
DEFINED PARKING SPACES & ALLEY ACCESS

Parking spaces should be defined to maximize parking availability, and make backing out into traffic safer. Existing alleys should be cleared and made accessible for behind-building-parking and servicing.



SAFER PEDESTRIAN ROUTES

Sidewalks should be separated from street traffic with an adequate buffer area and/or curb. Intersection and mid-block "bulb outs" make the crossing distance shorter, and safer. With a wide 30m (100') right-of-way, bike lanes fit easily.



LANDSCAPING

Landscaping should incorporate native species and use street trees to define the pedestrian realm. Street trees create a pleasant pedestrian environment, absorb water and pollutants, provide shade, and enhance the overall area.



FUNCTIONAL & ATTRACTIVE STREET FURNITURE

Street furniture should be placed in strategic locations and meet the needs of pedestrians (benches, signage, garbage, etc.). It should also incorporate local materials and character elements.



ENHANCE VIEWS

Provide opportunities to stop and get a view of the lakefront. This includes at intersection crossings and rest areas. Street trees and buildings can help "frame" the view to the waterfront.



PHASING

Phasing should consider future infrastructure replacement (water lines and roads). The north west portion of Harold should be done first with water line improvements. The northeast and south portions can follow later if needed.



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DESCRIPTION
**CRITICAL STREETSCAPE
DESIGN ELEMENTS**



DESIGN

Appendix 06 - Final Design Concept Plan



PHASE 01 - NORTHWEST BLOCK & SOME OF NORTHEAST BLOCK (BY 2022)

Paired with the water line replacement, this phase would focus primarily on strengthening the west side of Harold as a commercial street. Improvements include:

- Widen and straighten existing sidewalks;
- Continue sidewalk along northeast sidewalk. Leave space between the sidewalk and property lines to buffer existing single-family homes, and for a future bike lane;
- Build curb and establish parking spaces. 45 Degree angled on west side, and parallel on east side;
- Create stormwater infiltration landscaped areas;
- Establish streetscaping (benches, garbages, street lights, etc.);
- Create curb bulb-outs and paint crosswalks;
- Pave area in front of the Legion in anticipation of a future plaza;
- Establish boat and trailer parking on side streets, away from Harold St. N; and
- Establish street trees on both sides of the north block of Harold St. N.



PHASE 02 - NORTHEAST BLOCK & SOUTH BLOCK (BY 2028)

Phase 02 will continue the streetscape plan to the south block and establish additional streetscape elements on the northeast block. This includes hardscaping and the establishment of a plaza adjacent to the Legion. Streetscape improvements will be spurred by the development of the southwest block.

It is assumed that some single-family buildings will transition to a mixed use commercial style as the commercial street is less conducive to single-family residential use. Phase 02 work includes:

- Hardscaping of the northeast block around existing trees, signage and lights and installation of streetscape elements (benches, garbages, bike racks, etc.)
- Full streetscape of south block with established parking, hardscaping, stormwater infiltration areas, street trees, and street furniture;
- Installation of wayfinding signage directing pedestrians around Slocan and to the waterfront;
- Installation of a raised planter bed adjacent to the plaza.
- The plaza will be used for community events (music festivals, movie nights, farmer's markets, etc.); and
- Install a new bus stop with solar energy capture and establish the first phase of a community garden.



PHASE 03 - FINAL DETAILS (BY 2038)

The final phase will see further infill throughout the block. The final phase will be marked mostly by the establishment of a bike lane along the east side of Harold Street. Given the large (30m or 100 ft) right-of-way, establishing a bike lane can accomplish many of the safety and pedestrian improvements desired by residents.

The bike lane also establishes a safe route for children, residents and visitors to get to the waterfront. The final phase includes:

- Establishment of the bike lane along the north side of Harold Street;
- Finalization of the community garden;
- Further design of the plaza;
- Further building infill;
- Development of gateway buildings at Harold St. v Park Ave.



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DESCRIPTION
**POTENTIAL PHASED
DESIGN**

SELKIRK
PLANNING & DESIGN
LARCH
DESIGN
05

OPEN HOUSE FEEDBACK AND REVISIONS FOR THE FINAL PLAN

The final designs were presented to the community and members of Council at an open house at the Slocan Legion on July 23rd, 2018. The open house ran from 6-8pm. There were 17 attendees that signed in and approximately 5 more that didn't sign in. The consultants presented 10 boards and gave a presentation describing the project and the boards. The presentation was an open format with questions taken throughout. The presentation lasted approximately 1 hour, after which there was an open question system.

SUPPORT

Overall the design was well received by staff and community members. There were several comments describing the appropriateness and fit with the community and existing neighbourhood. Major areas of support included:

- Defined parking areas;
- Stormwater infiltration areas with landscaping;
- Wider straight sidewalks;
- Street trees and streetscaping were appropriate; and
- Mid-block crossings;
- Building infills were appropriately scaled.

PROPOSED REVISIONS

There was a significant discussion on the bike lanes and parallel parking on the east side of the street. The suggestions discussed led to revisions for the final design. Major revisions focused on the following three major points:

- Removing the bike lane and establishing angled parking on both sides of the street;
- Ave to slow boat traffic and create safer pedestrian crossings; and
- Installing a roundabout at the intersection of Harold Street and Delany;
- Distribute the bike traffic to the alleys, rather than along Harold.

FINAL REVISIONS

The Proposed Revisions were incorporated into the final plan. A final plan and related images are shown on the following pages.



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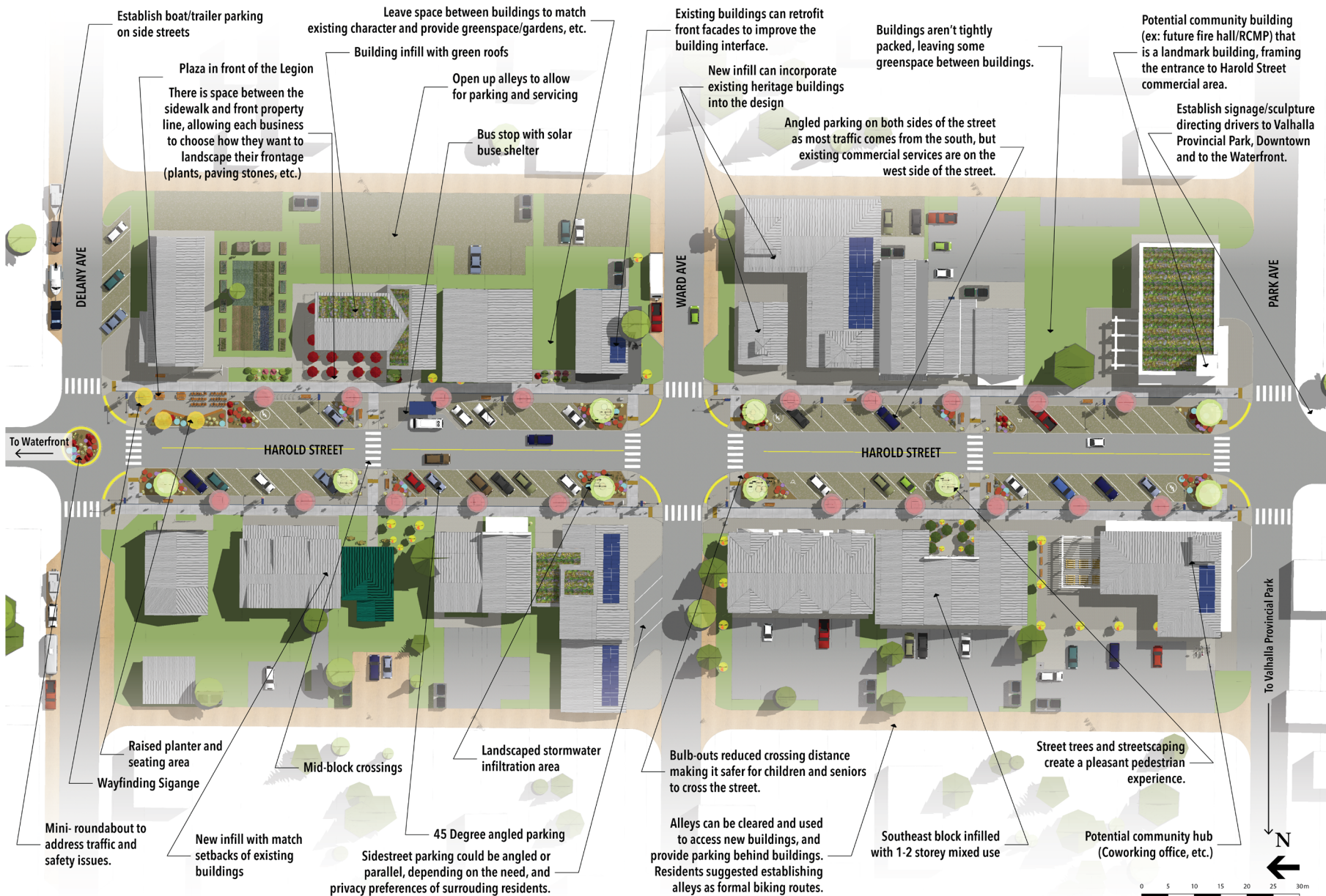
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DESCRIPTION
OPEN HOUSE &
COMMUNITY FEEDBACK



DESIGN

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DESCRIPTION
REVISED FINAL PLAN



DESIGN

Appendix 06 - Final Design Concept Plan



View South from the plaza



Aerial view North along Harold St. to the waterfront



View of a typical mid-block crossing



Aerial view of the north block showing street improvements, building infill and facade improvements to existing buildings



View at the intersection of Harold St. and Park Ave, showing the landmark buildings creating a gateway entrance effect to Harold Street North



Aerial view South along Harold St.

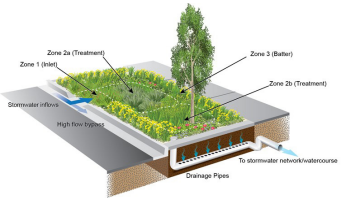
	
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DESCRIPTION VIEWS OF THE FINAL DESIGN	
	
DESIGN	
08	

HAROLD STREET NORTH SUSTAINABILITY INITIATIVES

Slocan Council has pledged to move towards a 100% renewable future by 2050. The following sustainability elements have been included in the design:

INFILTRATION GARDENS

Infiltration gardens are landscape features designed to treat stormwater runoff from hard surfaces prior to entering underground infrastructure. Engineered soil beds allow runoff to slowly infiltrate while plants uptake water and remove pollutants.



PERMEABLE PAVING

Permeable pavements are alternative paving surfaces that allow stormwater runoff to filter through voids in the pavement surface into an underlying stone reservoir, where it is temporarily stored and/or infiltrated.



TRENCH DRAINS

Linear trench drains accommodate surface flow to direct water to infiltration beds and underground infrastructure.



SOLAR LED LIGHTING

Efficient, dark sky friendly, full cut-off LED lighting combined with photo-voltaic solar panels. Innovative light poles now include the capability to incorporate charging stations and wifi hotspots.



VEHICLE CHARGING STATIONS

There are a growing number of electric vehicle charging stations throughout British Columbia with the most of any Province.



GREEN ROOFS

Green roofs can reduce the negative impacts of development while providing numerous environmental, economic, and social benefits. They can reduce runoff, conserve energy, increase longevity of roofing membranes, sequester carbon, and increase biodiversity while providing visual interest and aesthetics.



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INITIATIVES



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CHARACTER ELEMENTS & LANDSCAPE

Continuing with sustainability and celebrating the unique sense of place in Slocan, the following character and landscape elements have been included in the design:

ACCESSIBLE PARKING & AGE FRIENDLY DESIGN

Accessible parking stalls, textured surface treatments for the visually impaired, smooth consistent surfacing



NATIVE & WELL ADAPTED SPECIES

The use of native species in conjunction with appropriate and well adapted vegetation species that are drought tolerant and low maintenance. Special attention should be given to avoiding species that are known wildlife attractants.



USE OF LOCAL MATERIALS & HERITAGE SYMBOLOGY

The use of local materials such as timber, stone, and metals combined with symbols tying to Slocan's history should be utilized in site furnishings, branding elements, and wayfinding signage to celebrate Slocan's unique history and culture.



PRELIMINARY PROJECT BUDGET

The following breakdown represents a preliminary, high-level budget for the proposed streetscape improvements. This conceptual design and preliminary budget is intended to assist the Village of Slocan to obtain grant and other funding to initiate detailed design and the construction of the proposed improvements.

CATEGORY	DESCRIPTION	PERBLOCK	TOTAL
Demolition & Miscellaneous	» Removal, demolition of existing asphalt paving and concrete (where necessary), concrete pavers, site furnishings, and street trees.	» \$25,000	» \$50,000
	» Miscellaneous including mobilization / demobilization, erosion and sediment control, and traffic control.	» \$10,000	» \$20,000
Surfacing	» Asphalt paving	» \$150,000	» \$300,000
	» Permeable paving	» \$115,000	» \$230,000
	» Unit and installation costs of brushed concrete, concrete pavers, concrete header curbs, new asphalt, wheelchair ramps, and line painting.	» \$250,000	» \$500,000
Stormwater	» Installation of catch basins and relevant materials.	» \$55,000	» \$110,000
Electrical & Lighting	» Unit and installation costs of new light poles and bases, conduit, junction boxes, and underground wiring.	» \$75,000	» \$150,000
	» Electric vehicle charging station	» \$6,500	» \$13,000
Site Furnishings	» Unit and installation costs of seating, tables, trash/recycling receptacles, tree grates.	» \$55,000	» \$110,000
Softscape & Trees	» Unit and installation costs of street trees and plantings, feature boulders, soil containment systems for street trees, bark mulch, and design-build of irrigation system.	» \$60,000	» \$120,000
	» Soil containment vaults for street trees and stormwater (option)	» \$30,000	» \$60,000
Totals		» \$831,500	» \$1,663,000

Note: All estimates are approximate, based on conceptual design drawings, exclude GST, and haulage. Estimate is +/- 25% and should include a 20% contingency.



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CHARACTER & PRELIMINARY BUDGET



DESIGN